

# Central Lancashire Local Plan

## Strategic Housing and Economic Land Availability Assessment (SHELAA)

### Appendix 7: South Ribble Site Profiles

January 2025



**Preston**  
City Council



**South Ribble**  
Borough Council



## Schedule of South Ribble Site Profiles

SHELAA Ref	Allocation Ref	Address	Settlement	Ward	Profile Number	Page Number
19S019	HS3.8	Land at Daub Hall Lane	Gregson Lane	Coupe Green and Gregson Lane	1	7
19S021	HS3.18	Land Adjacent to the Fields, Long Moss Lane	New Longton	New Longton and Hutton East	2	10
19S028	N/A	Pear Tree Farm, Hoghton Lane	Higher Walton	Coupe Green and Gregson Lane	3	13
19S029	N/A	St Catherine's Park, Lostock Lane	Lostock Hall	Lostock Hall	4	16
19S039	HS3.9	Land south of Liverpool Old Road	Much Hoole	Hoole	5	19
19S044	N/A	Land Adjacent to Wam Cottage, 153 Longmeanygate	Leyland	Moss Side	6	22
19S051	N/A	Land at Cocker Lane, Leyland to the Rear of No 19 Cocker Lane	Leyland	Moss Side	7	25
19S052	EC6.1	Cuerden Strategic Site	Lostock Hall	Farington East	8	28
19S062	N/A	Land off Brindle Road, Bamber Bridge	Bamber Bridge	Bamber Bridge East	9	31
19S064	HS3.3	Land South of Chainhouse Lane, Whitestake	Whitestake	Farington West	10	34
19S067	N/A	Land Adjoining East Side of Long Meadow and Oldfield	Hoole	Hoole	11	37
19S070	N/A	Land off Victoria Road	Walton-le-Dale	Samlesbury and Walton	12	39
19S077	HS3.5	Land at Cheshire House Farm, Church Lane	Farington	Farington West	13	42
19S087	N/A	Brindle Rd, Ph 1 (Persimmon - Brindle Park)	Bamber Bridge	Coupe Green & Gregson Ln	14	45
19S088 (19S177)	N/A	Land off Croston Rd (aka Farington Mews, Keepmoat)	Farington Moss	Farington West	15	48
19S093	N/A	Land off Coote Lane	Lostock Hall	Farington West	16	51
19S094	N/A	Land at Stilefield/Leigh House and Land at Lime Kiln Farm	Lostock Hall	Lostock Hall	17	54
19S098	HS3.2	Aspley House, Farington	Farington	Farington West	18	57
19S103 (duplicate of 19S064)	Y – duplicate of 19S064	Land South of Chain House Lane	New Longton	Farington West	19	60
19S108	N/A	Hospital Crossing, off Bank Head Lane	Bamber Bridge	Coupe Green and Gregson Lane	20	62
19S110 (19S330x)	HS3.3	Land South of Chapel Lane, PR4 5EB	Longton	Longton & Hutton West	21	65
19S119	N/A	Farington Moss, Land at Lodge Lane, Flensburg Way and Penwortham Way	Farington	Farington West	22	68
19S122	HS3.6	Land at Liverpool Road	Hutton	New Longton and Hutton East	23	71
19S123	N/A	10 Knot Lane	Walton-le-Dale	Samlesbury and Walton	24	74
19S124	HS3.12	Land at Browndge Road	Bamber Bridge	Bamber Bridge West	25	77
19S129	N/A	Walton Hall Farm, Walton Green	Higher Walton	Walton-le-Dale West	26	80
19S132 (19S063)	N/A	East of Leyland Rd/Land off Claytongate Dr/Land at Moor	Penwortham	Charnock	27	83

		Hey School/Bellefield (Belle Wood View)				
19S137	N/A	Land off Penwortham Way & Pope Lane	Penwortham	Middleforth	28	86
19S146	N/A	Land Adjoining 155 Longmeanygate	Midge Hall	Moss Side	29	89
19S147	N/A	Land Adjoining 153 and 155 Longmeanygate, Midge Hall	Midge Hall	Moss Side	30	92
19S153	N/A	Coote Bridge Nursery, Coote Lane	Lostock Hall	Farington West	31	95
19S158/159 /160/167, 19S090, 19S097, 19S254	SS6.B	Southern area of Pickering's Farm	Penwortham	Farington West	32	98
19S162 (16S226, 19S288)	HS3.4	South of Factory Lane and East of the West Coast Main Line, PR1 9TE	Lower Penwortham	Middleforth and Charnock	33	101
19S163 (19S097, 19S090, 19S097, 19S253, 19S254)	SS6.A	Pickering's Farm, Penwortham.	Penwortham	Charnock and Farington West	34	105
19S165 (19S164)	HS3.3	Land to south/rear of Longton Hall, Chapel Ln, Longton	Longton	Longton & Hutton West	35	108
19S166	N/A	Moss Side Test Track	Leyland	Moss Side	36	111
19S168	N/A	Rear of Dunkirk Mill, Slater Ln (aka Rear 102-118 Slater Ln)	Leyland	Earnshaw Bridge	37	114
19S169b (19S027)	N/A	Land off School Ln/Old School Dr/Land to east of Reynard Cl (aka Kitty's Frm) - central part	Longton	Longton & Hutton West	38	117
19S169a (19S027)	HS3.3	Land off School Ln/Old School Dr/Land to east of Reynard Cl, Longton (aka Kitty's Frm) - eastern part	Longton	Longton & Hutton West	39	120
19S170 (19S131)	N/A	Lostock Hall Primary School, Avondale Dr	Lostock Hall	Lostock Hall	40	123
19S171	N/A	118 Chapel Lane	Longton	Longton and Hutton West	41	126
19S172	N/A	15 Studholme Crescent	Penwortham	Middleforth	42	129
19S173	N/A	Land Adjacent 136 Liverpool Road	Hutton	New Longton and Hutton East	43	132
19S174	N/A	Land Adjacent 22 Brownedge Rd	Lostock Hall	Lostock Hall	44	135
19S175	N/A	Land Adjacent 22 Cowling Lane	Leyland	Earnshaw Bridge	45	138
19S176	HS3.18	Land Adjacent to The Fields, Long Moss Lane	New Longton	New Longton and Hutton East	46	141
19S177	N/A	Land off Croston Road (The Pastures - Tilia Homes - formerly Kier Homes)	Farington Moss	Farington West	47	144
19S179	N/A	Land at Rear of 35 Ellen Street	Bamber Bridge	Bamber Bridge West	48	147
19S181	N/A	Land Between 27-29 Park Lane	Penwortham	Middleforth	49	150
19S182	N/A	Land Rear of Church and 249-251 Leyland Lane	Leyland	Earnshaw Bridge	50	153
19S183	HS3.9	Rear of 195 Liverpool Old Road	Much Hoole	Hoole	51	155
19S188	EC4.2	North of Lancashire Business Park	Farington	Farington West	52	158
19S189	N/A	Land off West Paddock	Leyland	Broadfield	53	161
19S190	EC4.1	Land Adjacent to Leyland Business Park	Farington	Farington East	54	164

19S191	HS3.10	Kellet Lane	Bamber Bridge	Bamber Bridge East	55	167
19S194	N/A	Land Rear of Cornwood, Broad Oak Lane	Penwortham	Broad Oak	56	170
19S195	N/A	St Leonard's Vicarage Church Brow	Walton-Le-Dale	Samlesbury and Walton	57	173
19S196	N/A	Land Adjacent 19 and 21 Chapel Lane	Longton	Longton and Hutton West	58	176
19S197	N/A	Baxi New Offices, Ribble House, Brownedge Road	Brownedge	Bamber Bridge West	59	179
19S198	N/A	HPH Hayfield House Haulage Yard (Formerly Pickfords), Chorley Road	Walton-Le-Dale	Walton-Le-Dale West	60	182
19S199	N/A	Lostock Grove Rest Home, Slater Lane	Leyland	Severn Stars	61	185
19S201	N/A	Farington Saw Mills, Stanifield Lane	Farington	Farington East	62	188
19S202	N/A	85 Todd Lane North (Cartmell & Barlow Ltd/BJ Watsons)	Lostock Hall	Lostock Hall	63	191
19S203	N/A	Land Adjacent to 20 Ladyacre	Bamber Bridge	Coupe Green and Gregson Lane	64	194
19S204	N/A	Golden Hill Garage, 208-216 Golden Hill Lane	Leyland	Broadfield	65	197
19S205	N/A	Former Rydal Motors, Liverpool Road	Penwortham	Howick and Priory	66	200
19S206	N/A	Land at Eden Street	Leyland	Leyland Central	67	203
19S208	N/A	51 Station Road	Bamber Bridge	Bamber Bridge East	68	206
19S210	N/A	Land on West Side of Mill Street	Leyland	Earnshaw Bridge	69	209
19S212 (19S099, 19S035)	SS6B	South of Coote Lane, Chain House Lane	Farington	Farington West	70	212
19S213	N/A	Land South of Hampshire Rd (Eccleston Homes – Holland House Farm)	Walton-Le-Dale	Walton-Le-Dale East	71	215
19S215	HS3.11	South of Factory Lane, East of West Coast mainline, PR1 9TE	Lower Penwortham	Middleforth and Charnock	72	218
19S216	N/A	Land at Rear of 24-56 Stanifield Lane	Farington	Farington East	73	221
19S217	N/A	Howick Hall Farm	Penwortham	Howick and Priory	74	224
19S220	N/A	Land at Orchard Gardens (including Land Off Swallowfield)	Much Hoole	Hoole	75	227
19S221 (includes 19S304)	HS3.9	Land at End of Northern Avenue	Much Hoole	Hoole	76	230
19S222	N/A	Lostock Hall Engine Sheds, Watkin Lane	Lostock Hall	Lostock Hall	77	233
19S223	N/A	Land East of Watkin Lane, Adjacent Lostock Hall Station	Lostock Hall	Lostock Hall	78	236
19S225	N/A	Land off Dorothy Avenue	Leyland	Leyland Central	79	239
19S227	N/A	Factory Lane	Penwortham	Middleforth	80	242
19S230	N/A	End of Spinney Close	New Longton	New Longton and Hutton East	81	245
19S232	HS3.7	Land at Branch Road, Mellor Brook	Mellor Brook	Samlesbury and Walton	82	248
19S238	N/A	85 Hennel Lane	Walton-Le-Dale	Walton-Le-Dale	83	251
19S239	N/A	The Barn, 104 Liverpool Road	Longton	Longton and Hutton West	84	254
19S240	N/A	Rear of 347/349 Station Road	Bamber Bridge	Bamber Bridge East	85	257
19S241	N/A	Northbrook Barn, Northbrook Road	Leyland	Broadfield	86	260

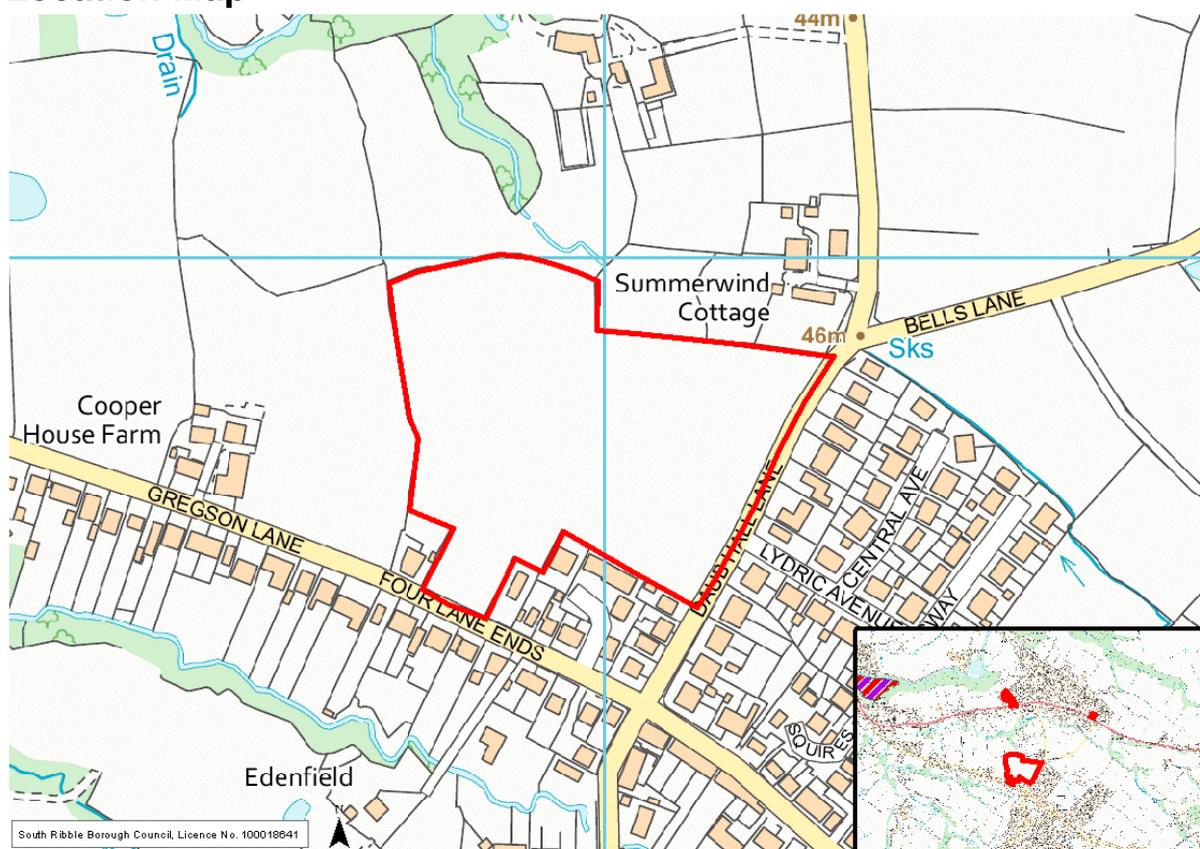
19S242	N/A	Front of 199 Hoghton Lane	Hoghton	Coupe Green and Gregson Lane	87	263
19S243	N/A	15 Kentmere Drive	Longton	Longton and Hutton West	88	266
19S245	N/A	Land to Rear of 23 Sheephill Lane	New Longton	New Longton and Hutton East	89	269
19S246	N/A	394 Brindle Road	Bamber Bridge	Bamber Bridge East	90	272
19S249 (19S077)	HS3.5	Land off Church Lane, Farington	Farington	Farington West	91	275
19S250 (19S095)	HS3.1	Land off Emnie Lane	Leyland	Seven Stars	92	278
19S263	HS3.16	Windmill Hotel Site, Preston New Rd, Mellor Brook	Mellor Brook	Samlesbury and Walton	93	282
19S269	HS3.2	Apsley House	Farington	Farington West	94	285
19S304	HS3.9	Land at Northern Avenue	Much Hoole	Hoole	95	288
19S320	N/A	Higher Walton Mill, Cann Bridge St, Higher Walton	Higher Walton	Samlesbury and Walton	96	291
19S326	HS3.10	Land off Kellet Lane, Walton Summit	Bamber Bridge	Bamber Bridge East	97	294
19S331x	HS3.6	Land at Liverpool Road	Hutton	New Longton and Hutton East	98	297
19S334x	HS3.19	Land to the rear of 96-100 Marsh Lane	Longton	Longton and Hutton West	99	300
19S337a	N/A	Land North of Kittlingbourne Brow	Higher Walton	Samlesbury and Walton	100	303
19S350	N/A	Leyland Town Deal – Residential Scheme	Leyland	Leyland Central	101	306
19S351a	N/A	Higher Walton Mill, Cann Bridge St	Higher Walton	Samlesbury and Walton	102	309
19S355a	HS3.17	The Brambles Rest Home, Park Avenue	New Longton	New Longton and Hutton East	103	312
19S362	N/A	Land East of School Lane	Leyland	Leyland Central	104	315
19S366	HS3.13	Land South of Bannister Lane, Farington Moss, Leyland PR26 6RU	Farington	Farington West	105	318
19S367	HS3.15	Land Adjacent to the Golden Hill School, Leyland Lane, Leyland, PR25 1QS	Leyland	Earnshaw Bridge	106	321
SRBC001	N/A	Samlesbury Enterprise Zone	Samlesbury	Samlesbury and Walton	107	324
SRBC002 (19S084)	N/A	Land off Carrwood Rd, Lostock Hall (Lancet Homes – The Copse)	Lostock Hall	Walton-Le-Dale West	108	327
SRBC004	N/A	Brindle Road (Land adj Ctg Gdns) – Dorbcrest Homes	Bamber Bridge	Bamber Bridge East	109	330
SRBC005 (19S124)	HS3.12	Land off Brownedge Road/Railway Sidings	Bamber Bridge	Bamber Bridge East	110	333
SRBC006	N/A	North of Bannister Ln and rear of 398 – 414 Croston Road	Farington Moss	Farington West	111	336
SRBC007 (19S164)	HS3.3	Land adjoining Longton Hall Farm, South of Chapel Lane	Longton	Longton & Hutton West	112	339
SRBC008	N/A	Vernon Carus Site/Penwortham Mills, Factory Lane excluding Sumpter Horse Site	Penwortham	Middleforth/Walton-Le-Dale West	113	342
SRBC009 (19S162, 19S266)	HS3.4	Sumpter Horse (linked to Vernon Carus Site/Penwortham Mills, Factory)	Penwortham	Middleforth/Walton-Le-Dale West	114	345
SRBC010	HS3.14	Gas Holders Site (Morris Homes) (aka Land off Wateringpool Lane)	Lostock Hall	Walton-Le-Dale West	115	349

SRBC013	N/A	Brindle Rd, Bamber Bridge (Bellway – Grey Gables Farm) – Phase 2	Bamber Bridge	Coupe Green & Gregson Ln	116	352
SRBC018 (19S058)	N/A	Land between Altcar Ln and Shaw Brook Rd (Wade Hall) (Redrow) aka Worden Gardens	Leyland	Seven Stars	117	355
SRBC020	N/A	Lostock Hall Gas Works, Leyland Rd/The Cawsey/Land at Leyland Rd (Morris Homes – St Mary's Park) aka Land between Lyme Rd and The Cawsey	Lostock Hall	Walton-Le-Dale West	118	358
SRBC021	N/A	Lostock Hall Gas Works, Leyland Rd/The Cawsey/Land at Leyland Rd (Morris Homes – St Mary's Park) aka Land between Lyme Rd and The Cawsey – additional area	Lostock Hall	Walton-Le-Dale West	119	361

# Site Profile 1

<b>SHELAA Reference(s)</b>	19S019
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Daub Hall Lane
<b>Settlement</b>	Gregson Lane
<b>Ward</b>	Coupe Green and Gregson Lane
<b>Size (Ha)</b>	4.78
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is located adjacent to existing residential development and has few constraints
<b>Allocation reference</b>	HS3.8
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	95
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027-2031

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

N/A
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### Highways/Transport

<p><u>LCC Access comments</u> Potential access off Four Lane Ends and Daub Hall Lane. Light congestion on surrounding networks during peaks. Number of sites within wider influence area of congestion. Narrow pedestrian access at site, would need footway on Daub Hall Lane.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 1: Average commuter travel mode split and Metric 6: Proximity to key attractors. Part Red for Metric 2: Proximity to current sustainable transport services. Others were Amber.</p>
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### Utilities

The site has access to all utilities. Site has a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1. However, there is risk from surface water in the longer term. A drainage strategy will be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. Surface water should be retained onsite in the western area of the site where appropriate SuDS should be put in place. This may require surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be greenfield or betterment. The use of infiltration SuDS should be investigated.</p> <p><u>Environment Agency</u> The EA have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> Advise there have been no reports of flooding onsite, although there has been one report within 50m and two reports within 100m. There are no known ordinary watercourses onsite. There is a low percentage coverage of high surface water risk, with a medium coverage of lower surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

LCC rating
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**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

**Green** – No comments.

### **Sustainability Appraisal Summary**

A mix of positive and negative effects. Potential negative effects identified in relation to flood risk and air quality. Uncertain negative effects also identified in relation to biodiversity, landscape and resources with positive effects for housing with others uncertain.

### **Habitats Regulations Assessment**

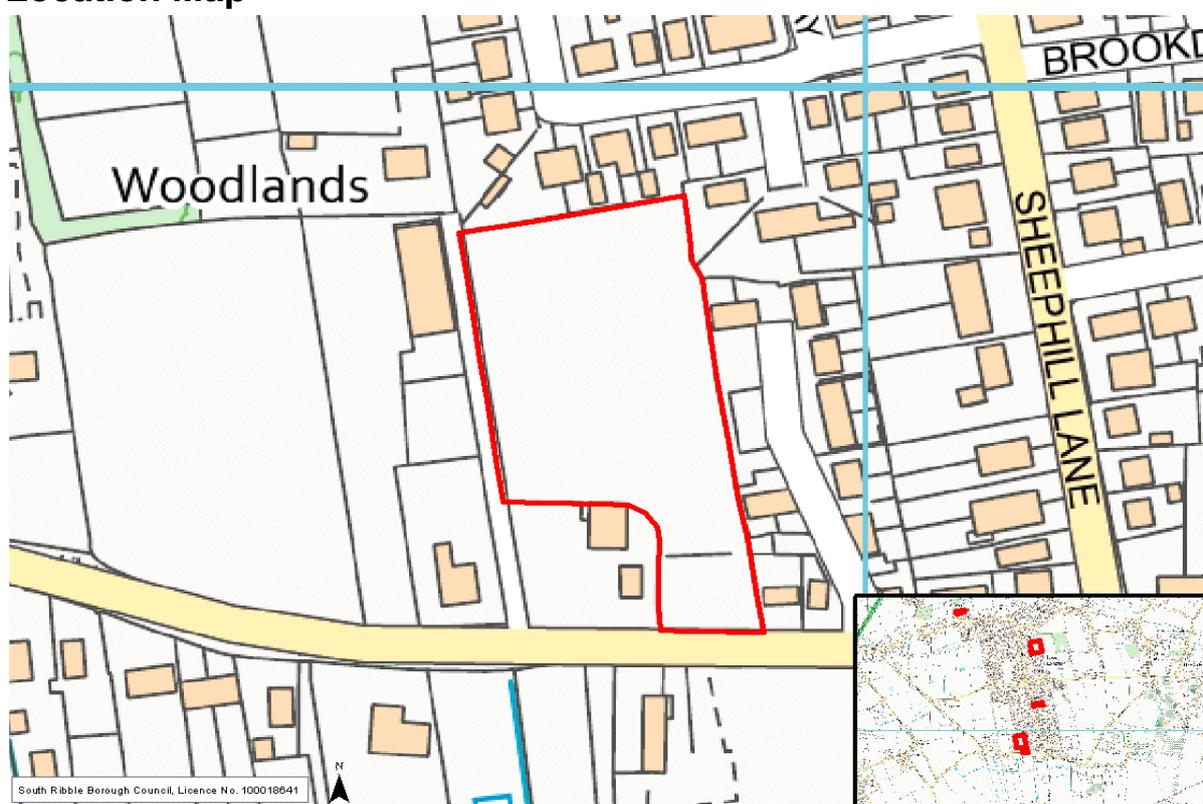
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 2

## Site Details

<b>SHELAA Reference(s)</b>	19S021
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent to the Fields, Long Moss Lane
<b>Settlement</b>	New Longton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	0.80
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is located adjacent to existing residential development and has few constraints
<b>Allocation reference</b>	HS3.18
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	15
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2026/2027

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

There are no obvious constraints other than policy position. Access looks achievable, some loss of conifers, beech hedge and general ecology issues. Flood Zone 1 on Environment Agency mapping.

### Highways/Transport

#### LCC Access comments

Access off Long Moss Lane, no congestion but existing vegetation would need removing/cutting back. Footway to connect to existing provision and visibility requirements within adopted highway. Poor/no provision on Long Moss Lane for pedestrian access to site.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for four of the metrics – MMetric 2, Proximity to current sustainable transport services 'Metric 3, Access to proposed local transport schemes, Metric 5 High level analysis of trip rates and Metric 6, Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site. Site has a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Site not assessed for Level 2 SFRA.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

The only report of flooding has been made within 100m of the site. There are no known ordinary watercourses onsite. There is a medium percentage coverage of high and medium SW risk, with a higher coverage of low and very low SW risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – No comments.

### **Sustainability Appraisal Summary**

The site has several positive effects including housing, health and sustainable transport with uncertain effects for education. Negative effects have been identified for air quality and flood risk with uncertain effects for biodiversity and geodiversity and landscape, with others being neutral.

### **Habitats Regulations Assessment**

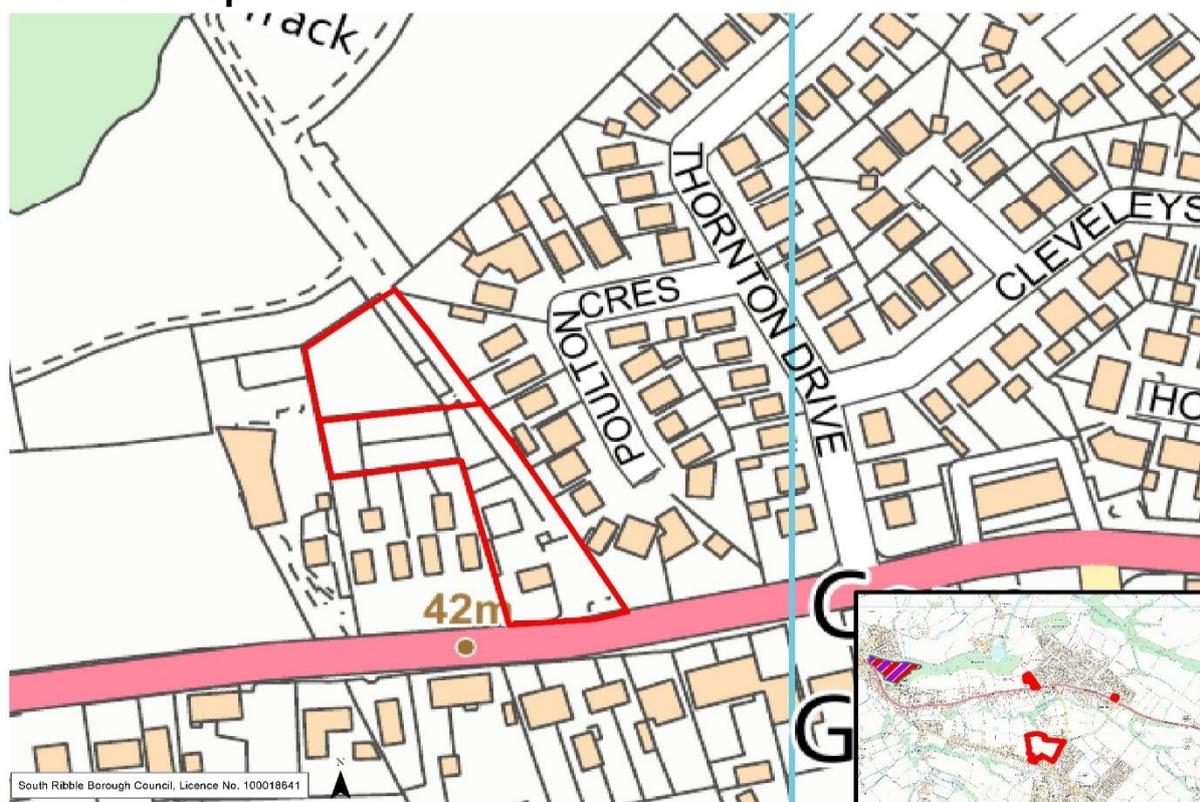
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 3

## Site Details

<b>SHELAA Reference(s)</b>	19S028
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Pear Tree Farm, Hoghton Lane
<b>Settlement</b>	Higher Walton
<b>Ward</b>	Coupe Green and Gregson Lane
<b>Size (Ha)</b>	0.25
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Size and shape of site once Green Belt area is removed, and on-site constraints, mean that any residential development on site is highly unlikely.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	7
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Flood Zone 1, Green Belt, Ecology.

### Highways/Transport

#### LCC Access comments

Access of Houghton Lane, current vegetation would need cutting back/removing. Visibility required within adopted highway. On street parking may obstruct manoeuvres in and out of site. Footways on Houghton Lane but sometimes parking obstructs footways.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for four of the metrics – Metric 1, average commuter travel mode split, Metric 2, Proximity to current sustainable transport services (cycling): Metric 3, Access to proposed local transport schemes and Metric 6, Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Site has a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Not required as site discounted due to limited prospect of development on none Green Belt part of site.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of high and medium surface water risk.

### Heritage/Archaeology

#### LCC rating

**Amber** – Pre-1786 buildings on Yates

The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – No comments.

### **Sustainability Appraisal Summary**

Site has both minor positive effects mainly on sustainable transport and minor negative effects on air quality with uncertain minor negative effects including biodiversity

### **Habitats Regulations Assessment**

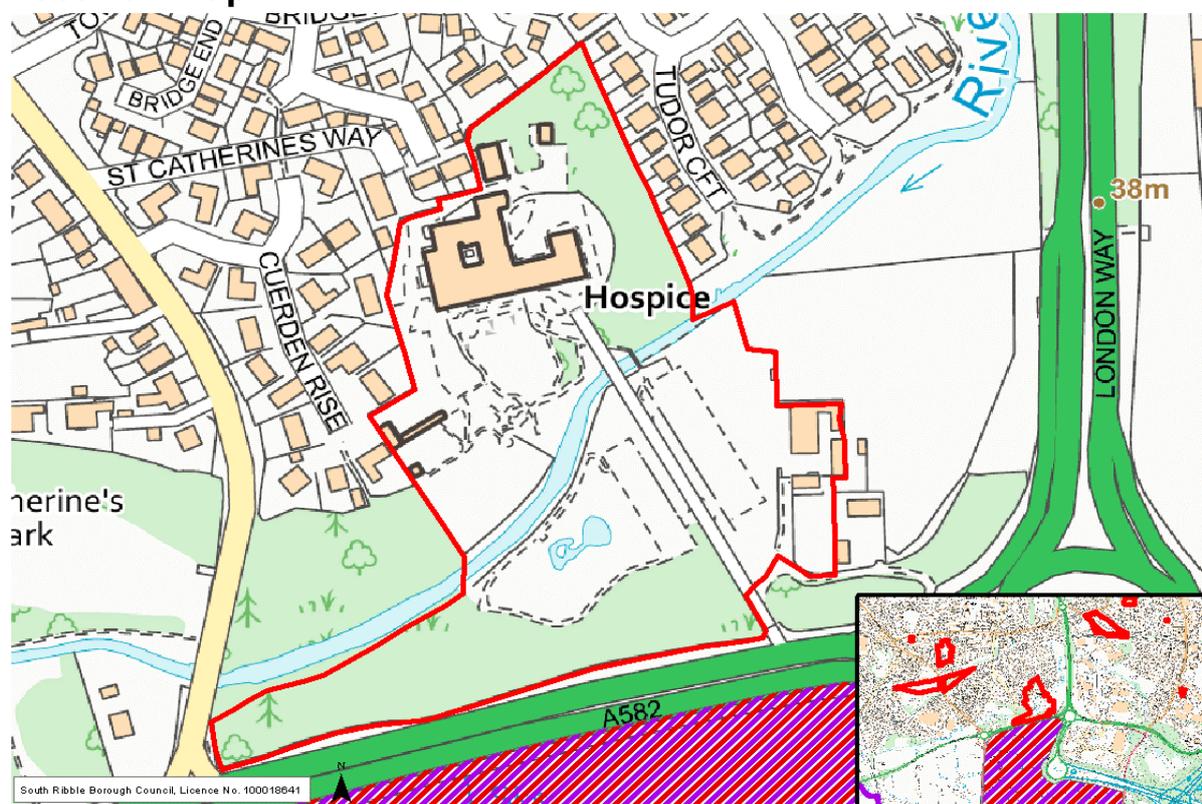
N/A - site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 4

## Site Details

<b>SHELAA Reference(s)</b>	19S029
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	St Catherine's Park, Lostock Lane
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	4.76
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Green Infrastructure, areas in Flood Zone 3 and extensive tree cover on site.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	143
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Ecology, trees, Green Infrastructure. Around half the site is Flood Zone 3 along the river corridor.

### Highways/Transport

#### LCC Access Comments

A582 suffers heavy congestion during peak hours and at weekends. Access in and out requiring turning manoeuvres at roundabouts at both ends require lane changes over short distance. Manoeuvring limitations cannot be improved. Secondary existing access from unadopted St Catherine's Way, not suitable as part of through route, support low level of development and sustainable movements. Would contribute to congestion on A582 and wider network. Areas within wider influence of congestion including, Cuerden employment site, Farington Cricket provision and Pickering's Farm. Highway changes in Cuerden site mitigate this concern. Concern with Cuerden residential a desire line is formed but no supporting infrastructure. Crossing facility at west of Sainsburys roundabout difficult to deliver and very costly due to this site. This would be a site weakness and a possible safety issue. Footways at Lostock Lane. Tood Lane South footways are narrow/absent in places. Limited/no footways to north.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for against one of the metrics Metric 2, Proximity to current sustainable transport services (cycling). The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site. Site has a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Recommend for withdrawal as site is within Flood Zone 3b.

#### Level 2 SFRA

Not required as site discounted due to flood risk and greenspace constraints.

#### Environment Agency

The EA has identified the following constraints: Flood Zone 2, Flood Zone 3, main river, adjacent to/on EA regulated site, adjacent to/on ordinary watercourse/pong (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a medium percentage coverage of all surface water risk vulnerabilities, with 3.55% coverage for high risk and 4.63% for medium risk.

### Heritage/Archaeology

LCC rating

**Amber** – Site of C14 Hall, C18 Park & C19 Mill

The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

**Green** – no comments.

**Sustainability Appraisal Summary**

Site has some positive with negative effects in relation to flood risk and air quality and potential positive minor negative effects identified which are uncertain.

**Habitats Regulations Assessment**

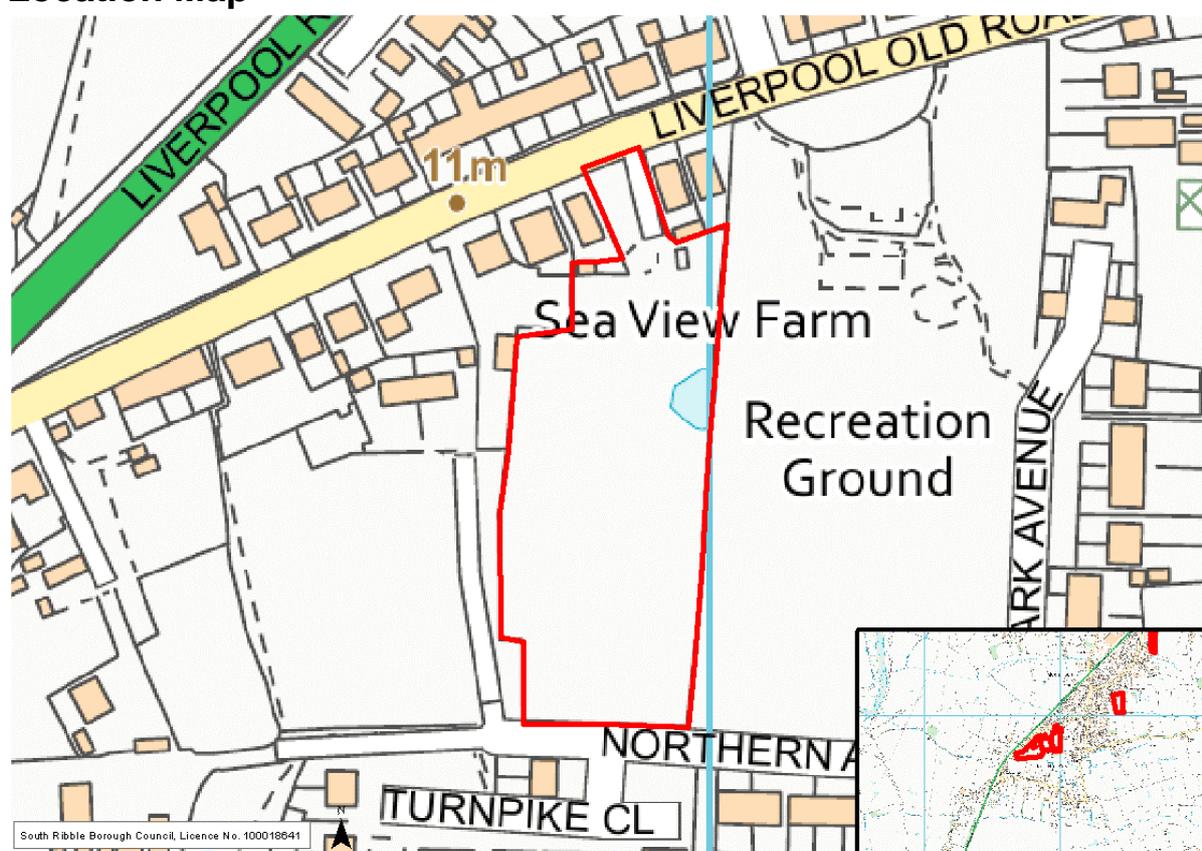
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 5

## Site Details

<b>SHELAA Reference(s)</b>	19S039
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land south of Liverpool Old Road
<b>Settlement</b>	Much Hoole
<b>Ward</b>	Hoole
<b>Size (Ha)</b>	0.90
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is located adjacent to existing residential development and has few constraints. Should be developable as tree cover primarily round boundary and good access point off Liverpool Old Road.
<b>Allocation reference</b>	HS3.9
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A

Anticipated delivery	2027-2031
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## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Flood Zone 1. Trees. Ecology. Possibly Most Versatile agricultural land (Class 3A).
---

### Highways/Transport

#### LCC Access comments

Access of Liverpool Old Road or potentially off Northern Avenue. Could contribute to congestion on A59 Liverpool Road in PM peak. Footways on Liverpool Old Road and Smithy Lane narrow in places. Footway present on only one side of carriageway to south on Northern Avenue and Park Avenue.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for four of the metrics –, Metric 2, Proximity to current sustainable transport services, Metric 3, Access to proposed local transport schemes, Metric 5 High level analysis of trip rates and Metric 6, Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site. Site has a gravity sewer within the boundary.
---

### Flood Risk

#### Level 1 SFRA

Level 2 SFRA required due to surface water.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Flood modelling for the present day and for the impacts of climate change of the unnamed watercourse should be carried out to ascertain the fluvial flood risk to the site. This should include for residual risk modelling of the offsite culvert.
- Surface water should be retained onsite which may reduce units. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be greenfield or betterment. The use of infiltration SuDS should be investigated.

#### Environment Agency

The EA have reported the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a zero percentage coverage of high and medium surface water risk, with 4.35% coverage for low risk.

## **Heritage/Archaeology**

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

The site has majority of neutral effects. Negative effect identified for social infrastructure and positive effects for housing with remaining being neutral or uncertain.

## **Habitats Regulations Assessment**

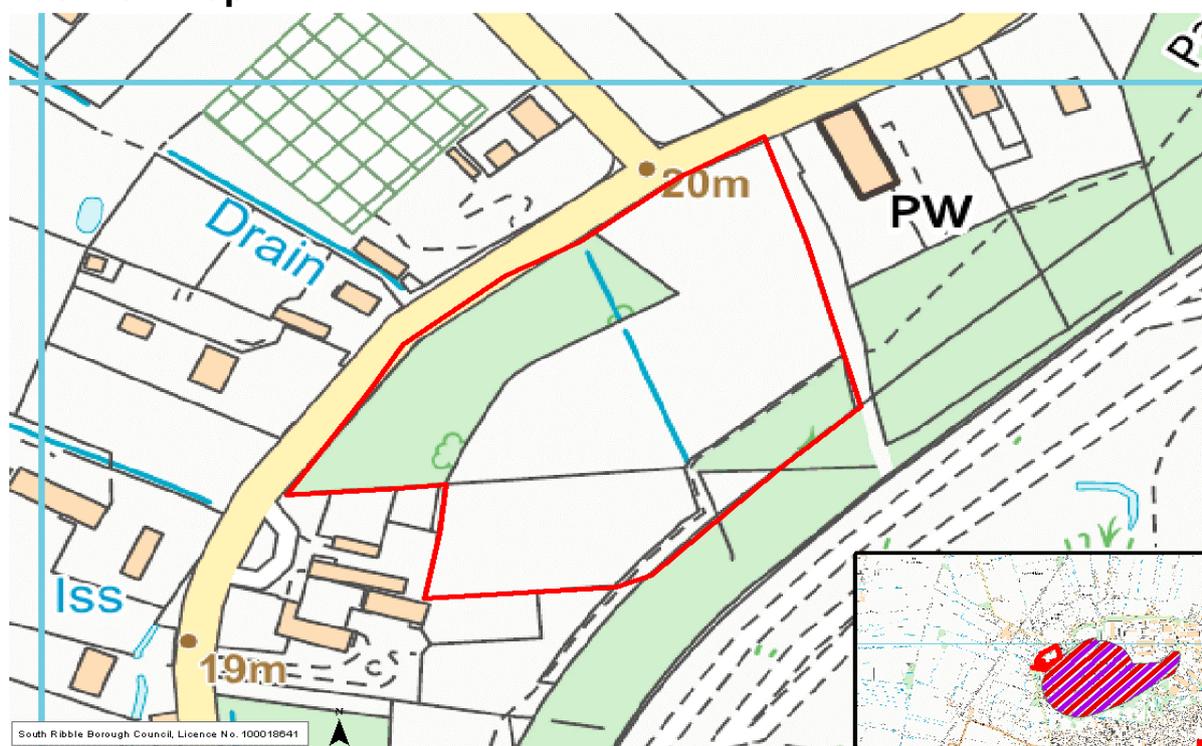
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 6

## Site Details

<b>SHELAA Reference(s)</b>	19S044
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent to Wam Cottage, 153 Longmeanygate
<b>Settlement</b>	Leyland
<b>Ward</b>	Moss Side
<b>Size (Ha)</b>	1.55
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Considerable constraints, including Green Corridor, Green Infrastructure, extensive tree cover + PROW. Overall, results in only part of the site being developable.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	30
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Flood Zone 1. Extensive tree cover. Public Right of Way through NE/SW edge.

### Highways/Transport

#### LCC Access comments

No congestion issues but new access would be off Longmeanygate. Trees in site boundary would need removing for visibility. Visibility requirements to be within the adopted highway. Light congestion on immediate surrounding network in peaks. Inadequate/absent footways around entirety on site boundary. Needs considering with Test Track and how it can be connected. Otherwise, it would be an isolated site with no provision which would be a concern of significance. Site is within 400m of a public transport stop.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for four of the metrics –, Metric 2, Proximity to current sustainable transport services (cycling), Metric 3, Access to proposed local transport schemes, Metric 4, Existing high movements flows/ capacity hot spots, and Metric 6, Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has no access to a foul sewer. Site with a pressurised water main within the boundary.

### Flood Risk

#### Level 1 SFRA

Recommend for withdrawal as site is within Flood Zone 3b.

#### Level 2 SFRA

Not required as site discounted due to flood risk and greenspace constraints.

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There is one know ordinary watercourse onsite, with a network of 84.80m. There is a medium percentage coverage of high and medium surface water risk and a 50% coverage of low risk.

### Heritage/Archaeology

LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has some positives including social infrastructure and sustainable transport with negatives for air quality and flood risk with others being uncertain positive or negatives.

### **Habitats Regulations Assessment**

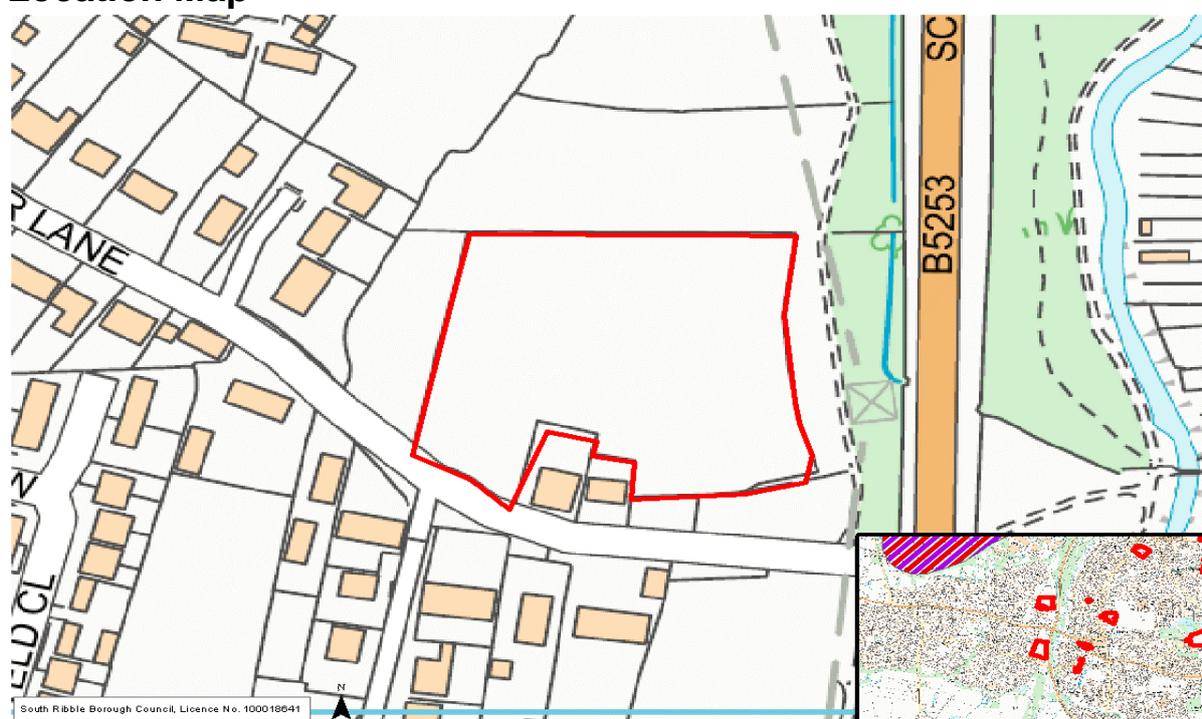
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 7

## Site Details

<b>SHELAA Reference(s)</b>	19S051
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Cocker Lane, Leyland to the Rear of No 19 Cocker Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Moss Side
<b>Size (Ha)</b>	0.97
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Access constraints. LCC Highways indicate that no more residential would be acceptable down Cocker Lane. Several individual dwellings erected since with no road works.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Access: Cocker Lane towards/along site frontage is single track, partly unmade road.

### Highways/Transport

#### LCC Access comments

Access assumed of Cocker Lane, no congestion issues but carriageway in poor condition. Single-track carriageway and sightlines around site are inadequate. Additional impact result in conflict irrespective of mode. Existing historic carriageway is shared use, route used to access local school in Seven Stars area, these issues need to be overcome. The site is not within 400m of public transport stop. Poor pedestrian access, no footway along site. Footway would provide pedestrian safety but needs to link into suitable passing places for motorised vehicles, with turning head within adopted highway to support service vehicles.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for 4 of the metrics – Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, Metric 6: Proximity to key attractors. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Not required as site discounted due to access constraints

#### Environment Agency

The EA has reported no constraints

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding the site, nor are there any known ordinary watercourses. There is a zero-percentage coverage of high and medium surface water risk, with 99% of very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered

to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has majority minor and significant positive effects with minor negative on air quality and uncertain significant negative on biodiversity.

### **Habitats Regulations Assessment**

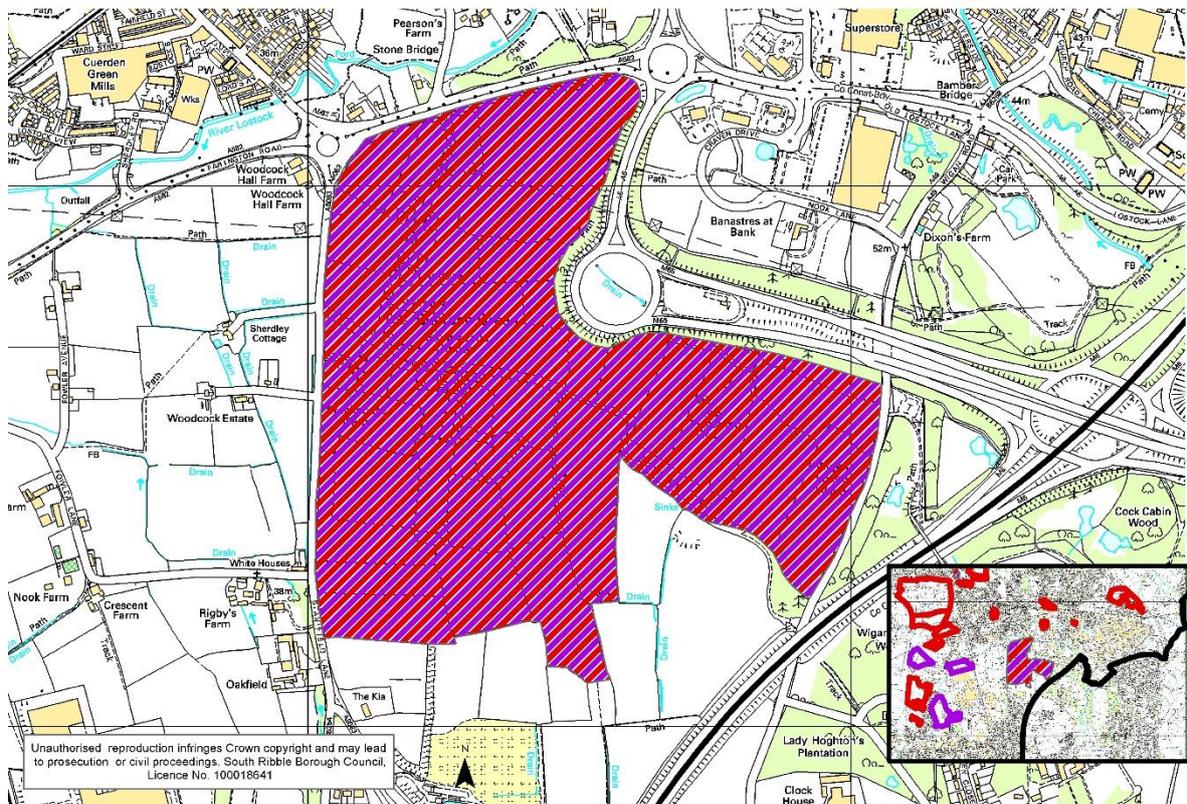
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 8

## Site Details

<b>SHELAA Reference(s)</b>	19S052
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Cuerden Strategic Site
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Farington East
<b>Size (Ha)</b>	66
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Previously allocated site. Planning permission has already been granted for a large part of the site and the site has been previously allocated in the last local plan.
<b>Allocation reference</b>	EC6.1
<b>Proposed use</b>	Mixed Use
<b>Proposed number of dwellings</b>	220

<b>Proposed hectares of employment land</b>	48.69
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027-2032 (housing)

## Site Assessment

### Overview

Existing planning permission?	Yes
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

There is a Grade II Listed Building within the site. Few other constraints.
---

### Highways/Transport

<p><u>LCC Access comments</u>          Planning Permission (see Highways comments).  <u>Central Lancashire Highways and Transport Strategy</u>          The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for 2 of the metrics, the rest were amber –          Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes.          The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

The site does not have access to foul sewer. Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u>          Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b.</p> <p><u>Level 2 SFRA</u>          SFRA Level 2 indicates that:</p> <ul style="list-style-type: none"> <li>• Modelling should be carried out for the present day and for the impacts of climate change of the River Lostock to ascertain the potential fluvial flood risk to the north of the site. However, it should be possible to allocate the site assuming all drainage ditches and ponds can be included in site design.</li> <li>• There should be no development within 8m of any watercourse. The areas adjacent to the existing watercourses and ditches within the site should be converted to blue / green corridors to provide ecological, amenity and social value.</li> <li>• A detailed drainage strategy will be required for any new development, given the large area of the site likely to be cleared to make way for new development and the sporadic nature of the risk. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be to not exceed greenfield rates or betterment on current rates. The use of infiltration SuDS should be investigated.</li> <li>• Groundwater conditions within the south of the site should be investigated further.</li> </ul> <p><u>Environment Agency</u>          Active landfill forms most of southern boundary. Several ordinary watercourses and ponds on site.</p>
---

#### Lead Local Flood Authority

There has been two flood reports onsite, two within 50m and two within 100m. There are 42 known ordinary watercourses on site, creating a network of 4558.67m. Medium percentage cover of all surface water risk vulnerabilities.

### **Heritage/Archaeology**

#### LCC rating

**Green** – - The site was both evaluated and subject to further archaeological investigation and recording by Salford Archaeology in 2018, the results of which were then written up into a final report in March 2020. No further archaeological investigation of the site is considered necessary.

#### Historic England rating

**Amber** – Grade II asset on site. The site includes a Grade II Listed Building, The Old School House. The site provides some historical landscape context and setting to the heritage asset. With mitigation in place, developing the site is considered achievable and is likely to result in limited harm to the Old School House.

### **Sustainability Appraisal Summary**

The site has significant positive effects regarding economy, social infrastructure and sustainable transport. Negative effects were identified against flooding and biodiversity.

### **Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

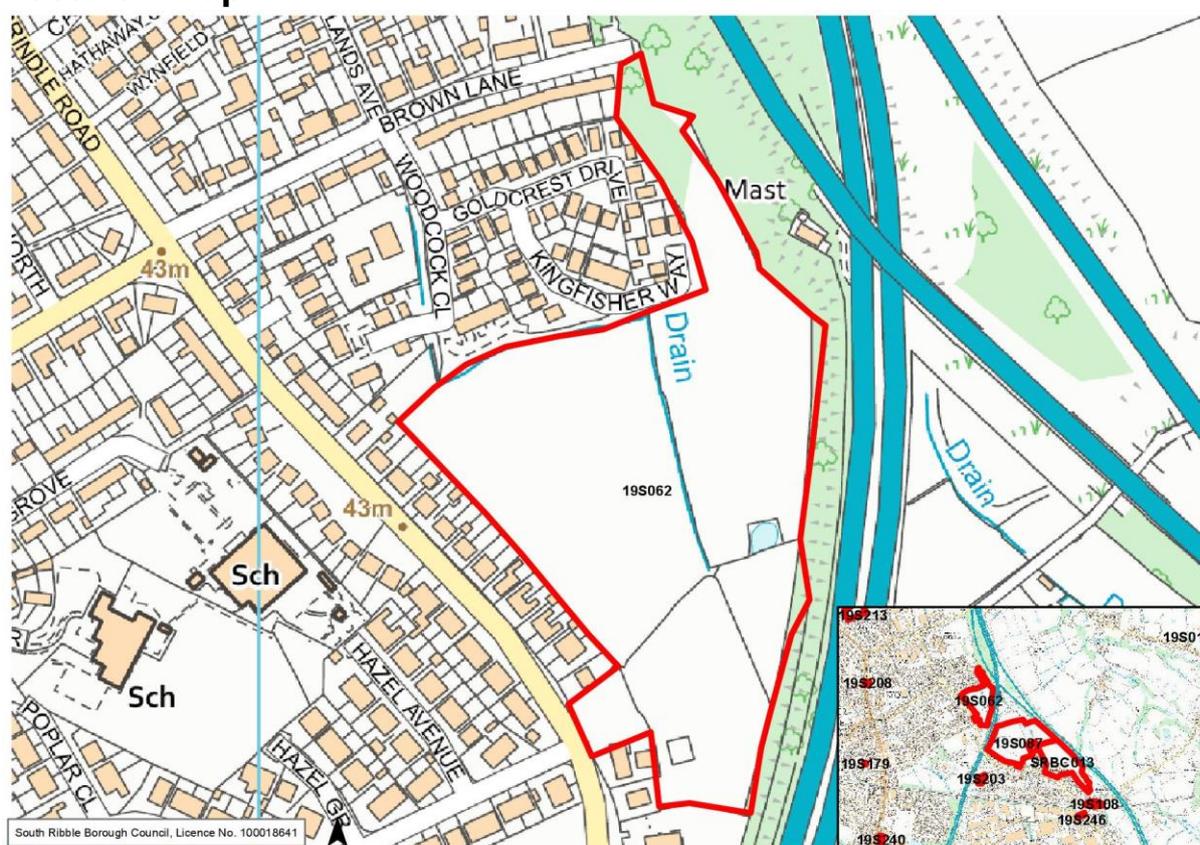
The HRA Screening also identified potential adverse effects from the development of this site allocation in relation to physical damage and loss of functionally linked land. An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a wintering bird survey is required for this site to assess the presence of any winter bird species, determine whether these bird species or their food sources are at risk, and where necessary identify mitigation measures. In response to this recommendation, this requirement has been added to Policy EN7 and will apply to any future planning applications on this site.

# Site Profile 9

## Site Details

<b>SHELAA Reference(s)</b>	19S062
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Brindle Road, Bamber Bridge
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	4.60
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site considered to be an essential part of Green Infrastructure network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	138
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Flood Zone 1. Green Infrastructure.
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues but may need traffic calming on Brindle Road. Existing track/access off Brindle Road will need widening and trees within site likely need to be removed for visibility and widening. Junction spacing with the existing Withy Trees Avenue is a design standard and safety issue that would need to be overcome. Moderate congestion on surrounding network during peak times. Site is within 400m of public transport stop. Footway existing along Brindle Road.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for 3 of the metrics – Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility. Red for 1 Metric, Metric 3: Access to proposed local transport schemes. Red for Metric 3: Access to proposed local transport schemes and the rest Amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has access to all utilities. The site has a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B - Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> Not required as site discounted due to green infrastructure constraints.</p> <p><u>Environment Agency</u> The EA has reported the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of high surface water risk, with medium coverage of other SW risk vulnerabilities.</p>
---

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – C19 Buildings</p> <p>The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will likely</p>
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require a level of yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has a mix of positive and negative effects with uncertain positive for education and uncertain negative for biodiversity and geodiversity and historic environment.

### **Habitats Regulations Assessment**

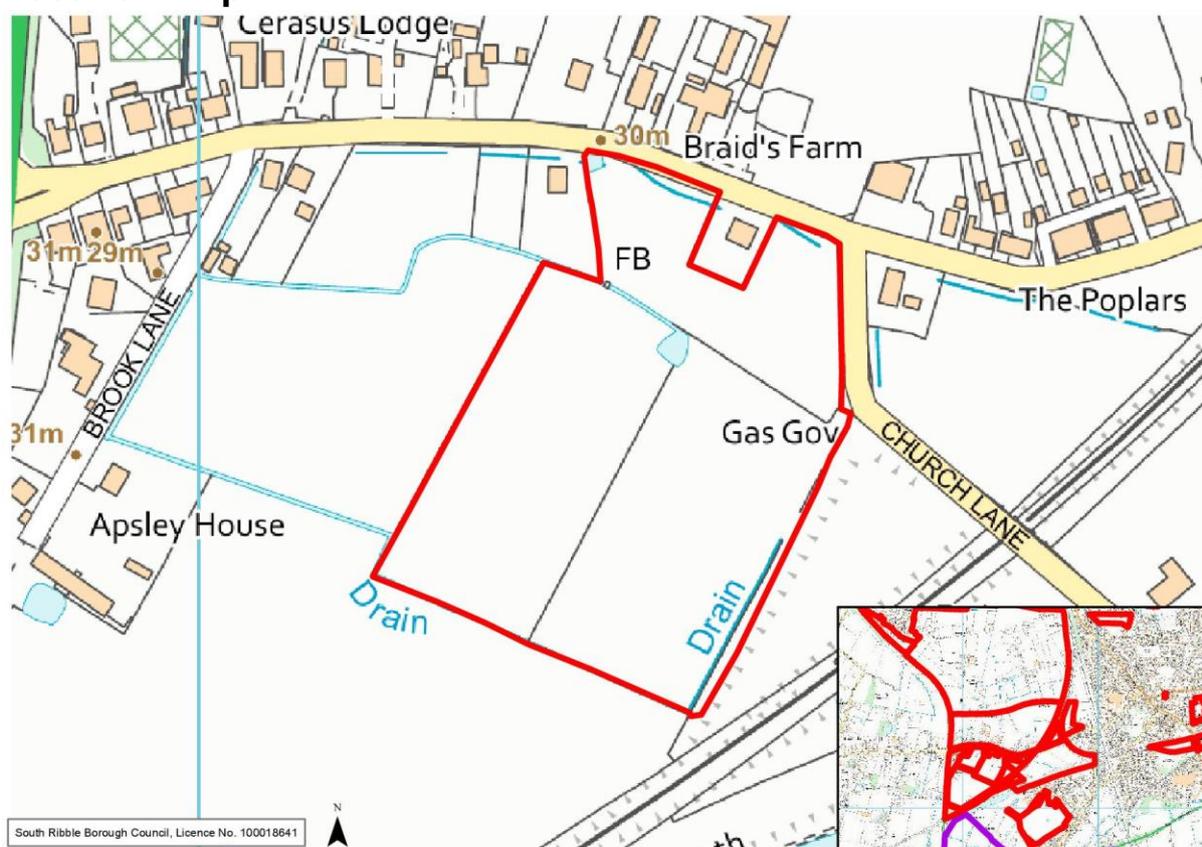
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 10

## Site Details

<b>SHELAA Reference(s)</b>	19S064
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land South of Chainhouse Lane, Whitestake
<b>Settlement</b>	Whitestake
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	3.79
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site located on an area of Safeguarded land, with few constraints.
<b>Allocation reference</b>	HS3.2
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	114
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2029/29 - 2033/34

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No potential issues, potential access off Chain House Lane will require removal of hedges/trees for visibility splays. Potential access off Church Lane would also link into a bus corridor. Site would need footway which is in the gift of the site. Church Lane may be better option as less hedge/trees would need removing. Light congestion on surrounding network during peak times. Site is within 400m of public transport stop. Narrow footways along site frontage on Chain House Lane, and one side of Church Lane with no footway of the frontage side. Footways were possible need widening and/or provide connecting into the existing.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for 2 of the metrics – Metric 2: Proximity to current sustainable transport services, Metric 4: Existing high-volume movement flows/ capacity hot spots and Green for Metric 7: Site vehicular accessibility. Green for Metric 7: Site vehicular accessibility and the rest Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B - Level 2 SFRA required due to surface water.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Updated flood modelling for the present day and for the impacts of climate change of Mill Brook should be carried out to ascertain the fluvial flood risk to the northwestern area of the site. However, it should be possible to allocate the site.
- The impact of a blockage of the culvert along Mill Brook should be investigated as part of the modelling.
- There should be no development within the functional floodplain. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- A detailed drainage strategy will be required for any new development, given the large area of the site likely to be cleared to make way for new development and the sporadic nature of the risk. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required

runoff rates, likely to be to not exceed current rates or betterment on current rates.  
The use of infiltration SuDS should be investigated.

Environment Agency

The EA has the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

Lead Local Flood Authority

There have been no reports of flooding onsite, although there has been one report within 100m of the site. There are six known ordinary watercourses onsite, with a network of 237.12m. There is a medium percentage coverage of all surface water risk vulnerabilities, with 1.80% coverage for high risk and 3.78% for medium risk.

## **Heritage/Archaeology**

LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

Site has majority positive or neutral effects with negative effects uncertain. Negative effect with flood zone.

## **Habitats Regulations Assessment**

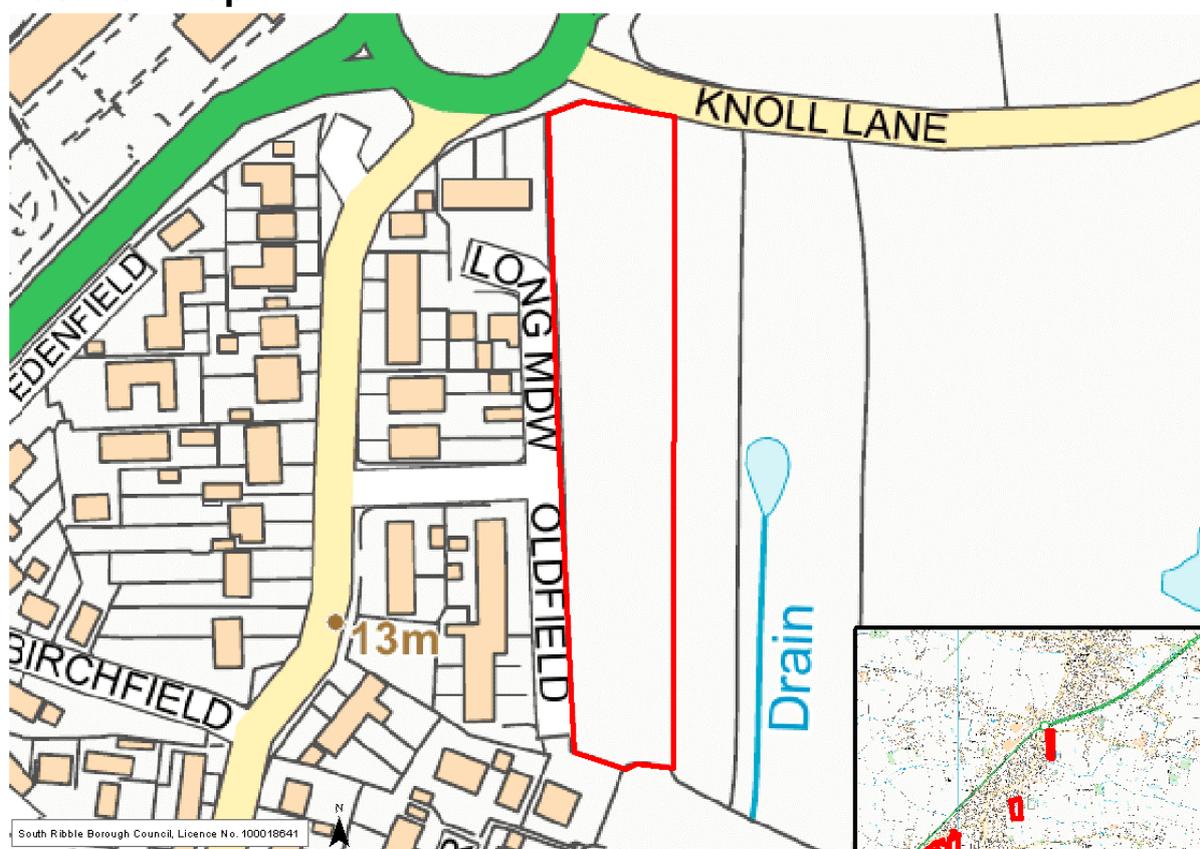
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 11

## Site Details

<b>SHELAA Reference(s)</b>	19S067
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjoining East Side of Long Meadow and Oldfield
<b>Settlement</b>	Hoole
<b>Ward</b>	Hoole
<b>Size (Ha)</b>	0.71
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site complete
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	18
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	07/2020/00277/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Site complete.

### Highways/Transport

Site complete.

### Utilities

No access to a foul sewer. Site with a pressurised water main within the boundary. Site with a pressurised water main within the boundary.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B - Level 2 SFRA required due to surface water.  
Level 2 SFRA  
Level 2 not required as site withdrawn due to being complete.  
Environment Agency  
The EA has identified no constraints.  
Lead Local Flood Authority  
There have not been any reports of flooding onsite, although there has been one report within 50m and another within 100m. There are no known ordinary watercourses onsite. There is a low percentage coverage of high and medium surface water risk vulnerabilities, with a medium percentage coverage of lower surface water risk.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### Sustainability Appraisal Summary

Site has majority minor and significant positive and neutral effects with uncertain negative effects and significant negative effect with flood risk.

### Habitats Regulations Assessment

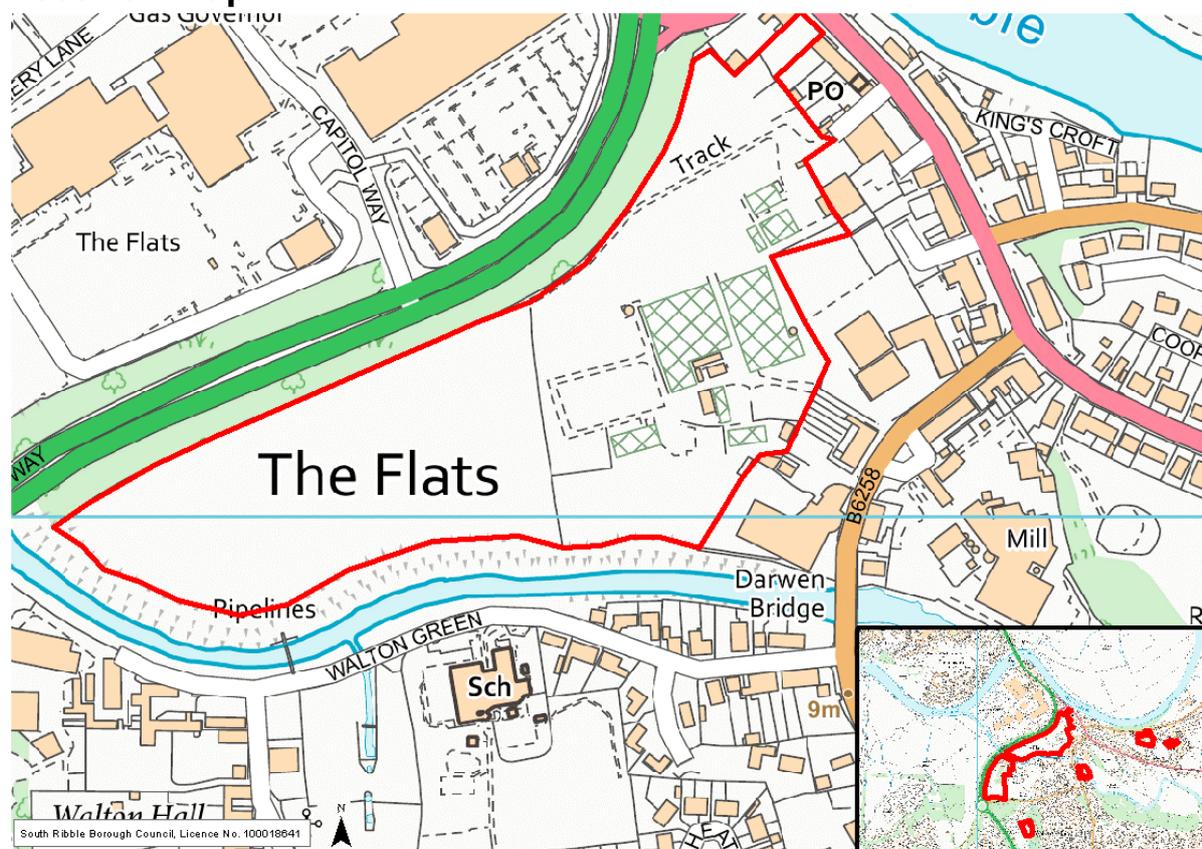
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 12

## Site Details

<b>SHELAA Reference(s)</b>	19S070
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Victoria Road
<b>Settlement</b>	Walton-le-Dale
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	6.91
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is too heavily constrained with Flood Zone 3 and performs important ecological function as a Green Corridor.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	90
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Corridor. Flood Zone 3
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### Highways/Transport

#### LCC Access comments

New access of Victoria Road. Historically, frontage of site has suffered significant levels of congestion. Visibility may be difficult to achieve. Concern of significance when permanent parked cars are also considered. Existing marked parking bays will need to be suitable relocated to within site. Right turn storage likely be required but difficult to deliver (unless addition restrictions are put in place and parking relocated to within site. If movement not suitable managed will impact A6 during peak times. Appears to be a fall in ground level. Contribute to congestion to A6 and Victoria Road mini roundabouts. Circa 60% of site is within 400m of public transport stop. Pedestrian access existing on Victoria Road.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for 3 of the metrics – Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 4: Existing high-volume movement flows/ capacity hot spots. The remaining were Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site. Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b.

#### Level 2 SFRA

Level 2 not required as site withdrawn due to Green Corridor designation.

#### Environment Agency

The EA have reported the following constraints: Flood Zone 2 and 3.

#### Lead Local Flood Authority

There have been no reports of flooding onsite, although there have been three reports within 100m. There are no known ordinary watercourses onsite. There is a low percentage coverage of high and medium surface water risk and medium coverage of lower surface water risk.

## Heritage/Archaeology

### LCC rating

**Amber** – C18 & C19 Buildings

The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

### Historic England rating

**Amber** – Adjacent to Grade II asset. Heritage Impact Assessment not required as the site is not being allocated due to its green corridor designation.

## Sustainability Appraisal Summary

Site has majority significant positive or neutral effects with negatives effects uncertain and significant negative effects with air quality and flood risk.

## Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 13

## Site Details

<b>SHELAA Reference(s)</b>	19S077
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Cheshire House Farm, Church Lane
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	8.04
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site lies adjacent to an existing residential area and has few constraints.
<b>Allocation reference</b>	HS3.5
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	240
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2031/32

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access Comments

Assumed access off Church Lane, no congestion issues but may struggle to achieve visibility splays with trees, existing footway width and land boundary. Church Lane access could be relocated to north to wider southern footway, improving visibility. Red edge goes to track along Green Lane, Green Lane unadopted with no footways, likely 3<sup>rd</sup> party land issues and visibility issues with the junction of Church Lane. Contribute to congestion to A582 and wider network. Site is within 400m of public transport stop. Footways existing but narrow in locations.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for 2 of the metrics – Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. The remaining were Amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B - Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Site was not assessed for SFRA Level 2.

#### Environment Agency

EA constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports on flooding onsite or surrounding, nor are there any known ordinary watercourses on site. There is a medium percentage coverage of high and very low surface water risk, and low coverage of medium and low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has majority positive or neutral effects. Negative effects with air quality and flood risk with other negatives uncertain.

### **Habitats Regulations Assessment**

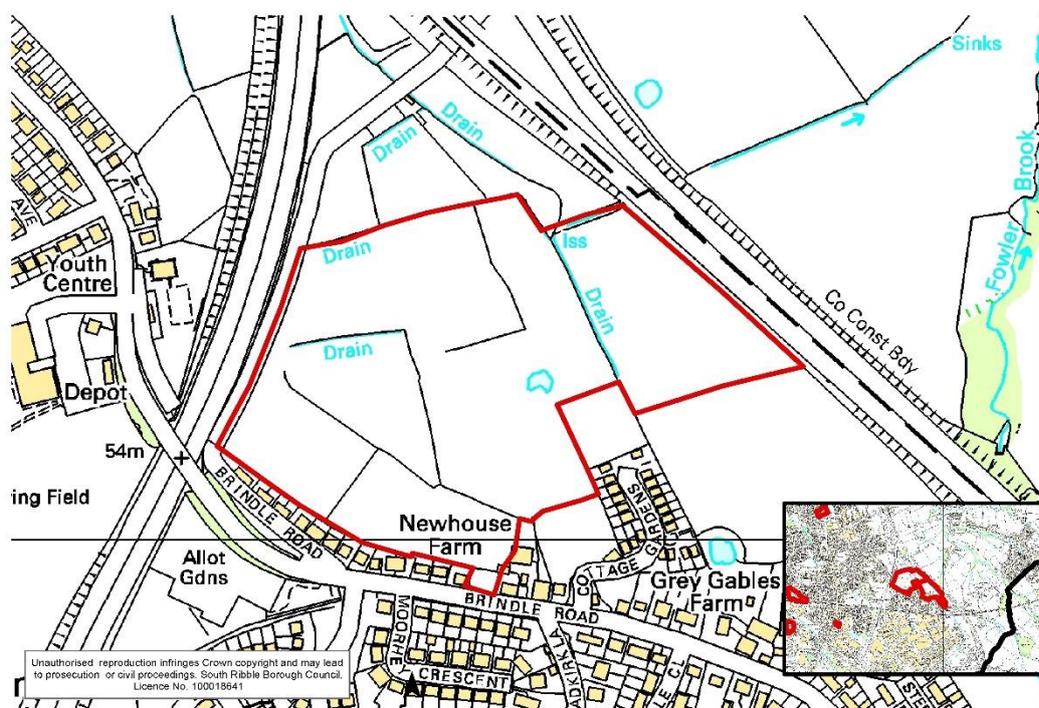
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 14

## Site Details

<b>SHELAA Reference(s)</b>	19S087
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Brindle Rd, Ph 1 (Persimmon - Brindle Park)
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Coupe Green & Gregson Ln
<b>Size (Ha)</b>	9.76
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permitted and under construction.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	261
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2017/2325/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Site under construction
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### Highways/Transport

<p><u>LCC Access comments</u> Planning Permission (see Highways comments) 07/2017/2325/FUL <u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for 2 of the metrics – Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 7: Site vehicular accessibility. Red for 3 metrics, Metric 1: Average commuter travel mode split, Metric 3: Access to proposed local transport schemes, Metric 2: Proximity to current sustainable transport services. Amber for the others. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

The site has access to all utilities.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A - Recommend for withdrawal as site within FZ3b. <u>Level 2 SFRA</u> Site withdrawn as under construction. <u>Environment Agency</u> Several ordinary watercourses and ponds on site. <u>Lead Local Flood Authority</u> There have been no flood reports onsite with one report within 50m and another within 100m. There are eight known ordinary watercourses onsite that make up 412.05m. Medium percentage coverage across all surface water risk vulnerabilities.</p>
---

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation. <u>Historic England rating</u> <b>Green</b> – adjacent to Grade II asset.</p>
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### **Sustainability Appraisal Summary**

The site has several positive effects especially for social infrastructure and transport. There is a significant negative effect on flood risk with numerous minor/significant effects which are uncertain.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.



## Site Assessment

### Overview

Existing planning permission?	07/2013/0047/FUL 07/2014/0184/ORM 07/2020/00544/REM
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Site under construction.
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### Highways/Transport

<p><u>LCC Access comments</u> Planning Permission (see Highways comments) 07/2013/0047/FUL, 07/2014/0184/ORM, 07/2020/00544/REM</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/ capacity hot spots. Green for Metric 7: Site vehicular accessibility. The rest were Amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

The site has access to all utilities. Record of sewer flooding in the vicinity of the site. Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A - Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> Level 2 not required as site is under construction.</p> <p><u>Environment Agency</u> EA constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).</p> <p><u>Lead Local Flood Authority</u> 19S077: The only report of flooding has been within 100m of the site. There are 13 known ordinary watercourses onsite creating a network of 1479.70m. Medium percentage coverage for all surface water risk vulnerabilities. 19S177: There have been no reports of flooding onsite, although there have been four reports within 50m and six reports within 100m. There are three known ordinary watercourses, creating a network of 292.27m. There is a medium percentage coverage of all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not</p>
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considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

This site shows significant positive effects for housing with significant negative effects include flood risk and resources and uncertainty for biodiversity and landscape.

### **Habitats Regulations Assessment**

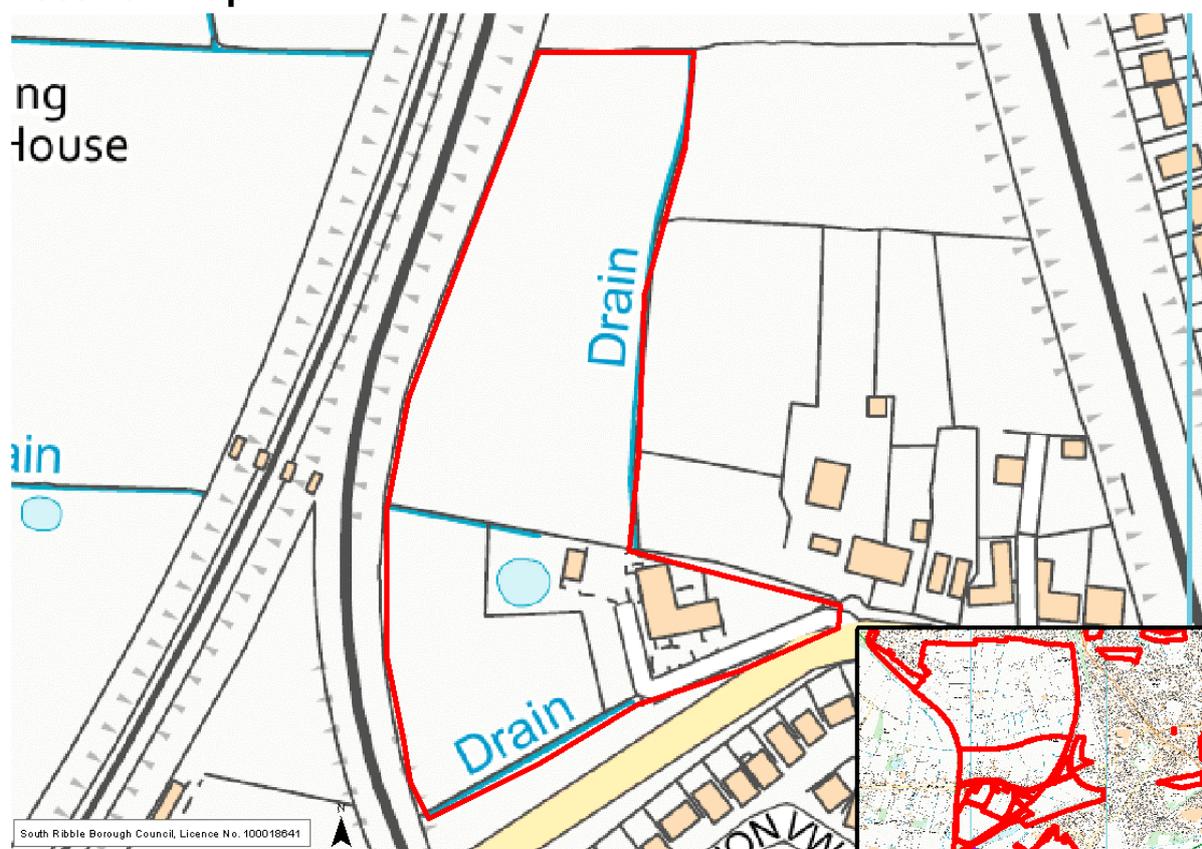
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 16

## Site Details

<b>SHELAA Reference(s)</b>	19S093
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Cote Lane
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	1.89
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site performs important role as Green Infrastructure.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	50
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure.
-----------------------

### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues and existing access off Coute Lane. Will need amending to reduce conflict and improve manoeuvres i.e. existing access road within to be moved, access would need to satisfy design standards both horizontally and vertically. Access to be relocated along carriageway frontage with reprofiling of site, however, would be in conflict with current red edge. Contribute to congestion being moderate to heavy during peak times on the east of Tardy Gate and on west to Chain House junction. Site is not within 400m of public transport stop, bus stops within 400m are no longer active. Footway exists, narrow in some locations.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 3: Access to proposed local transport schemes and Metric 4: Existing high-volume movement flows/ capacity hot spots, Green for Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility The rest Amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has no access to a foul sewer. Site with a pressurised water main within the boundary. Site with a pressurised water main within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B - Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> Level 2 not required as site withdrawn due to green designation.</p> <p><u>Environment Agency</u> The EA have identified the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse onsite, with a network of 51.68m. There is a medium percentage coverage of high and medium surface water risk vulnerabilities, with medium/high coverage of low and very low risk.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the</p>
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site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has significant positive effects on transport and infrastructure and neutral effects with uncertain negative effects. There are negative effects on risk of flooding and air quality.

### **Habitats Regulations Assessment**

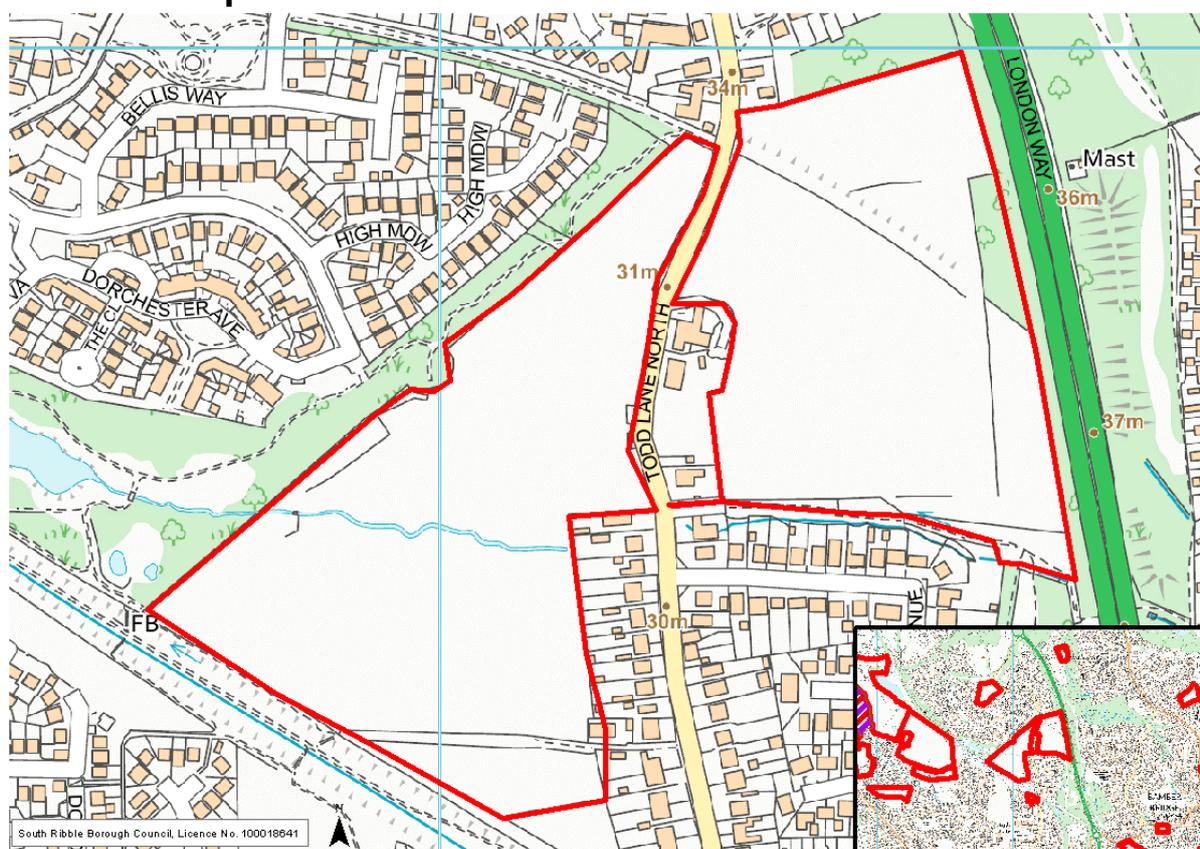
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 17

## Site Details

<b>SHELAA Reference(s)</b>	19S094
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Stilefield/Leigh House and Land at Lime Kiln Farm
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	13.11
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs important role as Green Infrastructure. The Local Plan however includes an aspiration for a public park, possibly enabled by provision of housing.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	370
<b>Proposed hectares of employment land</b>	N/A

<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Mostly covered by Green Infrastructure.
---

### Highways/Transport

#### LCC Access comments

Access off Todd Lane North. No issues with congestion but hedges/trees to be removed to satisfy access and wider connectivity. Opportunities as site includes frontage on both sides of Todd Lane North. Access off London Way would not be supported. Contribution to congestion on Todd Lane North during school peak times, and peak times to the north (A6) and to the south Tardy Gate, A582/A6. Site is within 400m of public transport stop. Footway along Todd Lane North missing on some sections.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes. The remaining were Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. On-site modelled sewer flood risk. Sites with a gravity sewer within the boundary. Site with an easement within the boundary.
---

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B - Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Level 2 not required as site withdrawn due to green designation.

#### Environment Agency

The EA has reported the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There are four known ordinary watercourses onsite, creating a network of 219.88m. There is a medium percentage coverage of all surface water risk vulnerabilities, with 0.89m for high and 0.86m for medium risk.

### Heritage/Archaeology

<u>LCC rating</u>
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**Amber** – L18/E19 Buildings & greater than 10ha. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

**Amber** – adjacent to Grade II asset. Heritage Impact Assessment not required as site will not be allocated due to green infrastructure designation.

### **Sustainability Appraisal Summary**

Site has positive and neutral effects, with positive effects on infrastructure and transport. Some uncertain negative effects and negative effects on air quality and flooding.

### **Habitats Regulations Assessment**

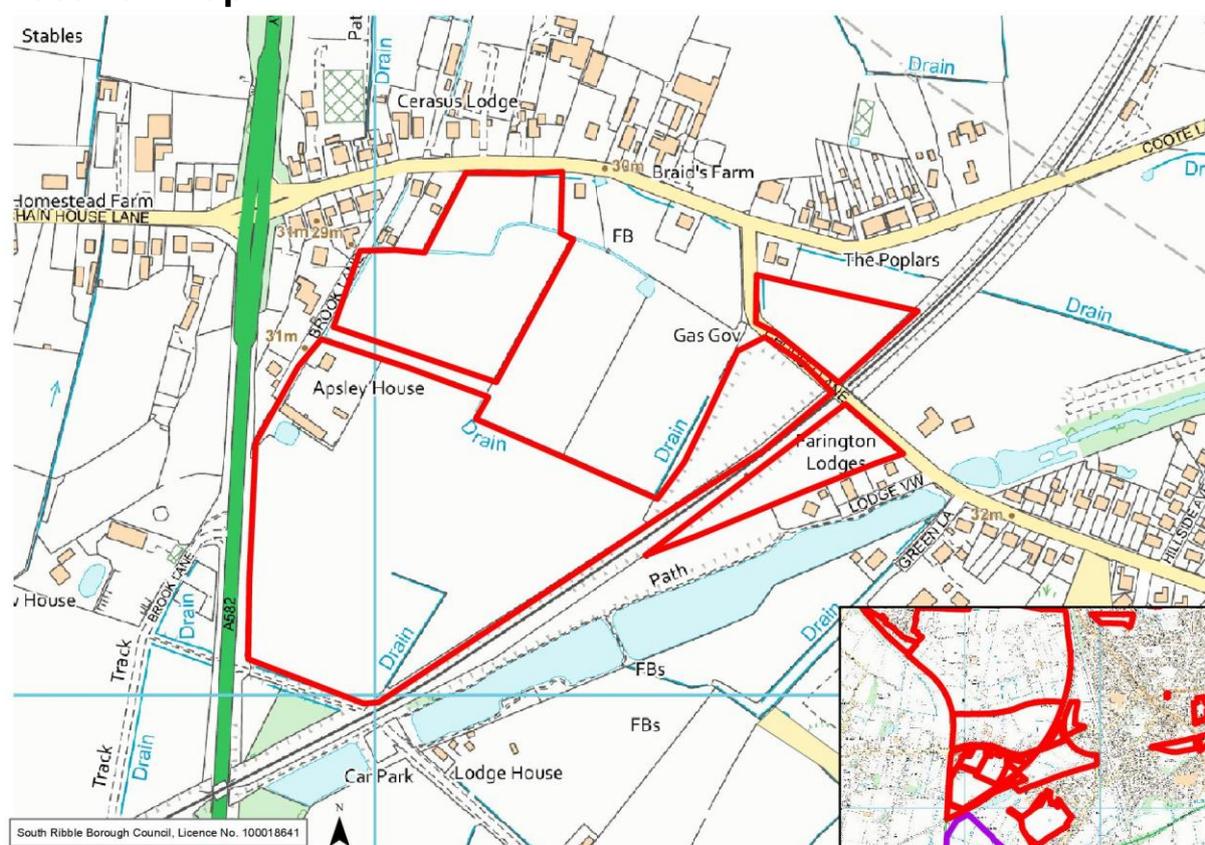
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 18

## Site Details

<b>SHELAA Reference(s)</b>	19S098
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Aspley House, Farington
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	11.19
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	
<b>Allocation reference</b>	HS3.2
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	330
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2029/30 to 2034/35

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints

### Highways/Transport

#### LCC Access comments

Congestion at main junctions to east and west of site during peak connections to A582 and Leyland Road. Horizontal and vertical issues on Church Lane at point of access and within site would need to be overcome via site profiling as a consequence of the bridge. Access and spine road in site would need to be standard. Adequate frontage is available to Chain House Lane for an access. Site to be masterplanned. Several allocations in this area influence congestion and consented development i.e. Pickerings Farm. Site is within 400m of public transport stop. Pedestrian access to site.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility. The rest were Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Site with a pressurised water main within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B - Level 2 SFRA required due to surface water.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Updated flood modelling for the present day and for the impacts of climate change of Mill Brook should be carried out to ascertain the fluvial flood risk to the northwestern area of the site. However, it should be possible to allocate the site.
- The impact of a blockage of the culvert along Mill Brook should be investigated as part of the modelling.
- There should be no development within the functional floodplain. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- A detailed drainage strategy will be required for any new development, given the large area of the site likely to be cleared to make way for new development and the sporadic nature of the risk. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be to not exceed current rates or betterment on current rates. The use of infiltration SuDS should be investigated.

Environment Agency

The EA has reported the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

Lead Local Flood Authority

There have been no reports of flooding onsite, although there have been two reports within 50m and another two within 100m. There are five known ordinary watercourses onsite, creating a network of 227.44m. There is a medium percentage coverage of all surface water risk vulnerabilities, with 1.06% for high risk and 3.05% of medium risk.

## **Heritage/Archaeology**

LCC rating

**Amber** – Greater than 10ha. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

The site has positive effects on infrastructure and transport with majority others being positive or neutral. Negative effects on air quality and flooding with others being uncertain negative.

## **Habitats Regulations Assessment**

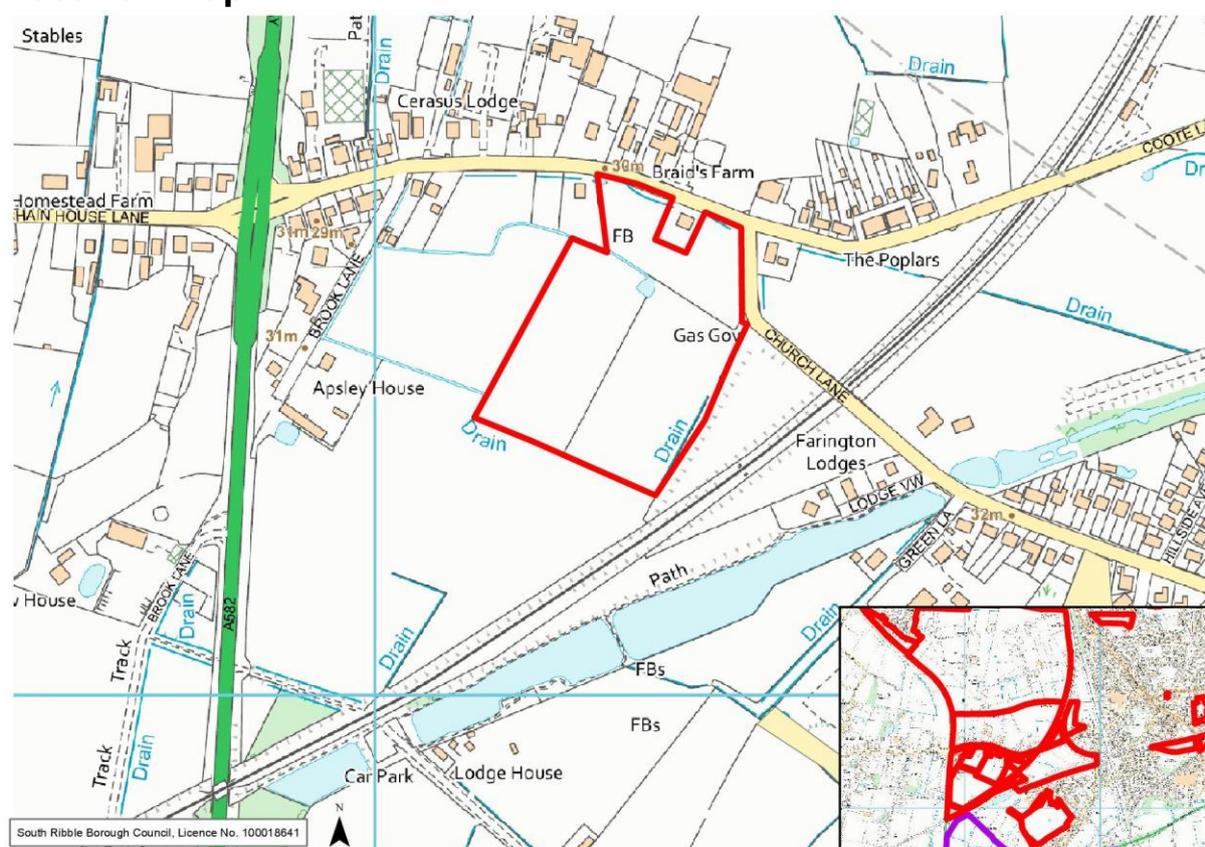
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 19

## Site Details

<b>SHELAA Reference(s)</b>	19S103 (duplicate of 19S064)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land South of Chain House Lane
<b>Settlement</b>	New Longton
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	3.75
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Y – (duplicate of 19S064)
<b>Justification</b>	
<b>Allocation reference</b>	
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	
Achievable	

### Constraints

None

### Highways/Transport

### Utilities

### Flood Risk

### Heritage/Archaeology

### Sustainability Appraisal Summary

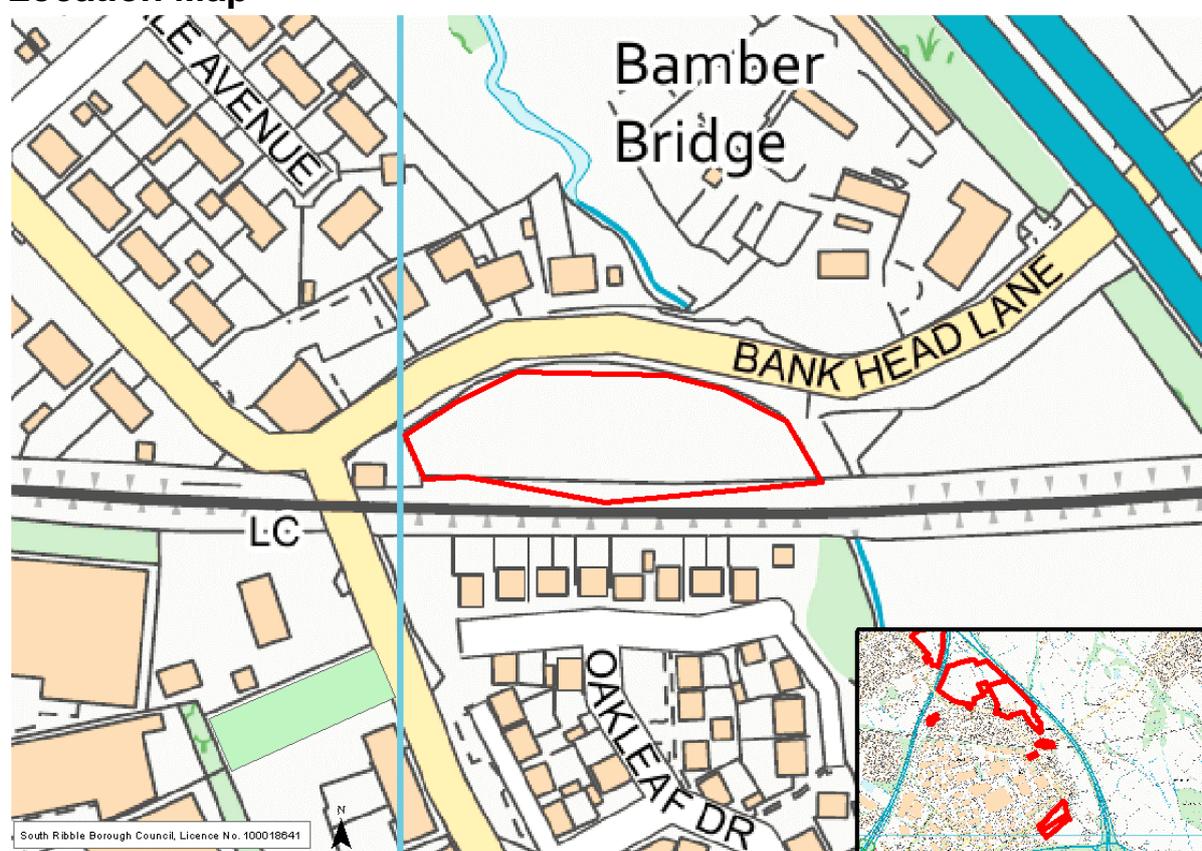
### Habitats Regulations Assessment

# Site Profile 20

## Site Details

<b>SHELAA Reference(s)</b>	19S108
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Hospital Crossing, off Bank Head Lane
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Coupe Green and Gregson Lane
<b>Size (Ha)</b>	0.38
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs an important ecological role as a Green Corridor.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	12
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Corridor
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### Highways/Transport

<p><u>LCC Access comments</u> Brindle Road/Bank Head Lane junction suffers from congestion. Visibility issues without tree removal and site reprofiling. The site is within 400m of public transport stop. Footway on north side only, footway on frontage required linking to existing (where possible). Safe crossing is required where no footway is possible.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and part-red for Metric 2: Proximity to current sustainable transport services. Amber for others.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has access to all utilities.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> Level 2 not required as site withdrawn due to green designation.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse that has a network of 29m. There is a low percentage coverage on all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

The site has positive or neutral effects with some uncertain positive and negative effects and negative effects on air quality.

### **Habitats Regulations Assessment**

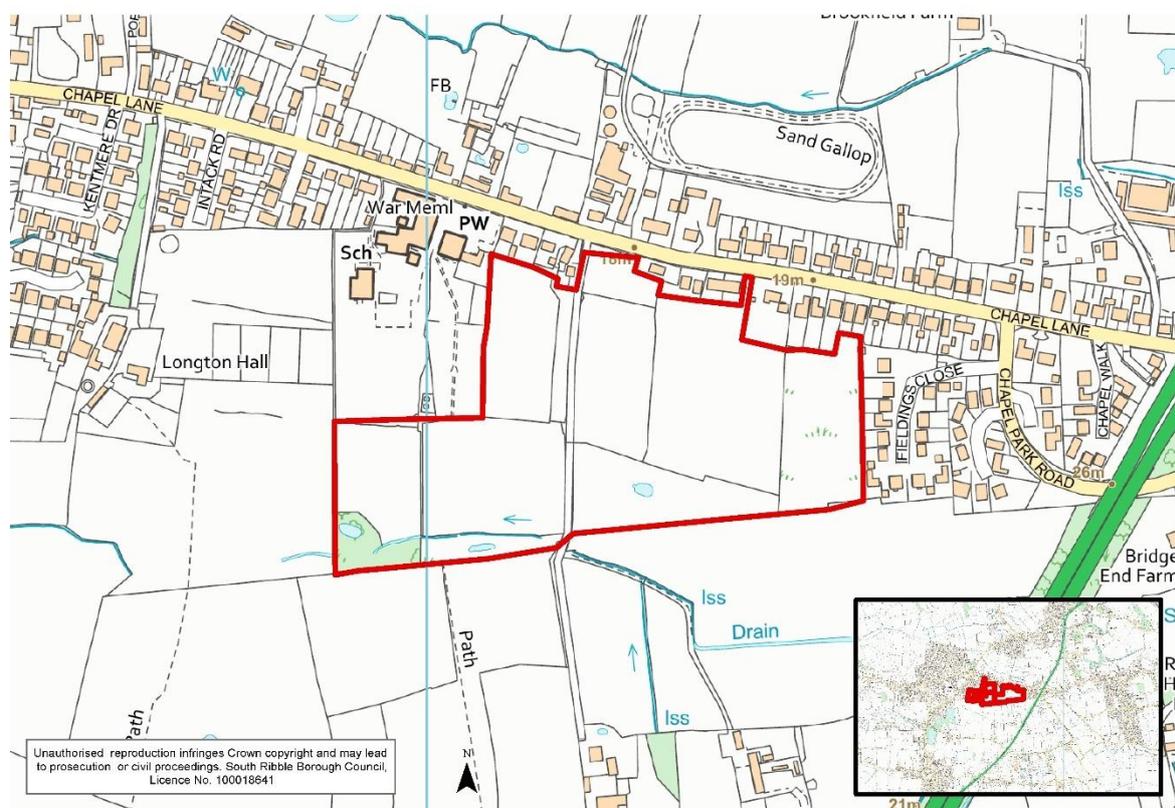
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 21

## Site Details

<b>SHELAA Reference(s)</b>	19S110 (19S330x)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land South of Chapel Lane, PR4 5EB
<b>Settlement</b>	Longton
<b>Ward</b>	Longton & Hutton West
<b>Size (Ha)</b>	8.04
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Y
<b>Justification</b>	Site lies adjacent to an existing residential area and has few constraints.
<b>Allocation reference</b>	HS3.3
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	201
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2028/29- 2033/34

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Chapel Lane suffers some congestion at junction with A59. At present it is not clear if the red line extends to the Chapel Lane. On the assumption it does access can be provided otherwise not. Contribute to congestion at A59 Liverpool Road/Longton Bypass impacts-known to suffer from significant congestion. The site is within 400m of public transport stop. Adequate pedestrian access.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and part-Red for Metric 2: Proximity to current sustainable transport services. The rest Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities. On site flood risk from public sewer and associated culvert affecting part of site with concerns with the volume of potential development in Longton. At risk of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities. Site has a record of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 required due to surface water.

#### Level 2 SFRA

It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and most of the site being at very low surface water flood risk. Given the scattered nature of risk across the site, a drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA.

Any FRA should consider modelling the Hall Pool watercourse to determine the level of fluvial flood risk it presents to the site.

#### Environment Agency

Ponds on site

#### Lead Local Flood Authority

There have been no flooding reports onsite but two reports within 100m. There are two known ordinary watercourses onsite, creating a network of 198.23m. There is a medium percentage coverage of all surface water risk vulnerabilities.

## **Heritage/Archaeology**

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating.

**Amber** – may affect setting of Longton Hall. Longton Hall has now been delisted and is a non-designated heritage asset. The Heritage Impact Assessment indicates no harm to the asset would result from development of this site.

## **Sustainability Appraisal Summary**

The only significant negative effect for this site is flood risk, remaining negative effects are uncertain. Other effects are mostly positive or neutral, particularly in housing, transport and social infrastructure.

## **Habitats Regulations Assessment**

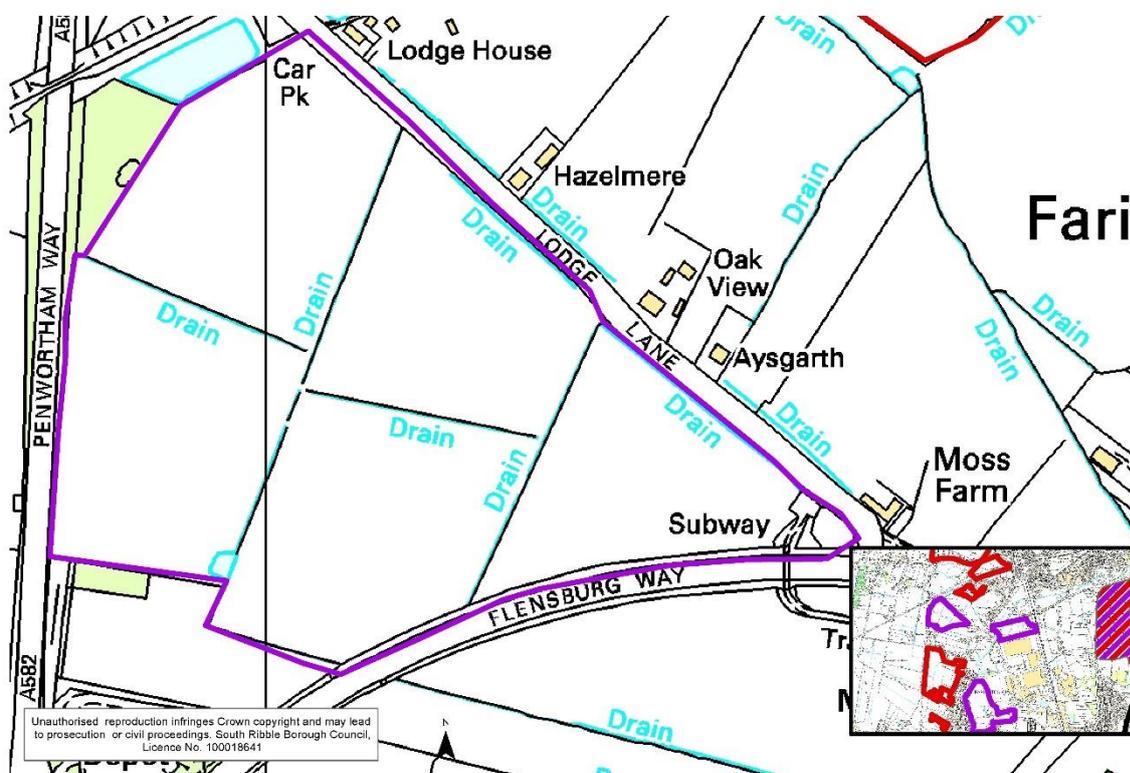
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 22

## Site Details

<b>SHELAA Reference(s)</b>	19S119
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Farington Moss, Land at Lodge Lane, Flensburg Way and Penwortham Way
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	11.84
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Sufficient employment provision has been allocated outside the Greenbelt.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Employment
<b>Proposed number of dwellings</b>	N/A
<b>Proposed hectares of employment land</b>	11.84
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Belt
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### Highways/Transport

<p><u>LCC Access comments</u> High levels of existing congestion on A582, is a significant concern and based on existing network would influence LHA comments if the site were to come forward. Access from Lodge Lane unsuitable when regard to the purpose of the lane, site has the benefit from historic pre app. Access would need to be served off Flensburg Way with a ghost island Right turn out will be difficult however as per recycling site, a let turn lane onto Penwortham Way could ease egress. Alternatively, a signalised junction could be provided and from the east having 2 lanes (straight and right turn). Limited provided available for non-motorised users on desire lines having regard to existing new build on Croston Road. Contribution to congestion depends on proposal. Site is within 400m of public transport stop. Pedestrian access through Lodge Lane has limited width and no footways. Much sustainable provision would be necessary.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part-Red for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/capacity hot spots. The rest Amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Information not known at time of completing the initial assessment. Further detail will be sought as we move towards identifying final sites for allocation.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> Level 2 not required, site withdrawn as Greenbelt.</p> <p><u>Environment Agency</u> Ordinary watercourses on site. LLFA - There have been no flood reports onsite, but one within 50m and two within 100m. There are no known ordinary watercourses on site. Medium percentage coverage for all SW risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> –Due to its size and location. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological</p>
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Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

This site shows significant positive effect for the economy alongside numerous other positive and neutral effects. Significant negative effects occur for flood risk and resources and minor negative effects for air quality.

### **Habitats Regulations Assessment**

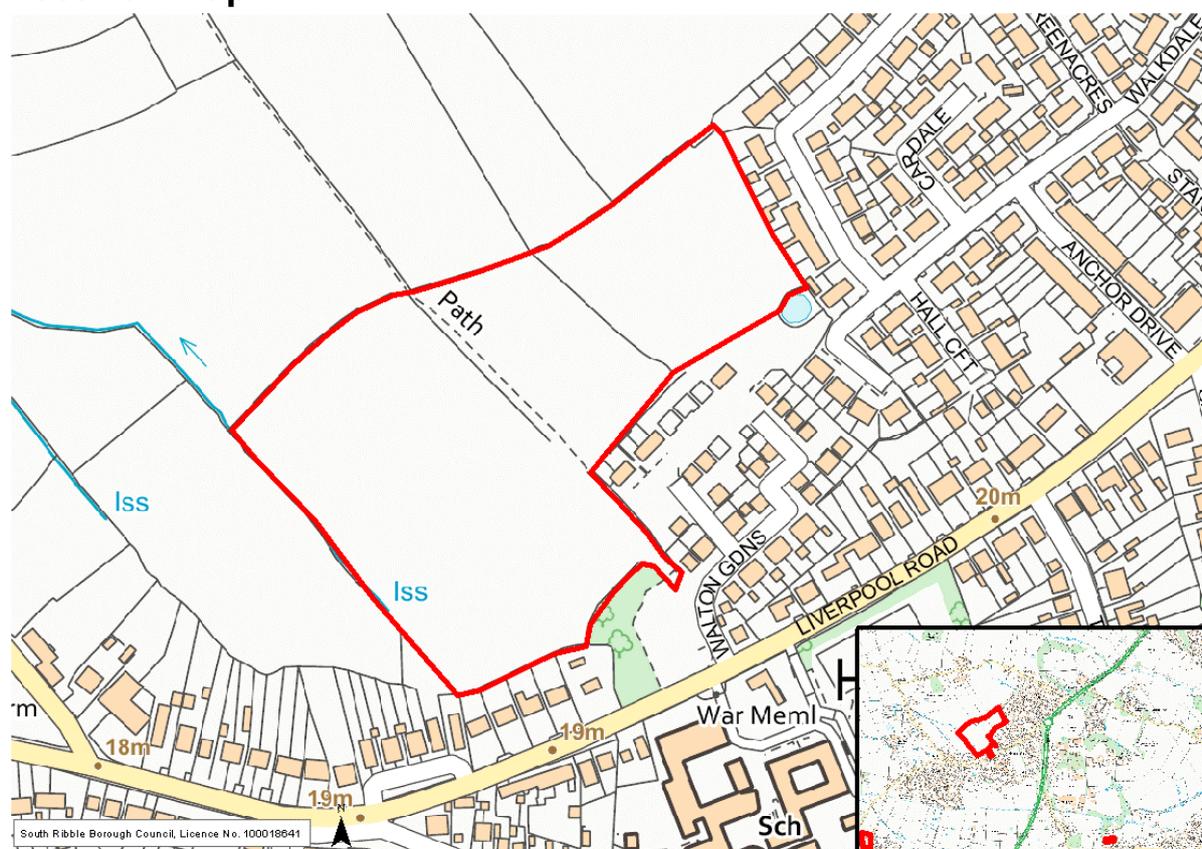
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 23

## Site Details

<b>SHELAA Reference(s)</b>	19S122
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Liverpool Road
<b>Settlement</b>	Hutton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	5.74
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Y
<b>Justification</b>	The site is located adjacent to an existing residential area and has few significant constraints.
<b>Allocation reference</b>	HS3.6
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	140
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2028/29 - 2030/31

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Some congestion issues at A59 Liverpool Road/Longton Bypass (but lesser than historic levels). Site appears to be land locked if regard is had to the red line. Whilst an access can be provided if not modified would result in the existing resi (smaller number having priority), which would be a weakness of the site. It would be difficult to modify the access based on the land ownership. This is an issue. If the original site were masterplanned this issue would not have occurred.

Site is within 400m of public transport stop. Pedestrian access to and around the site.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and part-red for Metric 2: Proximity to current sustainable transport services. The rest Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and the majority of the site being at very low surface water flood risk.

Given the scattered nature of risk across the site, a drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA.

Any FRA should consider the existing ditch along the southwestern boundary of the site to determine the level of fluvial flood risk it presents.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There are no reports of flooding onsite or surrounding. There is one known ordinary watercourse on site with a network of 94.04m. There is a medium percentage coverage of high surface water risk and low coverage of lower risk vulnerabilities.

## Heritage/Archaeology

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

**Green** – no comments.

## Sustainability Appraisal Summary

The site has positive effects on housing, sustainable transport with negative effects on air quality and flood risk with remaining effects being uncertain for both positive and negative effects.

## Habitats Regulations Assessment

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

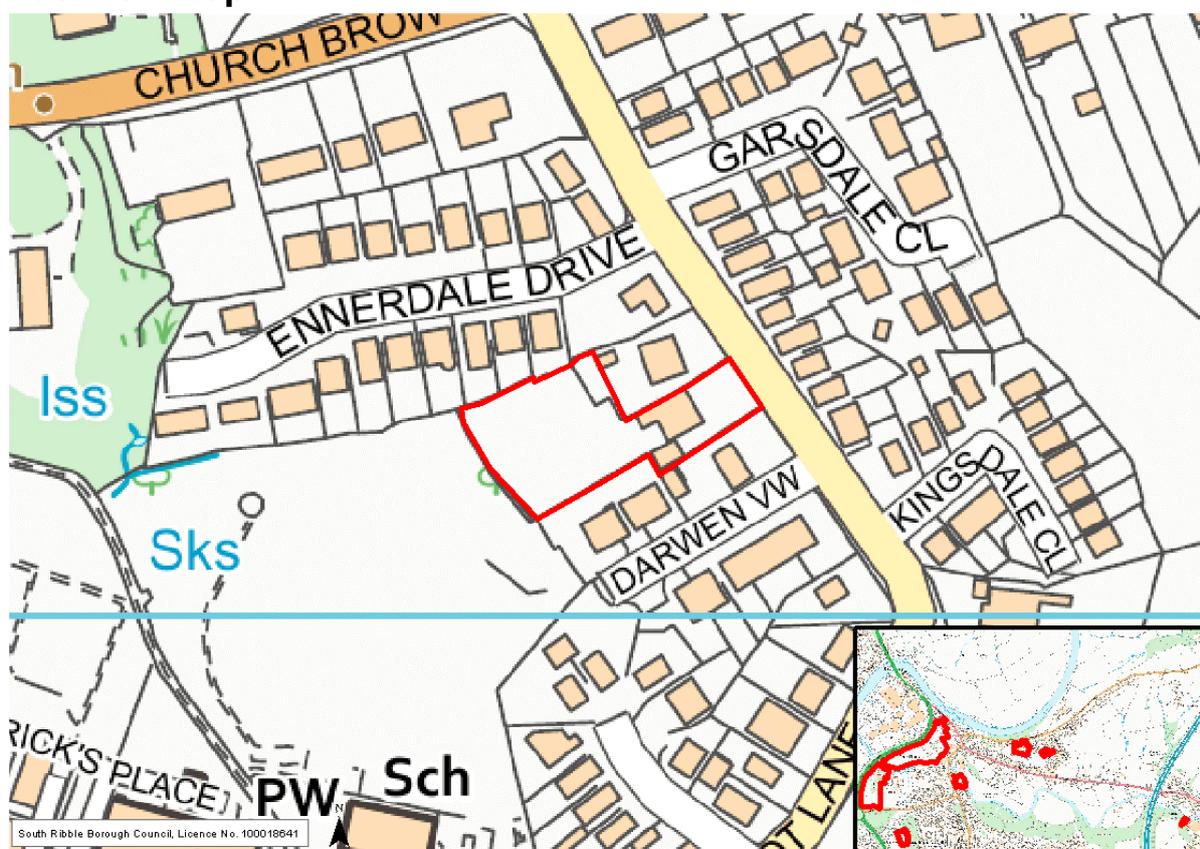
The HRA Screening also identified potential adverse effects from the development of this site allocation in relation to physical damage and loss of functionally linked land. An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a wintering bird survey is required for this site to assess the presence of any winter bird species, determine whether these bird species or their food sources are at risk, and where necessary identify mitigation measures. In response to this recommendation, this requirement has been added to Policy EN7 and will apply to any future planning applications on this site.

# Site Profile 24

## Site Details

<b>SHELAA Reference(s)</b>	19S123
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	10 Knot Lane
<b>Settlement</b>	Walton-le-Dale
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	0.23
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site has too many physical constraints.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	8
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Majority of the site currently has no highway access. Site is also very sloping, with extensive tree cover.

### Highways/Transport

#### LCC Access comments

Answered no to access and vehicles questions. Site is within 400m of public transport stop, adequate pedestrian access. When an access is delivered in line with standards, 8 units may not be possible, turning head would be required within.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and part-red for Metric 2: Proximity to current sustainable transport services.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – Development could be allocated on flood risk grounds, based on the evidence of this Level 1 SFRA.

#### Level 2 SFRA

Level 2 as site withdrawn.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There have been no known flooding reports onsite or surrounding the site. There are no known ordinary watercourses onsite. There is zero percentage coverage of all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has positive effects including health and social infrastructure with other neutral effects. Negative effects on air quality with other negative effects uncertain.

### **Habitats Regulations Assessment**

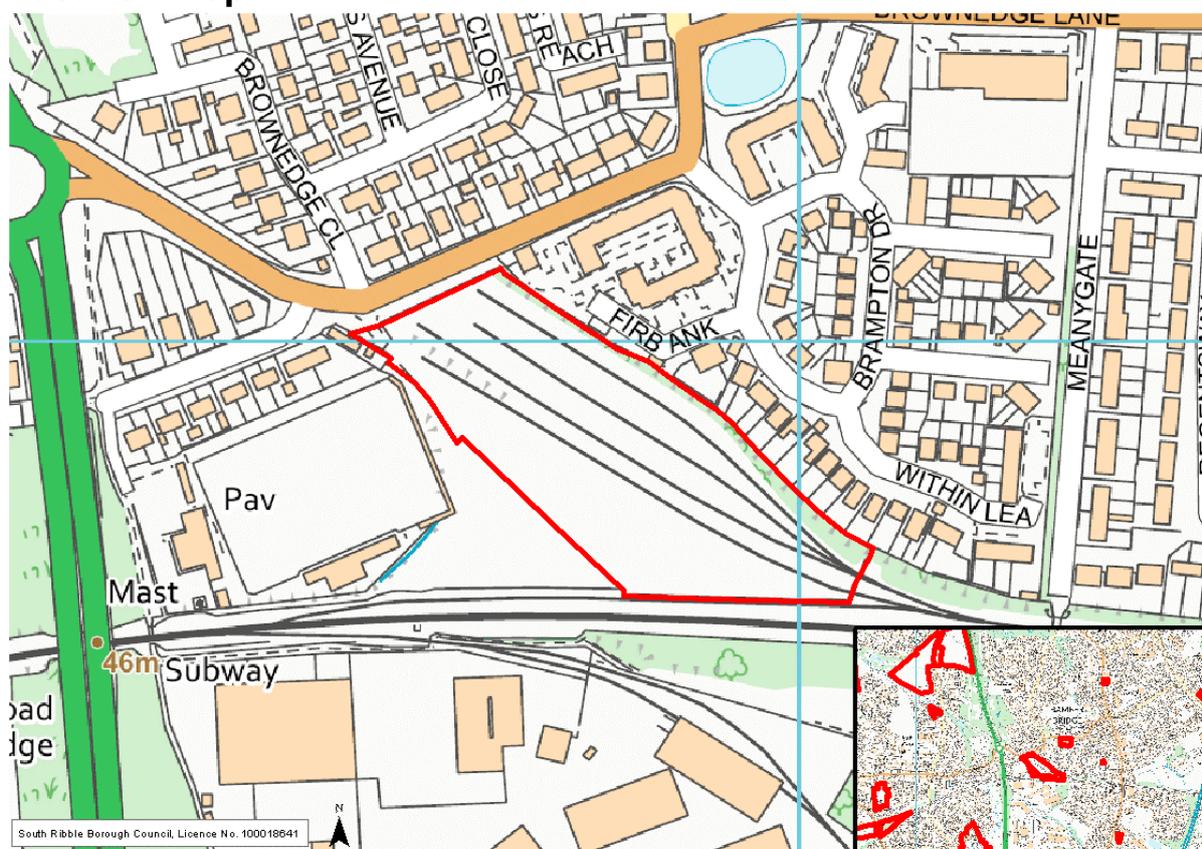
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 25

## Site Details

<b>SHELAA Reference(s)</b>	19S124
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Browndedge Road
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge West
<b>Size (Ha)</b>	1.93
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Y
<b>Justification</b>	Sustainable urban brownfield site, the constraints of which are likely to be able to be mitigated through planning application.
<b>Allocation reference</b>	HS3.12
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	60
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 - 2029/30

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Possible contamination.

### Highways/Transport

#### LCC Access comments

Significant vegetation, some congestion further on Browndge Lane. Existing access could be modified; however, regard needs to be had to the junction opposite and safety issues. There is frontage to deliver a safe access. Congestion present on both A6 and Station Road. Cuerden Strategy Site area of influence. Site is within 400m of public transport stop. Pedestrian access adequate.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and part-red for Metric 2: Proximity to current sustainable transport services. The rest amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

This site could be allocated if development avoids the surface water ponding in the north of the site. These areas and other flow paths should be incorporated into the site design. A drainage strategy will be required for including investigation into the use of infiltration SuDS.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There has been no flooding reports onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of high and medium surface water risk, with a medium coverage of low and very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England

Green – no comments.

### **Sustainability Appraisal Summary**

Site has positive effects on economic growth, improved health, social infrastructure, transport and reducing flood risk with a significant negative effect on air quality with others being neutral or uncertain negative.

### **Habitats Regulations Assessment**

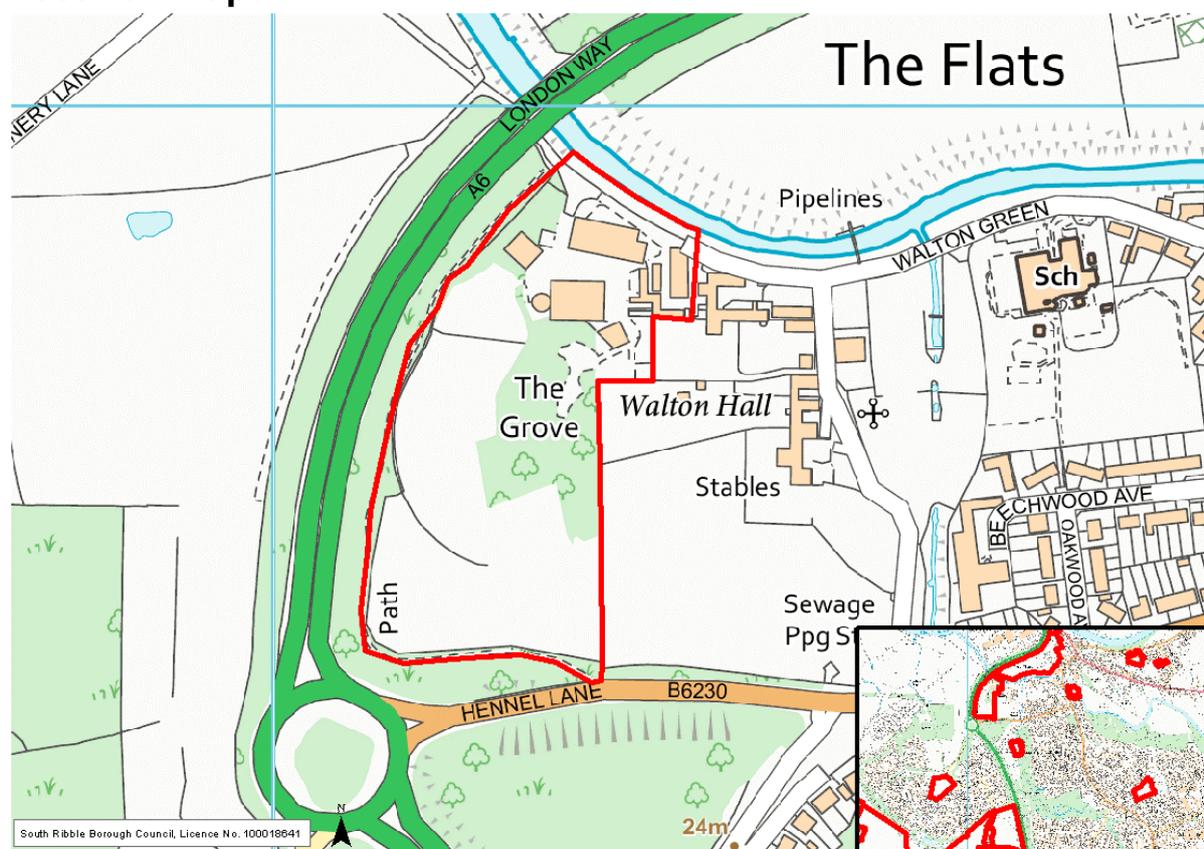
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 26

## Site Details

<b>SHELAA Reference(s)</b>	19S129
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Walton Hall Farm, Walton Green
<b>Settlement</b>	Higher Walton
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	4.07
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs an important ecological role as a Green Corridor and is constrained by flood risk.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	70
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Flood Zone 2. Green Corridor.

### Highways/Transport

#### LCC Access comments

Walton Gardens and Hennel Lane both experience congestion. Walton Gardens unadopted. Insufficient frontage on Hennel Lane to provide direct access. Site could be land locked to public highway. Contribution to congestion on A6 heavily congested in this location. Site is not within 400m of public transport site. Pedestrian access varies in quality, some deficiencies.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was Green for Metric 4: Existing high-volume movement flows/capacity hot spots, Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes. Amber for others.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

On-site modelled sewer flood risk. Sites with a gravity sewer within the boundary. Site with an easement within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

Level 2 not required as site withdrawn due to green designation.

#### Environment Agency

The EA has listed the following constraints: Flood zone 2.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a medium percentage coverage over all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Amber** – Undated earthworks visible on LIDAR/Aps. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

#### Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has positive or neutral effects with negative effects on air quality and flood risk with other negative effects being uncertain.

### **Habitats Regulations Assessment**

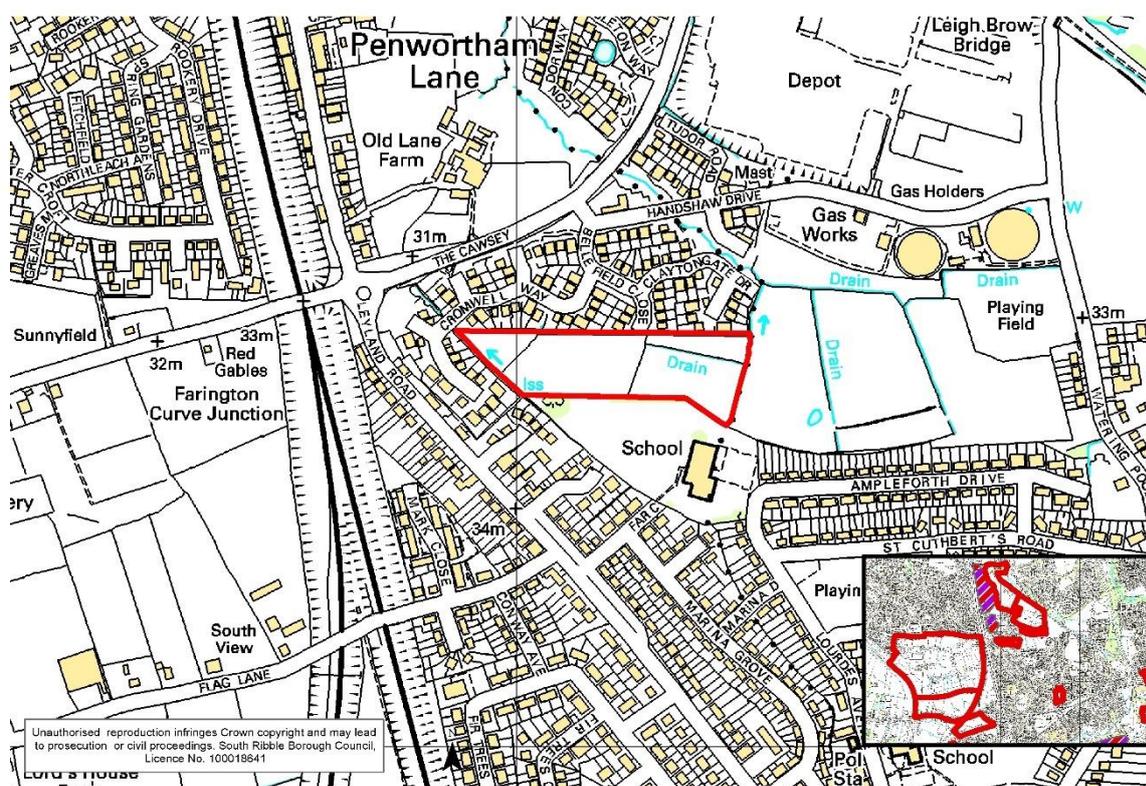
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 27

## Site Details

<b>SHELAA Reference(s)</b>	19S132 (19S063)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	East of Leyland Rd/Land off Claytongate Dr/Land at Moor Hey School/Bellefield (Belle Wood View)
<b>Settlement</b>	Penwortham
<b>Ward</b>	Charnock
<b>Size (Ha)</b>	1.74
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	63
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2021/00665/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

site under construction

### Highways/Transport

LCC Access comments  
Currently being built out 07/2021/00665/FUL  
Central Lancashire Highways and Transport Strategy  
Currently being built out 07/2021/00665/FUL

### Utilities

The site has access to all utilities.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required.  
Level 2 SFRA  
Level 2 not required, site withdrawn as complete.  
Environment Agency  
While part of the allocation boundary is within Flood Zone 2, the site already has planning permission. A Level 2 SFRA is still required to identify any flood risk mitigation measures necessary to make the allocation safe without increasing risk elsewhere. In the absence of a Level 2 SFRA, the LPA does not have the evidence to demonstrate the allocation can be safely developed without increasing flood risk elsewhere. We would recommend using the approved FRA for application 07/2021/00665/FUL to inform the Level 2 SFRA.  
Lead Local Flood Authority  
There has been one flood report onsite, one within 50m and one within 100m. There are four known ordinary watercourses on site with a network of 134.72m. Medium percentage cover for all SW risk vulnerabilities.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### Sustainability Appraisal Summary

This site mainly has neutral or positive effects, although shows significant negative effects for flood risk, air quality and resources.

## Habitats Regulations Assessment

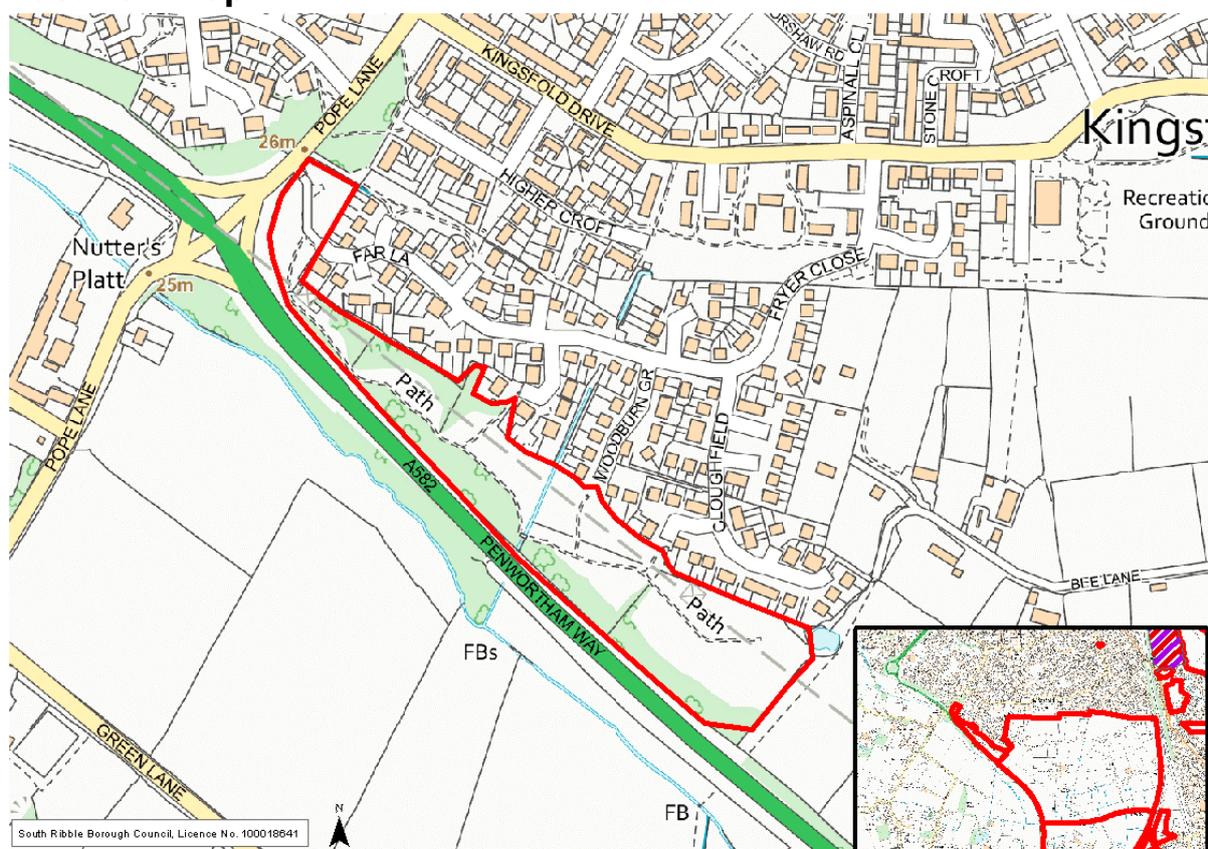
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 28

## Site Details

<b>SHELAA Reference(s)</b>	19S137
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Penwortham Way & Pope Lane
<b>Settlement</b>	Penwortham
<b>Ward</b>	Middleforth
<b>Size (Ha)</b>	3.32
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs important role as Green Infrastructure. Also, too constrained by power lines and has poor access.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	30
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure. Overhead power cables.

### Highways/Transport

#### LCC Access comments

Access from existing cul-de-sac is landlocked. Access from field gate on Pope Lane likely to result in safety concerns as would be very close to the existing signalised junction. No answer to if site is within 400m of public transport stop or pedestrian access.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility, part Green for Metric 4: Existing high-volume movement flows/ capacity hot spots, part Red for Metric 2: Proximity to current sustainable transport services and the rest Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has no access to a foul sewer. Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Level 2 not required, site withdrawn due to green designation.

#### Environment Agency

EA constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite, although there has been two recordings within 50m and three within 100m. There is one known ordinary watercourse onsite, with a network of 72.97m. There is a medium percentage coverage of high and medium surface water risk and a high coverage of low and very low surface water risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site has positive and neutral effects with other uncertain negative effects, however identified negative effects on air quality and flood risk.

### **Habitats Regulations Assessment**

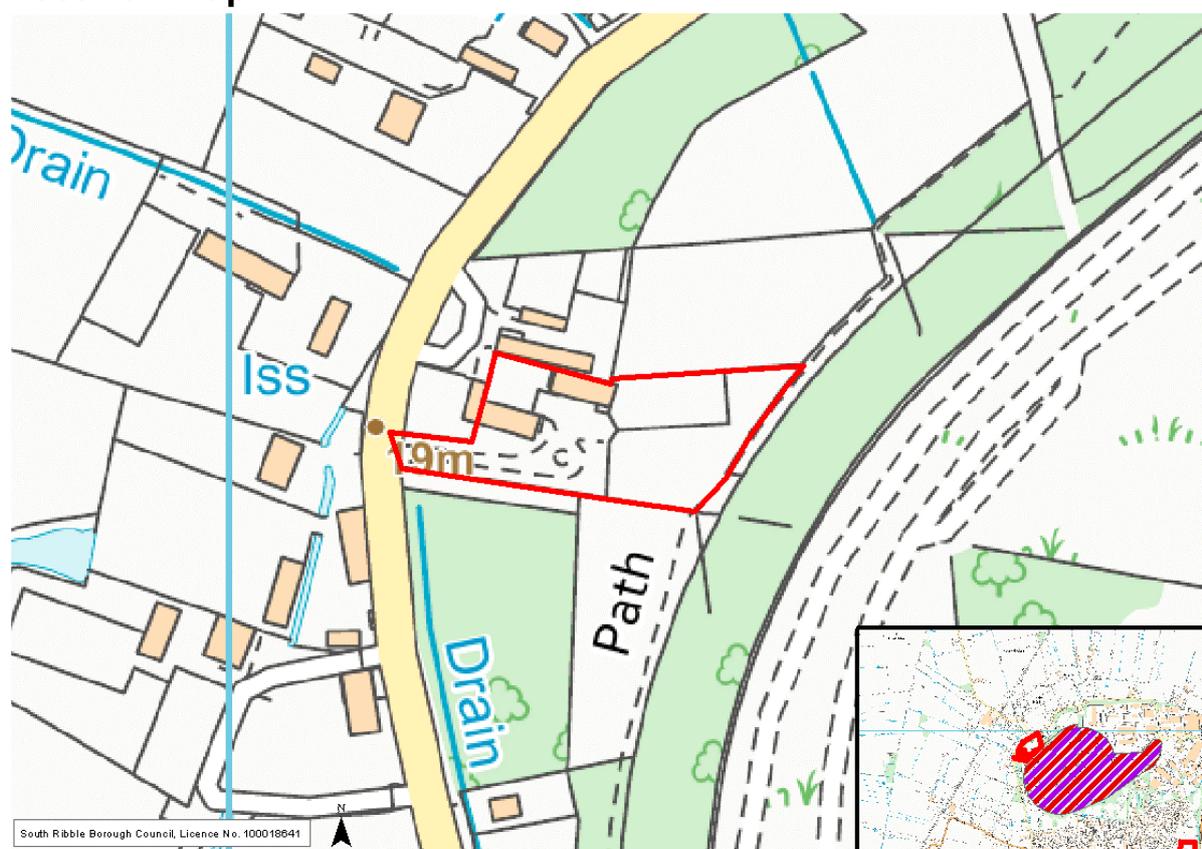
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 29

## Site Details

<b>SHELAA Reference(s)</b>	19S146
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjoining 155 Longmeanygate
<b>Settlement</b>	Midge Hall
<b>Ward</b>	Moss Side
<b>Size (Ha)</b>	0.35
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs important ecological role as Green Corridor. LCC have also expressed concerns regarding highway safety.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	10
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Corridor
----------------

### Highways/Transport

#### LCC Access comments

No congestion issues, however, it is unlikely that safe access can be provided. Site is within 400m of public transport stop. Footway provision lacking along Longmeanygate in this area. Access preferable via Allocation 30 northern frontage.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility, Red for Metric 6: Proximity to key attractors and Metric 3: Access to proposed local transport schemes, part-red for Metric 2: Proximity to current sustainable transport services and Red/Green for Metric 4: Existing high-volume movement flows/ capacity hot spots. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has no access to a foul sewer.
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### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Level 2 not required, site withdrawn.

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a zero percentage coverage of high and medium surface water risk vulnerabilities, with 2.75% for low risk and 97.25% for very low.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site has positive or neutral effects with negligible impact on flood risk, with negative effect on air quality with uncertain negative effects.

### **Habitats Regulations Assessment**

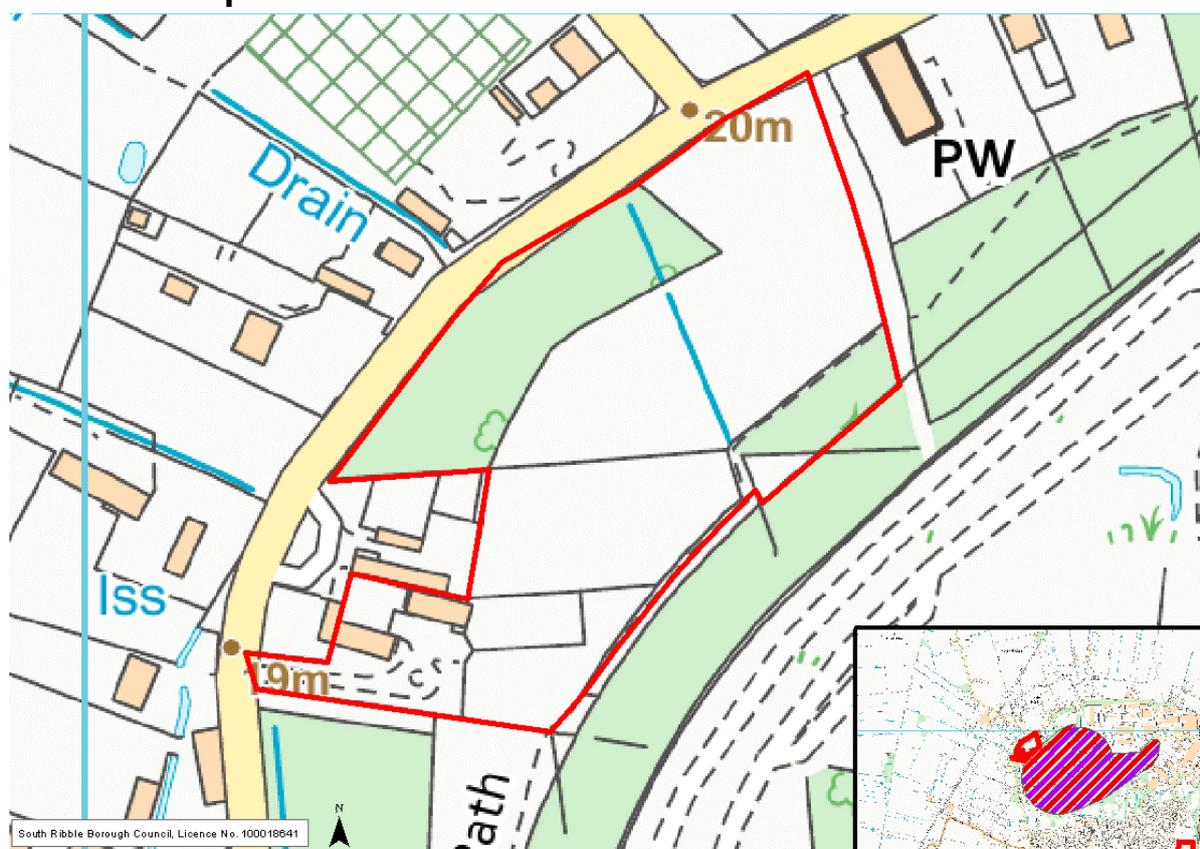
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 30

## Site Details

<b>SHELAA Reference(s)</b>	19S147
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjoining 153 and 155 Longmeanygate, Midge Hall
<b>Settlement</b>	Midge Hall
<b>Ward</b>	Moss Side
<b>Size (Ha)</b>	1.87
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs important ecological role as a Green Corridor.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	40
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Corridor
----------------

### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues, see allocation 6 and 29. Site is within 400m of public transport stop. Some footway provision present on north site frontage. Would want access here for pedestrians from both allocations 6 and 29, into the existing/new built environment (Test Track)</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 6: Proximity to key attractors and Metric 3: Access to proposed local transport schemes. Green for Metric 7: Site vehicular accessibility and mixed Red/Green/Amber for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/ capacity hot spots. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has no access to a foul sewer. Site with a pressurised water main within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> Level 2 not required, as site withdrawn.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse onsite with a network of 84.77m. There is a medium percentage coverage of high and medium surface water risk, and high coverage of low and very low surface water risk.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – L18/E19 Buildings. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.</p>
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Historic England

Green – no comments.

### **Sustainability Appraisal Summary**

The site has positive effects on housing with others being uncertain with others being neutral or uncertain negative effects, however identified negative effects on air quality and flood risk.

### **Habitats Regulations Assessment**

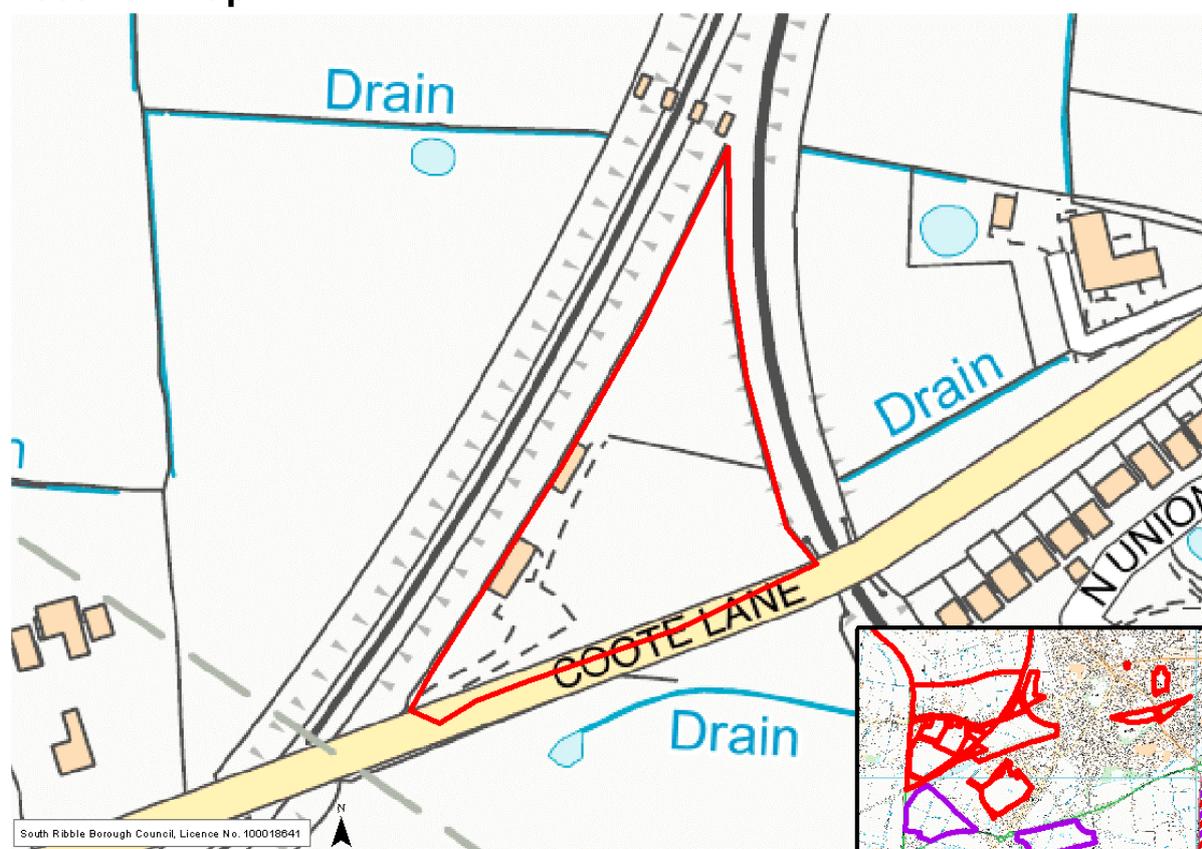
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 31

## Site Details

<b>SHELAA Reference(s)</b>	19S153
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Cooto Bridge Nursery, Cooto Lane
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	0.78
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site makes an important contribution towards the area's Green Infrastructure network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	23
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure.

### Highways/Transport

#### LCC Access comments

No congestion problems, site may be land locked for highway boundary and land registry. Existing access not suitable to safely satisfy needs of development. Pickerings farm within area of influence for congestion. Site is not within 400m of public transport stop. Pedestrian access has some deficiencies, will require some infrastructure as part of access.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 3: Access to proposed local transport schemes and Metric 4: Existing high-volume movement flows/ capacity hot spots. Green for Metric 7: Site vehicular accessibility and part-red for Metric 2: Proximity to current sustainable transport services. Others were Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has no access to a foul sewer. Site with a pressurised water main within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Development could be allocated on flood risk grounds based on Level 1 SFRA.

#### Level 2 SFRA

Not required.

#### Environment Agency

Environment Agency have reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse onsite, with a network of 0.03m. There is a 100% coverage of very low surface water risk, with a low coverage of surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has positive effects on health, social infrastructure, transport and flood risk, with majority other neutral effects and negative effects on air quality with the remainder being uncertain negative.

### **Habitats Regulations Assessment**

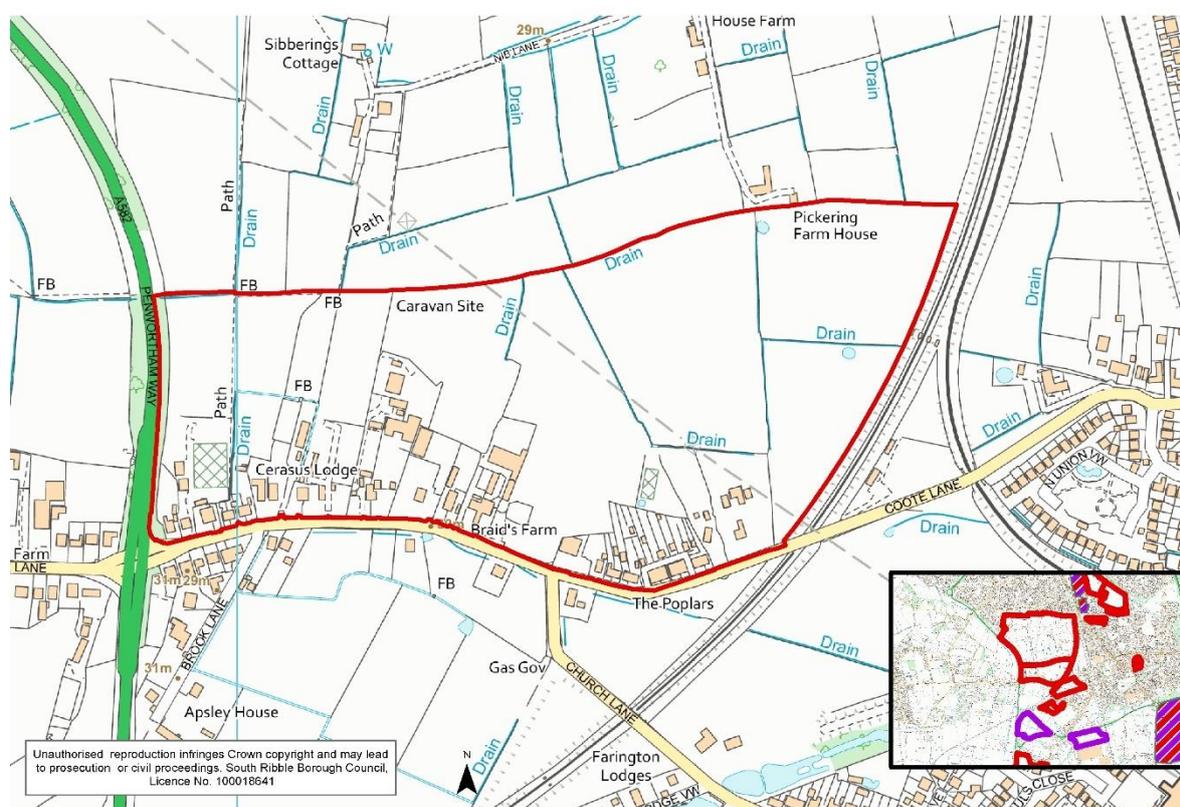
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 32

## Site Details

<b>SHELAA Reference(s)</b>	19S158/159/160/167, 19S090, 19S097, 19S254
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Southern area of Pickering's Farm
<b>Settlement</b>	Penwortham
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	21.7
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	This site was previously safeguarded for future needs and is now released for development. It has no significant constraints.
<b>Allocation reference</b>	SS6.B
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	542
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A

Anticipated delivery

2030/31 - 2040/41

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Access strategy (all modes) for this quantum of development should link into Pickering Farm with its supporting infrastructure. Whilst access from Chain House Lane is possible however its appropriateness is questioned having regard to junction requirements and wider connectivity. Notwithstanding its wider impacts on Lostock Hall. A582 and Leyland Road (Lostock Hall/Tardy Gate) contribute to congestion. Site is not within 400m of public transport stop. Pedestrian access relies on wider Pickering's Farm site for strong pedestrian connectivity.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility and part-Red for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/ capacity hot spots. Others Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Updated flood modelling for the present day and for the impacts of climate change of Mill Brook should be carried out to ascertain the fluvial flood risk to the northwestern area of the site. However, it should be possible to allocate the site.
- The impact of a blockage of the culvert along Mill Brook should be investigated as part of the modelling.
- There should be no development within the functional floodplain. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- A detailed drainage strategy will be required for any new development, given the large area of the site likely to be cleared to make way for new development and the sporadic nature of the risk. This will require detailed surface water

modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be to not exceed current rates or betterment on current rates. The use of infiltration SuDS should be investigated.

#### Environment Agency

Ponds and ordinary watercourse on site. Railway line to eastern edge. Railway line forms much of the eastern boundary. Multiple ordinary watercourses and field drains on site.

#### Lead Local Flood Authority

There have been no flooding reports onsite, but one has been recorded within 50 m and another within 100m. There are 19 known ordinary watercourses onsite, with a network of 2036.18m. Medium percentage coverage all surface water risk vulnerabilities.

### **Heritage/Archaeology**

#### LCC rating

**Amber** –Due to its size. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating.

**Green** – no comments.

### **Sustainability Appraisal Summary**

This site has significant positive effects for housing, economic growth, transport, social infrastructure and possibly health and education. There are some negative uncertainties. The only clearly significant negative effects were flood risk and Biodiversity.

### **Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

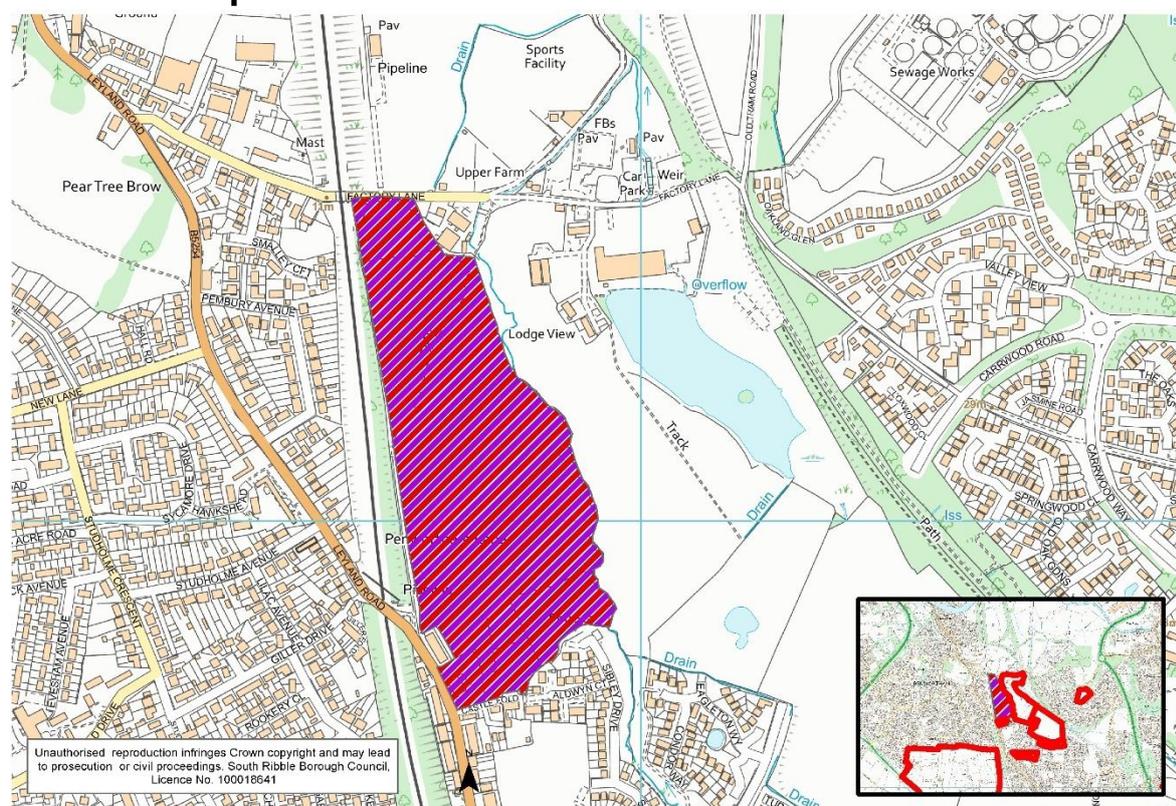
A

# Site Profile 33

## Site Details

<b>SHELAA Reference(s)</b>	19S162 (19S226, 19S288)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	South of Factory Lane and East of the West Coast Main Line, PR1 9TE
<b>Settlement</b>	Lower Penwortham
<b>Ward</b>	Middleforth and Charnock
<b>Size (Ha)</b>	10.2
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site has been allocated exclusively for Housing. It is likely that solutions can be found to mitigate the constraints identified.
<b>Allocation reference</b>	HS3.4
<b>Proposed use</b>	Mixed Use
<b>Proposed number of dwellings</b>	255
<b>Proposed hectares of employment land</b>	5.1
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2025/26 to 2030/31

## Site Assessment

### Overview

Existing planning permission?	Partly permissioned - 07/2020/01035/FUL
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Grade II Listed Building to north of the site. Air Quality Management Area nearby.
--

### Highways/Transport

#### LCC Access comments

A high proportion of this site has historically been considered and has been tested at a public inquiry where all issues were examined (prior to Pickerings Farm appeal). Access can be provided onto Leyland Road, however, requires ghost island and on street parking will be displaced, need for safe parking within the site. Use of Factory Lane only suitable for limited level of development, considering constraints and historic vehicular use of site and that which now has permission. Leyland Road (full length), A582, Hennel Lane roundabout contribute to congestion. Pickerings farm within area of influence for congestion. Site is not within 400m of public transport stop.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 3: Access to proposed local transport schemes and Metric 7: Site vehicular accessibility. Part Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and part-Red for Metric 2: Proximity to current sustainable transport services. Others Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site does not have access to gas. Site at risk of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities. Site has a record of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

The Level 2 SFRA indicates as follows:

- An update to the Penwortham Lane 2006 model should be used to update this Level 2 SFRA at the earliest opportunity to provide a robust strategic assessment of flood risk to this site and the surrounding areas. This should be based on up to date hydrology, terrain data and channel and structure survey to inform on safe site design and layout.
- It would be acceptable to use updated modelling to suitably assess risk through a site-specific FRA, as well as/instead of a Level 2 SFRA update.

- There should be no development within the functional floodplain. There should also be no development within 8m of the unnamed watercourse adjacent to the eastern boundary of the site. The EA recommend for an 8m no development buffer for all main rivers to enable access for maintenance activities. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- Based on current information, this site could be allocated if development avoids the area at modelled fluvial risk along the eastern boundary of the site.
- Were this site to be allocated based on current information, the LPA must make it clear that this site cannot be developed until the required information detailed in this SFRA on flood hazard information from the Penwortham Lane model is fully ascertained.
- A detailed drainage strategy will be required given the large area of this site being converted from open space to development. The use of infiltration SuDS should be investigated.

#### Environment Agency

Ordinary watercourse down eastern edge of site small areas of Flood Zone 2 and 3 along the eastern edge. Pond on site.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding. There is one known ordinary watercourse onsite with a network of 379.95m. There is a medium percentage coverage of all SW risk vulnerabilities.

## **Heritage/Archaeology**

#### LCC rating

**Amber** –Due to its size. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

#### Historic England rating

**Amber.** The site lies adjacent to a Listed Building. The site provides some historical landscape context and setting to Middlethorpe Hall. With mitigation measures in place development of the site would result in limited harm to its significance.

## **Sustainability Appraisal Summary**

The site mainly has positive, neutral and uncertain negative effects. Certain negative effects include air quality and flood risk.

## **Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

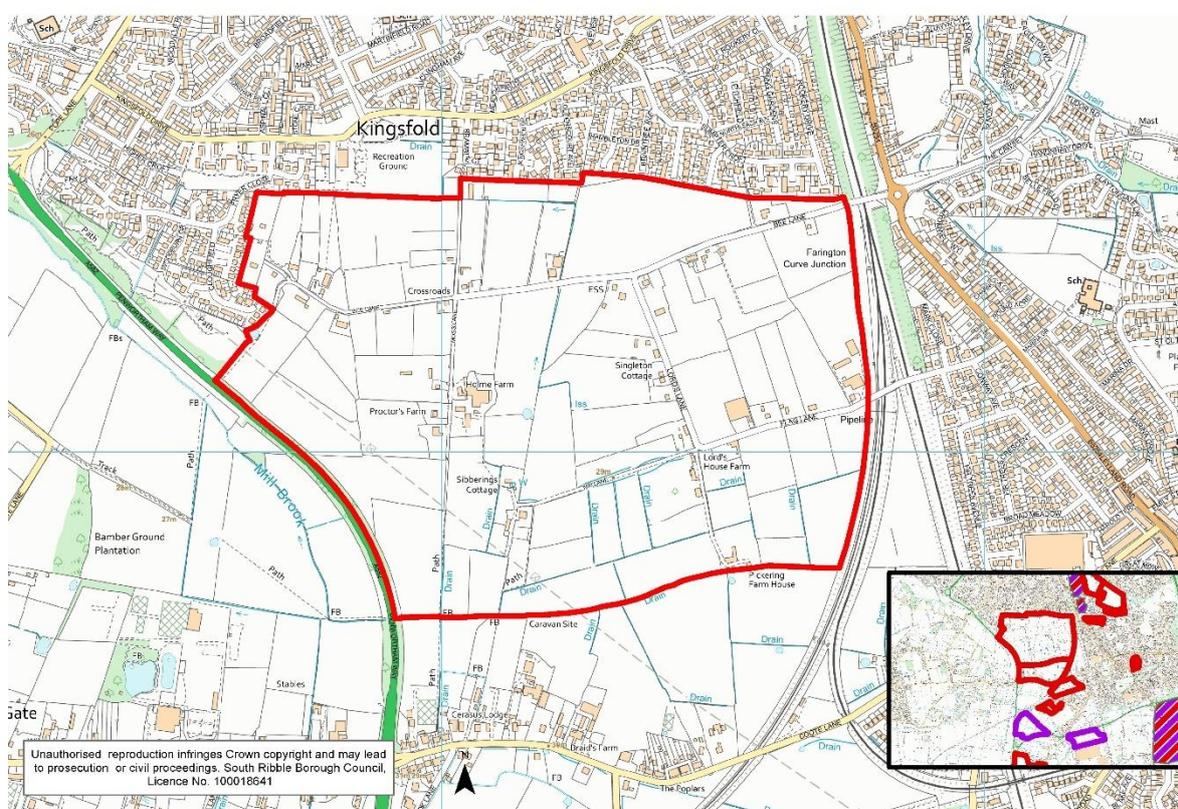


# Site Profile 34

## Site Details

<b>SHELAA Reference(s)</b>	19S163 (19S079, 19S090, 19S097, 19S253, 19S254)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Pickering's Farm, Penwortham.
<b>Settlement</b>	Penwortham
<b>Ward</b>	Charnock and Farington West
<b>Size (Ha)</b>	79
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is an existing allocation, which is partly permitted. No significant constraints that could not be mitigated.
<b>Allocation reference</b>	SS6.A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1350
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2029/30 - 2037/38

## Site Assessment

### Overview

Existing planning permission?	Yes - 07/2021/00886/ORM, 07/2021/00887/ORM
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Tree Preservation Orders. Public Rights of Way
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### Highways/Transport

<p><u>LCC Access comments</u> Site has permission (granted at Appeal). <u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. Part-Red for Metric 4: Existing high-volume movement flows/ capacity hot spots. Others Amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b <u>Level 2 SFRA</u> Level 2 not required as majority of site has planning permission. <u>Environment Agency</u> Railway line forms much of the eastern boundary. Multiple ponds and ordinary watercourses and field drains on site. <u>Lead Local Flood Authority</u> There have been no flooding reports onsite or surrounding. There are 19 known ordinary watercourses onsite with a network of 3150.08m. There is a medium percentage coverage of all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> –See comments on 07/2021/00886/ORM. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered. <u>Historic England rating</u> <b>Green</b> – no comments.</p>
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## **Sustainability Appraisal Summary**

This site has numerous significant positive impacts for economic growth, social infrastructure and transport. Significant negative effects with air quality and flood risk. Site has other uncertain negative effects including biodiversity.

## **Habitats Regulations Assessment**

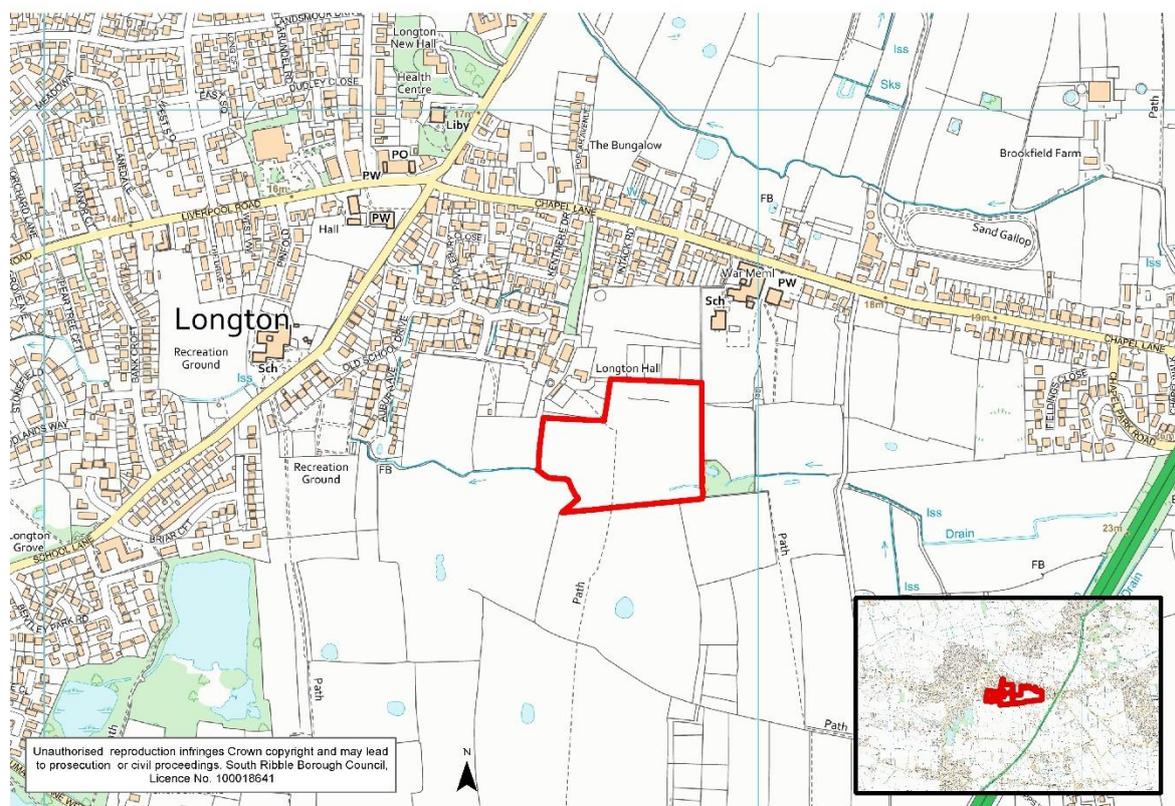
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 35

## Site Details

<b>SHELAA Reference(s)</b>	19S165 (19S164)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land to south/rear of Longton Hall, Chapel Ln, Longton
<b>Settlement</b>	Longton
<b>Ward</b>	Longton & Hutton West
<b>Size (Ha)</b>	3.6
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Sites lies adjacent to an existing residential area and has few constraints.
<b>Allocation reference</b>	HS3.3
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	90
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2028/29 to 2033/34

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues but site is landlocked, access relies on other sites as does not connect to adopted highway. A59 Liverpool Road/Longton Bypass impacts congestion– known to suffer from significant congestion. Site is part of multiple sites upcoming in vicinity. Site is partly not within 400m of public transport stop. Pedestrian access will rely on other allocations to come forward.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Part-Red for Metric 2: Proximity to current sustainable transport services. Others Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and the majority of the site being at very low surface water flood risk.

Given the scattered nature of risk across the site, a drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA.

Any FRA should consider modelling the Hall Pool watercourse to determine the level of fluvial flood risk it presents to the site.

#### Environment Agency

Ordinary watercourses on site.

#### Lead Local Flood Authority

There have been no flood reports on or surrounding the site up to 100m. There are two known ordinary watercourses on site with a network of 174.83m. Medium percentage cover of all surface water risk categories.

### Heritage/Archaeology

LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England –

**Amber** – adjacent Grade II Farmhouse. Longton Hall Farmhouse has now been delisted and is a non- designated heritage asset. With suitable mitigation measures in place, it is anticipated that no harm to Longton Hall Farmhouse would arise.

### **Sustainability Appraisal Summary**

Site has mostly positive effects including health, social infrastructure and sustainable transport or neutral effects, although flood risk represents a significant negative effect. The few other negative effects including biodiversity and landscape are uncertain.

### **Habitats Regulations Assessment**

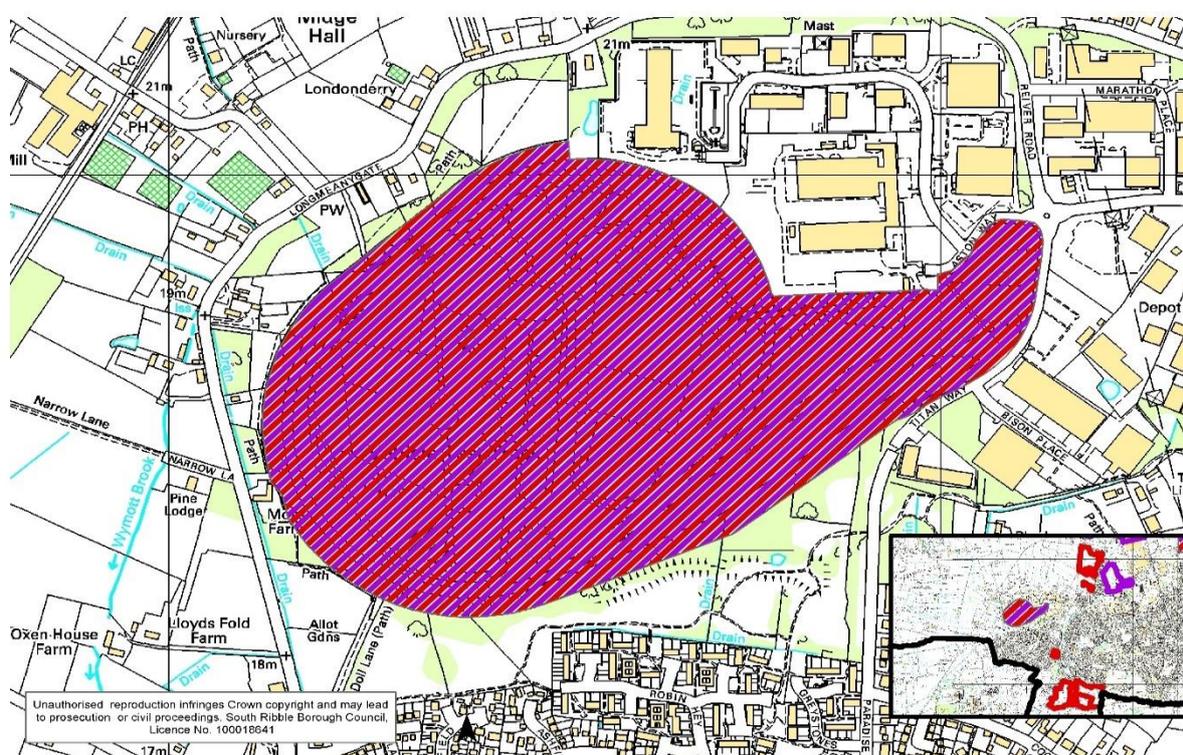
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 36

## Site Details

<b>SHELAA Reference(s)</b>	19S166
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Moss Side Test Track
<b>Settlement</b>	Leyland
<b>Ward</b>	Moss Side
<b>Size (Ha)</b>	44.8
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Mixed Use
<b>Proposed number of dwellings</b>	950
<b>Proposed hectares of employment land</b>	4
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

## Overview

Existing planning permission?	Yes 07/2017/3361/ORM 07/2022/00106/REM
Suitable	Yes
Available	No
Achievable	No

## Constraints

site under construction

## Highways/Transport

LCC Access comments  
Site in progress. 07/2017/3361/ORM, 07/2022/00106/REM  
Central Lancashire Highways and Transport Strategy  
Site under construction

## Utilities

The site has access to all utilities (refer to conditions). UU – onsite modelled sewer flood risk

## Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water.  
Level 2 SFRA  
Level 2 not required as site is under construction.  
Environment Agency  
Former test track, ponds on site.  
Lead Local Flood Authority  
There have been no flood reports onsite, although there has been one report within 50m and another within 100m. There are no known ordinary watercourses on site. Medium percentage coverage of all surface water risk vulnerabilities.

## Heritage/Archaeology

LCC rating  
Green – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
Green – no comments.

## Sustainability Appraisal Summary

Site shows a positive effect in most categories, including flood risk. The only negative effects are minor (air quality) or uncertain (biodiversity).

## Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

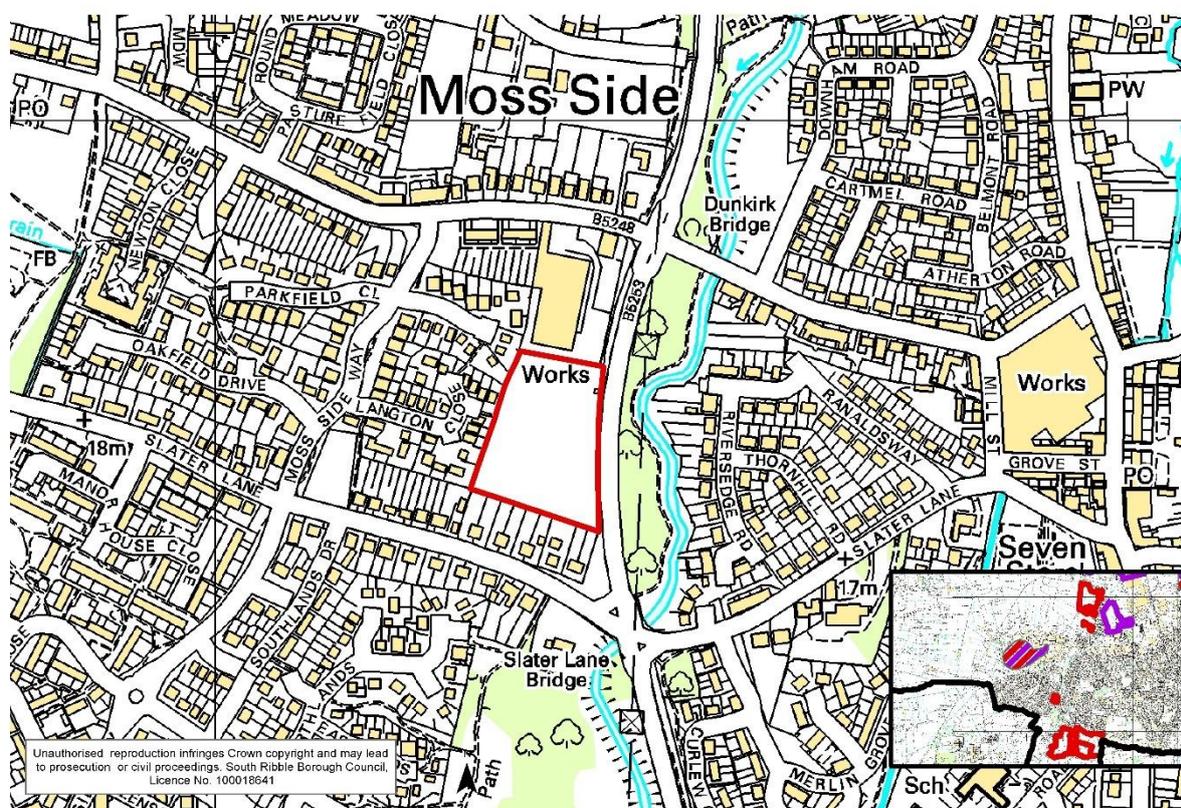


# Site Profile 37

## Site Details

<b>SHELAA Reference(s)</b>	19S168
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Rear of Dunkirk Mill, Slater Ln (aka Rear 102-118 Slater Ln)
<b>Settlement</b>	Leyland
<b>Ward</b>	Earnshaw Bridge
<b>Size (Ha)</b>	1.2
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Owner has indicated the site will not be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	30
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

N/A
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion problems. Access from Rindle Close is constrained being narrow and include several acute bends. May be ransom issues when regard is had to land registry. Access from Schleswig Way is a non-starter. Site is not within 400m of public transport stop. Infill site with good pedestrian provision in surrounding area.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates and Metric 6: Proximity to key attractors. Part-Red for Metric 2: Proximity to current sustainable transport services.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b plus climate change.</p> <p><u>Level 2 SFRA</u> Level 2 not required, site withdrawn as not available.</p> <p><u>Environment Agency</u> The EA has no constraints.</p> <p><u>Lead Local Flood Authority</u> Site has received multiple flood risk reports either on site, within 50m or 100m. There are no known ordinary watercourses on site. Medium percentage coverage across medium, low and very low surface water risk with a 0% coverage for high risk.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England –rating</u> <b>Green</b> – no comments.</p>
---

### **Sustainability Appraisal Summary**

Site has mostly neutral and positive effects. The negative effects include flood risk (significant) and air quality (minor) with other negatives uncertain.

### **Habitats Regulations Assessment**

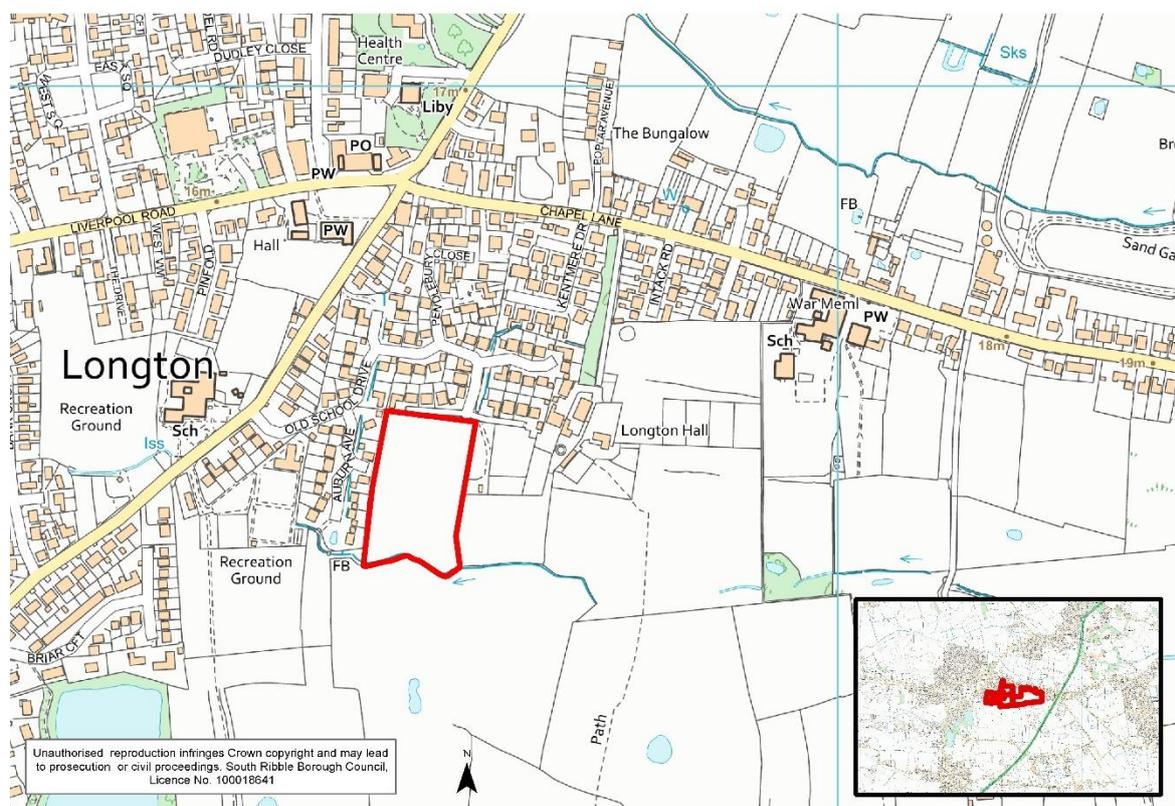
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 38

## Site Details

<b>SHELAA Reference(s)</b>	19S169b (19S027)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off School Ln/Old School Dr/Land to east of Reynard Cl (aka Kitty's Fm) - central part
<b>Settlement</b>	Longton
<b>Ward</b>	Longton & Hutton West
<b>Size (Ha)</b>	1.53
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	34
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A

Anticipated delivery	
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## Site Assessment

### Overview

Existing planning permission?	Yes 07/2022/00928/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

N/A

### Highways/Transport

#### LCC Access comments

Permission (see Highways comments) 07/2022/00928/FUL.

#### Central Lancashire Highways and Transport Strategy

Under construction.

### Utilities

The site has access to all utilities. Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Level 2 not required as site is under construction

#### Environment Agency

No EA comments.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding the site. There is one known ordinary watercourse onsite with a nesrbc007twork of 99.35m. There is a medium percentage coverage of all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Amber** – site lies near to Listed Building. Longton hall farmhouse has now been delisted and is a non- designated heritage asset. With appropriate, it is anticipated that no harm to Longton Hall Farmhouse would arise.

### Sustainability Appraisal Summary

Site mainly has neutral and positive effects with significant negative effect of flood risk with few negative effects which are uncertain.

## Habitats Regulations Assessment

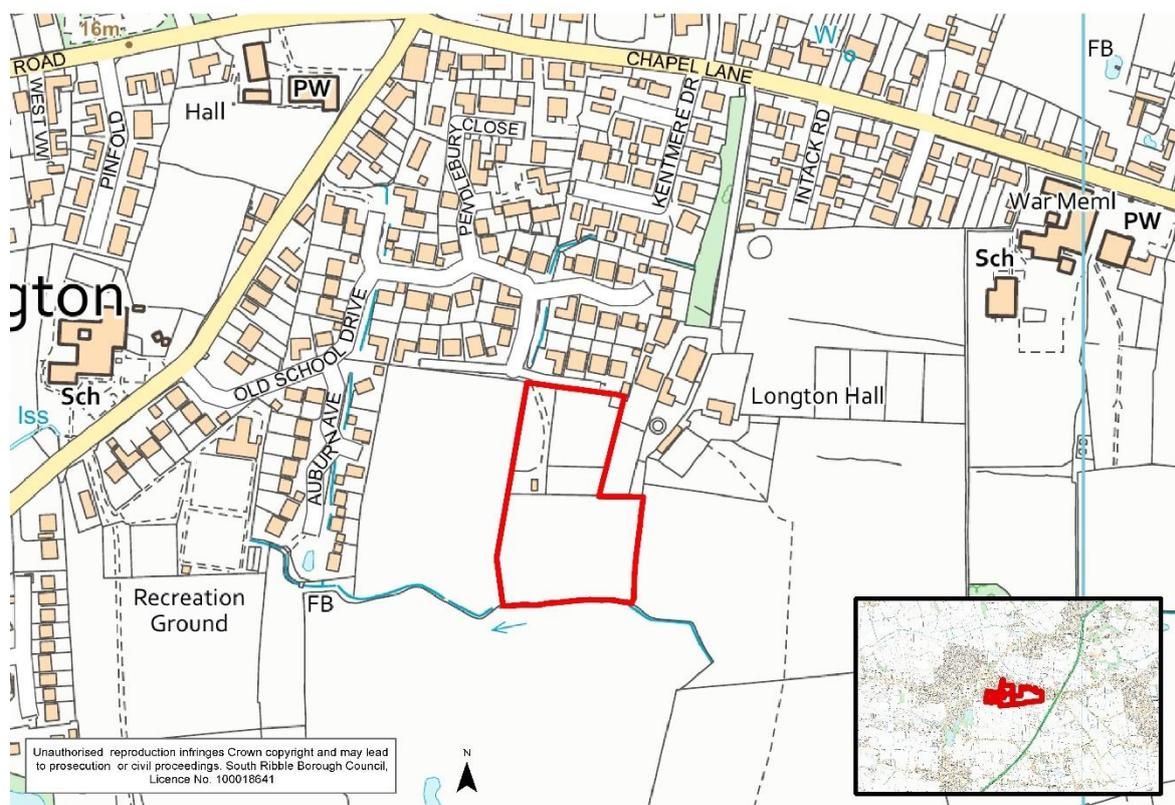
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 39

## Site Details

<b>SHELAA Reference(s)</b>	19S169a (19S027)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off School Ln/Old School Dr/Land to east of Reynard Cl, Longton (aka Kitty's Frm) - eastern part
<b>Settlement</b>	Longton
<b>Ward</b>	Longton & Hutton West
<b>Size (Ha)</b>	1.15
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	The site is adjacent to existing residential development and has few constraints
<b>Allocation reference</b>	HS3.3
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	28
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2028/29 - 2033/34

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None.

### Highways/Transport

#### LCC Access comments

No congestion issues but adopted highway from Reynard Close/Rymer Grove does not run to site boundary (red line). Possible 3<sup>rd</sup> party land issues. A59 Liverpool Road/Longton Bypass impacts – known to suffer from significant congestion. Impact in isolation not of concern, but cumulative effects of the allocations in this location need understanding and assessing. Site is not within 400m of public transport stop. Good pedestrian access if access arrangements can be secured.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and part-Red for Metric 2: Proximity to current sustainable transport services. Others Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has access to all utilities. Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and the majority of the site being at very low surface water flood risk.

Given the scattered nature of risk across the site, a drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA.

Any FRA should consider modelling the Hall Pool watercourse to determine the level of fluvial flood risk it presents to the site.

#### Environment Agency

No EA comments.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding. Nor are there any known ordinary watercourses onsite. All surface water risk vulnerabilities have a low percentage coverage.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Amber** – adjacent to Grade II asset. Longton Hall Farmhouse has now been delisted and is a non- designated heritage asset. With suitable mitigation measures in place, it is anticipated that no harm to Longton Hall Farmhouse would arise.

### **Sustainability Appraisal Summary**

Site has mainly positive and neutral effects with one significantly negative effect for flood risk, the few other negative effects are all uncertain. The positive effects include housing, health, social infrastructure and sustainable transport.

### **Habitats Regulations Assessment**

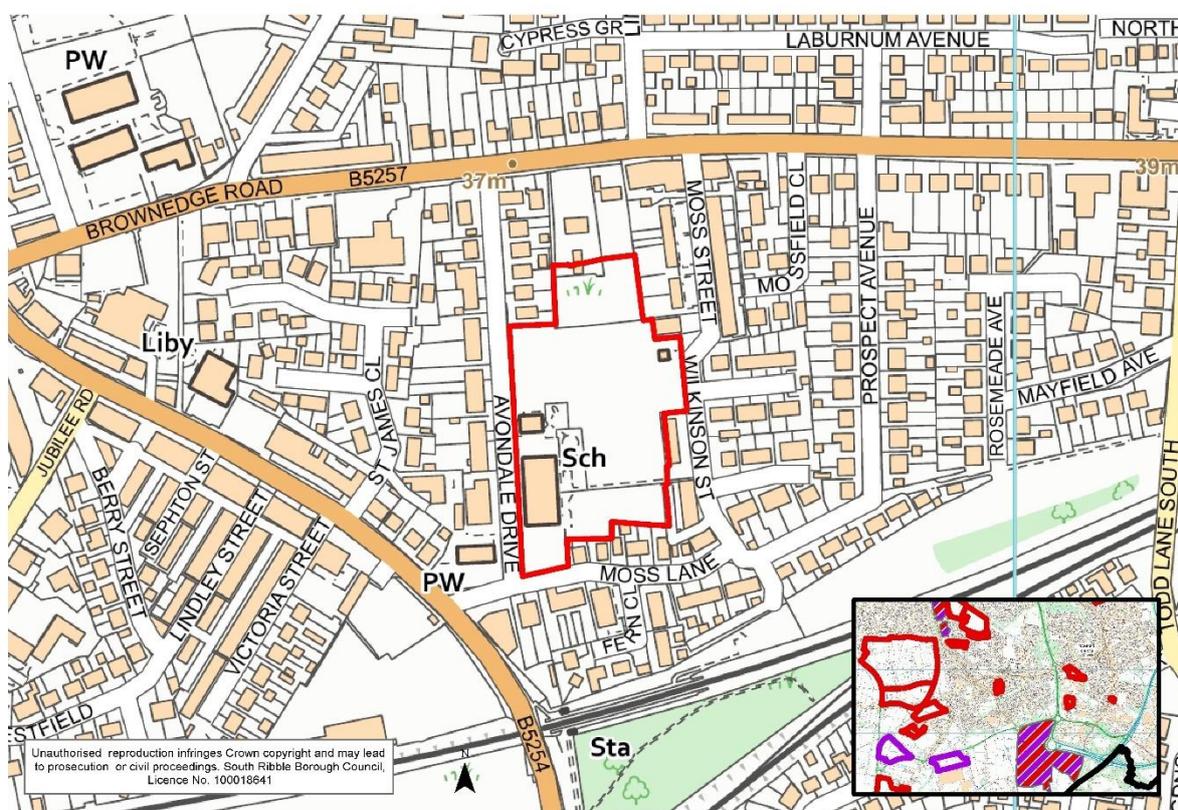
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 40

## Site Details

<b>SHELAA Reference(s)</b>	19S170 (19S131)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Lostock Hall Primary School, Avondale Dr
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	1.4
<b>Current Use</b>	Mixed

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	50
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2022/00457/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

under construction

### Highways/Transport

LCC Access comments  
Permission (see Highways comments) 07/2022/00457/FUL.  
A Central Lancashire Highways and Transport Masterplan is being prepared by LCC. As part of this work, the impact of the preferred allocations on the highways network will be assessed and appropriate mitigation measures identified.  
Central Lancashire Highways and Transport Strategy  
N/A Site under construction.

### Utilities

The site has access to all utilities. Record of sewer flooding in the vicinity of the site.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water  
Level 2 SFRA  
Level 2 not required as site is complete.  
Environment Agency  
The EA have identified no constraints.  
Lead Local Flood Authority  
There have been no flood reports on site or within 50m, although there have been 3 reports within 100m. There are no known ordinary watercourses onsite. Medium percentage coverage of high and medium risk of surface water with low coverage of low or very low surface water risk.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### Sustainability Appraisal Summary

Mostly positive or neutral effects are reflected by this site with significant negative effects in flood risk and air quality and minor effects on resources.

## Habitats Regulations Assessment

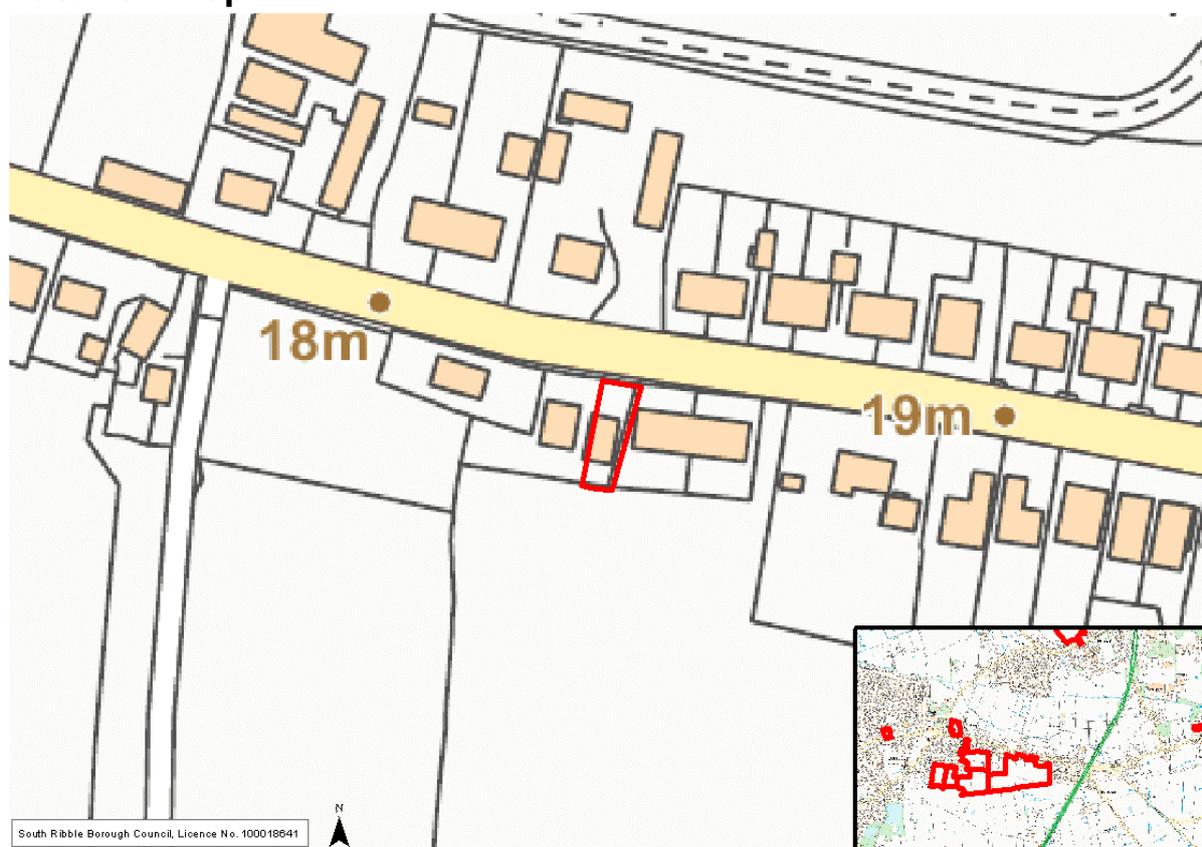
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 41

## Site Details

<b>SHELAA Reference(s)</b>	19S171
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	118 Chapel Lane
<b>Settlement</b>	Longton
<b>Ward</b>	Longton and Hutton West
<b>Size (Ha)</b>	0.02
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Small garden site only suitable for a replacement dwelling.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Impact is minimal as proposal is for just one dwelling. No issues affecting access frontage. Site is within 400m of public transport stop. Good footways on site frontage (Chapel Lane).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes. Part Red for Metric 2: Proximity to current sustainable transport services. Others Amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
---

### Utilities

Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Level 2 not required.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There has been no reports on flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is low percentage coverage of all surface water risk vulnerabilities.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### **Sustainability Appraisal Summary**

Site has majority positive effects including health, social infrastructure, transport, flood risk and land resources with others being uncertain or neutral. The negative is uncertain for landscape.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 42

## Site Details

<b>SHELAA Reference(s)</b>	19S172
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	15 Studholme Crescent
<b>Settlement</b>	Penwortham
<b>Ward</b>	Middleforth
<b>Size (Ha)</b>	0.03
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site can only sustain a single dwelling and so is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Minimal impact as proposal is for just one dwelling. However, as this dwelling is proposed to be situated on the corner of Sycamore Drive and Studholme Crescent, access would need to be a safe and suitable distance from the bend. Site is within 400m of public transport stop. Good footways on site frontage (Studholme Crescent).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> No comments.</p>
--

### Utilities

Sites with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.
--

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Level 2 not required.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> here have been no reports of flooding onsite or surrounding. There are no known ordinary watercourses onsite. All surface water risk vulnerabilities have a zero percentage coverage.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### Sustainability Appraisal Summary

The site has majority positive and neutral effects including minor positive on flood risk, with minor negative on air quality. Site has both significant positive and negative effects on health.
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## Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 43

## Site Details

<b>SHELAA Reference(s)</b>	19S173
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent 136 Liverpool Road
<b>Settlement</b>	Hutton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	0.06
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is complete.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion problems. Impact would be minimal as proposal is for just one dwelling, however the bus stop located outside of the proposed site would need to be relocated. Policies map shows site surrounded by various different land allocations, some subject to development, however as proposal is for one dwelling, impact is minimal. Site is within 400m of public transport stop. Good footways on site frontage (Liverpool Road), however parts may be considered a little narrow.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and Part-Red for Metric 2: Proximity to current sustainable transport services. Others Amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
--

### Utilities

Sites with a gravity sewer within the boundary.
---

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> Level 2 not required as site withdrawn.</p> <p><u>Environment Agency</u> The EA has identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of high surface water risk, medium coverage of medium risk and high coverage of low risk.</p>
---

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### **Sustainability Appraisal Summary**

The site has positive and neutral effects with minor negative effect on air quality and others uncertain.

### **Habitats Regulations Assessment**

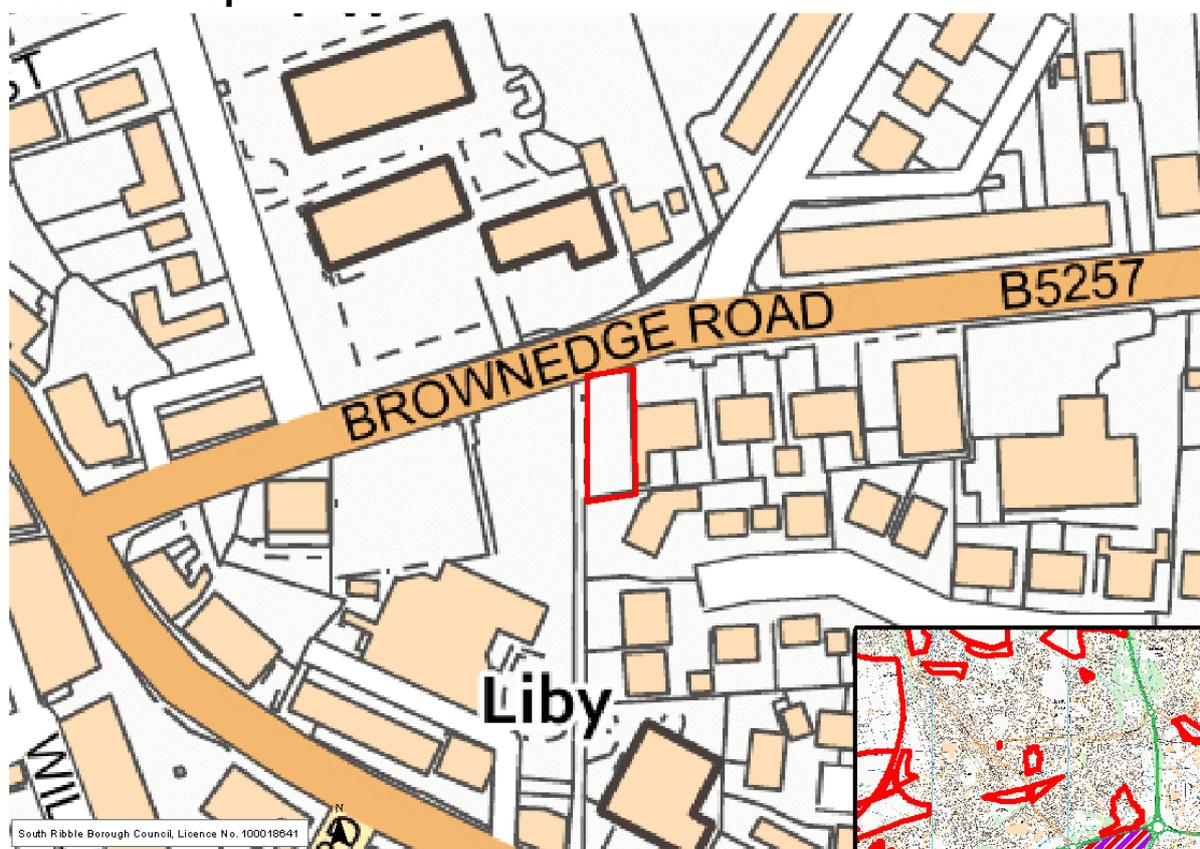
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 44

## Site Details

<b>SHELAA Reference(s)</b>	19S174
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent 22 Browndedge Rd
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	0.04
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site can only sustain a single dwelling and so is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
------

### Highways/Transport

<p><u>LCC Access comments</u> No congestion problems. Minimal impact as proposal is for just one dwelling. However, zebra crossing located outside proposed site may need relocating. There is a PRow located immediately west of the proposed site. Surrounding highway network experiences moderate congestion. However, some smaller sections also suffer from heavy congestion, as proposal for one dwelling, impact is minimal. Policies Map shows proposed site surrounded by various different land allocations, some subject to development. However, impact is minimal as proposal is for one dwelling. Site is within 400m of public transport stop. Good footways on site frontage (Brownedge Road). <u>Central Lancashire Highways and Transport Strategy</u> No comments.</p>
--

### Utilities

Sites with a gravity sewer within the boundary.
---

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds. <u>Level 2 SFRA</u> Level 2 not required. <u>Environment Agency</u> The EA has identified no constraints. <u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of all surface water risk vulnerabilities, with 100% coverage of very low risk.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation. <u>Historic England rating</u> <b>Green</b> – no comments.</p>
---

### Sustainability Appraisal Summary

The site has positive or neutral effects including minor positive in flood risk. There is a significant negative effect on air quality.
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## Habitats Regulations Assessment

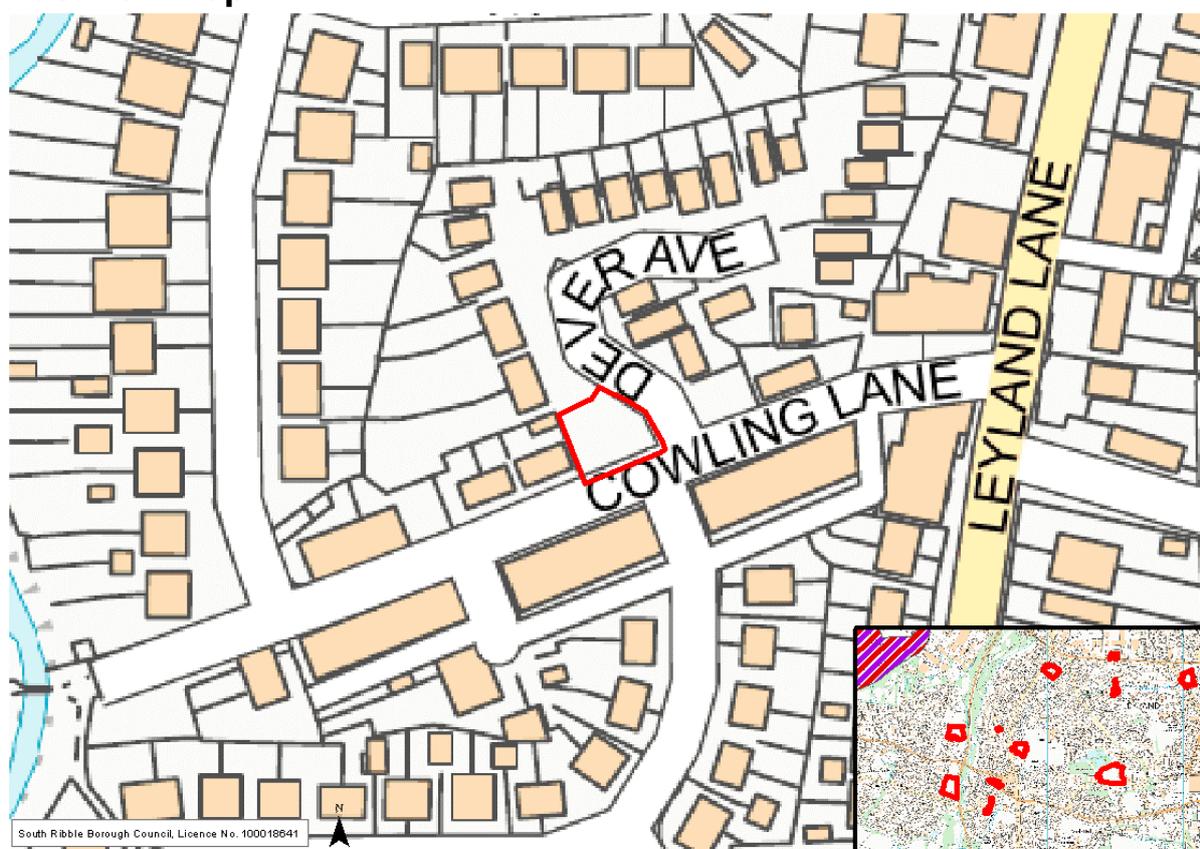
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 45

## Site Details

<b>SHELAA Reference(s)</b>	19S175
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent 22 Cowling Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Earnshaw Bridge
<b>Size (Ha)</b>	0.04
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site can only sustain a single dwelling and so is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
------

### Highways/Transport

#### LCC Access comments

No congestion problems. Minimal impact as for one dwelling. As proposal is on corner of Cowling Lane and Denver Avenue, access would need to be safe and suitable distance from the bend. Streetlight and utility pole may need relocating. Site is within 400m of public transport stop. Goof footways on site frontage (Cowling Lane).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility. Red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. Part-Red for Metric 2: Proximity to current sustainable transport services. Amber for others.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Development could be allocated on flood risk grounds.

#### Level 2 SFRA

Level 2 not required.

#### Environment Agency

The EA has identified no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of all surface water risk vulnerabilities, with a 100% coverage of very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

**Sustainability Appraisal Summary**

Site has positive effects on health, social infrastructure, transport and flood risk. Negative effects on air quality, with remaining being neutral or uncertain.

**Habitats Regulations Assessment**

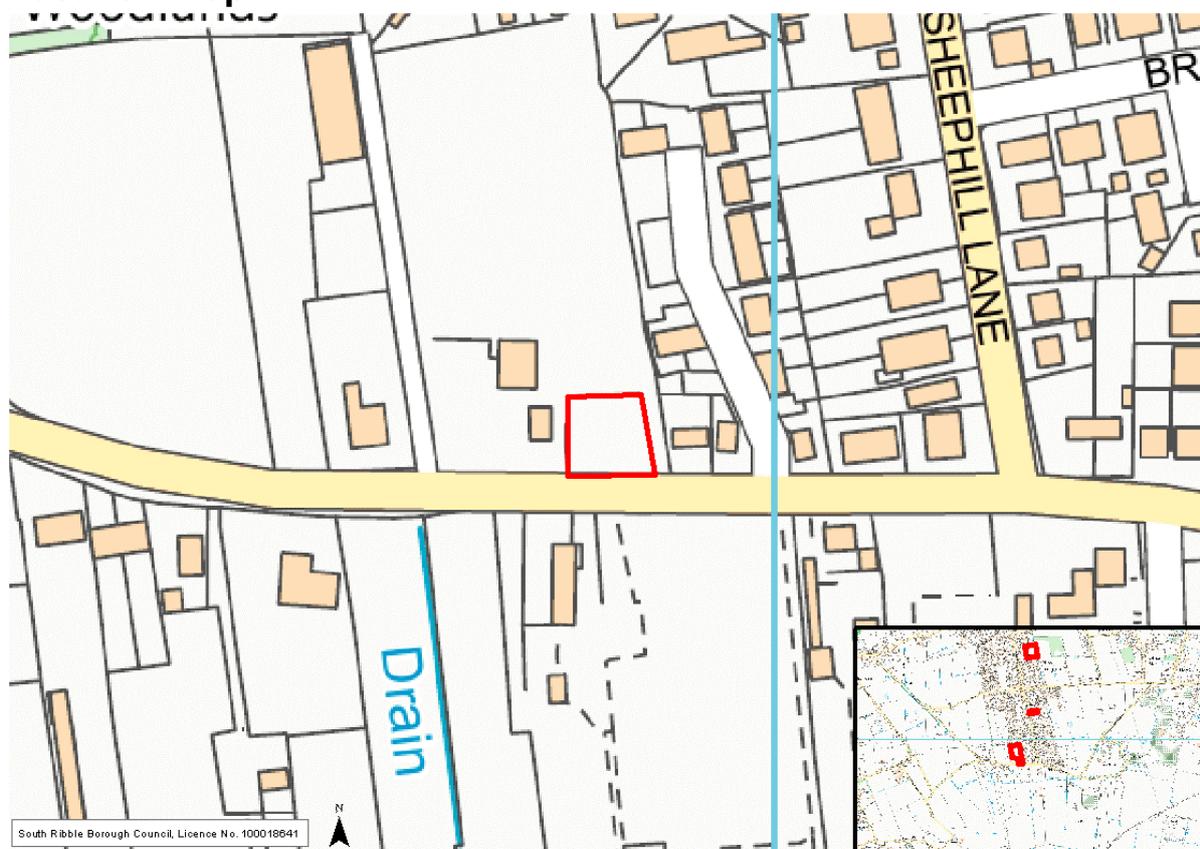
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 46

## Site Details

<b>SHELAA Reference(s)</b>	19S176
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent to The Fields, Long Moss Lane
<b>Settlement</b>	New Longton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	0.06
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Y
<b>Justification</b>	Site is adjacent to an existing residential area and has few constraints.
<b>Allocation reference</b>	HS3.18
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2026/27

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Minimal impact as proposal is for one dwelling. Current vegetation in red edge (not in adopted highway) obstructs necessary sightlines/access so would need cutting back. Site is not within 400m of public transport stop. No footways along site frontage (Long Moss Lane) only grassed areas either side of carriageway.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates and Metric 6: Proximity to key attractors. Green for Metric 4: Existing high-volume movement flows/ capacity hot spots. Others Amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
--

### Utilities

Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Level 2 not required.</p> <p><u>Environment Agency</u> The EA has identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of all surface water risk vulnerabilities, with 100% coverage of very low risk.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

## **Sustainability Appraisal Summary**

Site has a mix of positive and neutral effects with minor negative effects on air quality. The remaining areas are uncertain mix of positive and negative for education, biodiversity and geodiversity, landscape and resources.

## **Habitats Regulations Assessment**

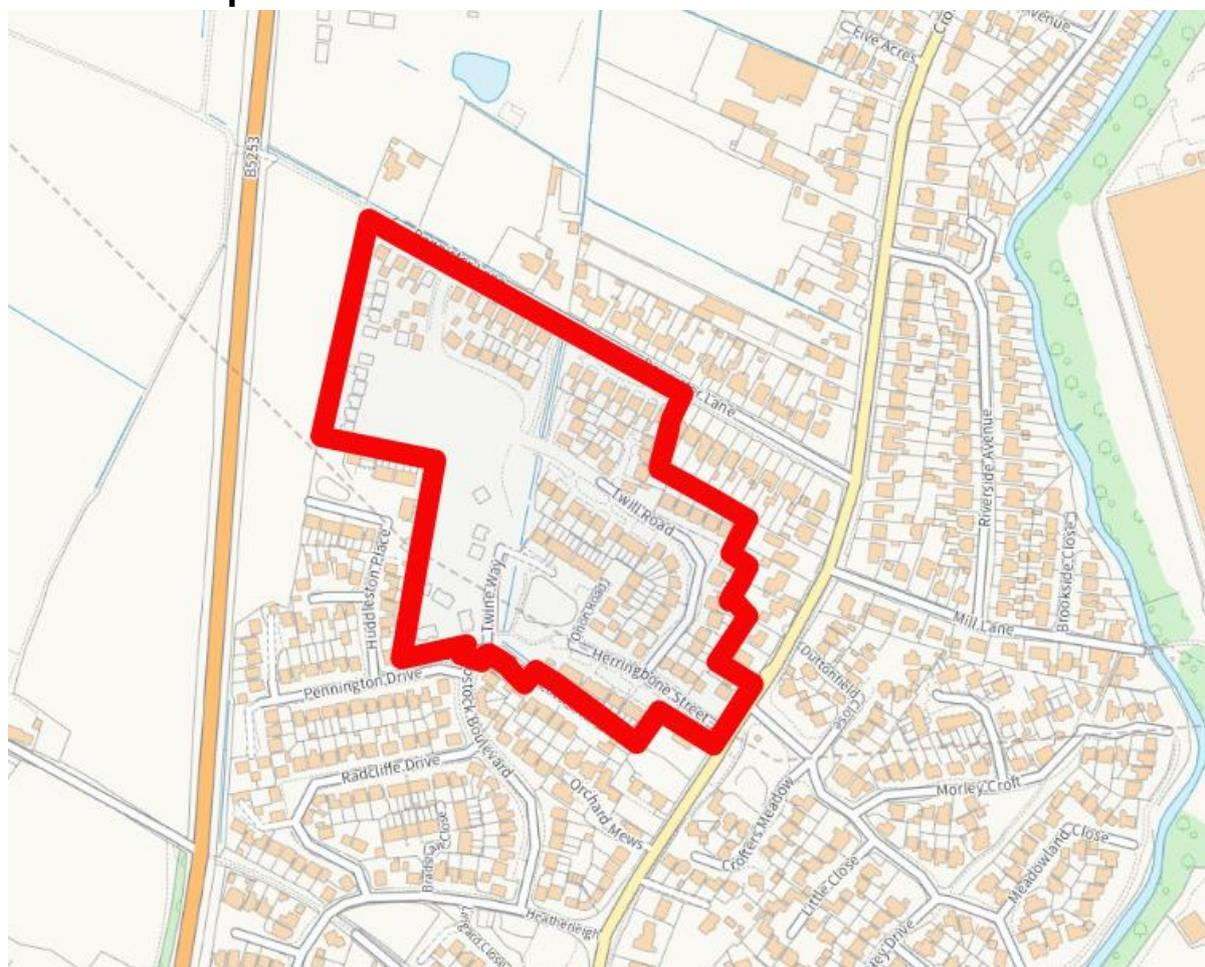
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 47

## Site Details

<b>SHELAA Reference(s)</b>	19S177
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Croston Road (The Pastures - Tilia Homes - formerly Kier Homes)
<b>Settlement</b>	Farington Moss
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	6
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	174

<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2019/2313/REM
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

N/A
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### Highways/Transport

<u>LCC Access comments</u> Permission (see Highways comments) 07/2019/2313/REM. <u>Central Lancashire Highways and Transport Strategy</u> N/A Under construction
---

### Utilities

Site has access to all utilities.
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### Flood Risk

<u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water. <u>Level 2 SFRA</u> Level 2 not required as site is under construction. <u>Environment Agency</u> Ordinary watercourses on site. <u>Lead Local Flood Authority</u> There have been no reports of flooding onsite, although there have been four reports within 50m and six reports within 100m. There are three known ordinary watercourses onsite, creating a network of 297.27m. There is a medium percentage coverage of all surface water risk vulnerabilities, with 0.89% coverage of high risk and 0.9% coverage of medium risk.
--

### Heritage/Archaeology

<u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.
--

### Sustainability Appraisal Summary

Site has positive effect for housing and negative effects for social infrastructure, air quality, flood risk and resources with remaining being neutral or uncertain.
---

## Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 48

## Site Details

<b>SHELAA Reference(s)</b>	19S179
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Rear of 35 Ellen Street
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge West
<b>Size (Ha)</b>	0.02
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site can only sustain a single dwelling and is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues. Proposal for one dwelling so minimal impact. However, streetlight located outside proposed site may need relocating. Site is within 400m of public transport stop. Good footways around site (Kingsway, Ellen Street, and Countessway).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. Others Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – development could be allocated on flood risk grounds.

#### Level 2 SFRA

Not required.

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage for all surface water risk vulnerabilities, with 100% coverage of very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has positive effects on housing, health, social infrastructure, transport and flood risk with others neutral. Negative effects only on air quality with others neutral or uncertain.

### **Habitats Regulations Assessment**

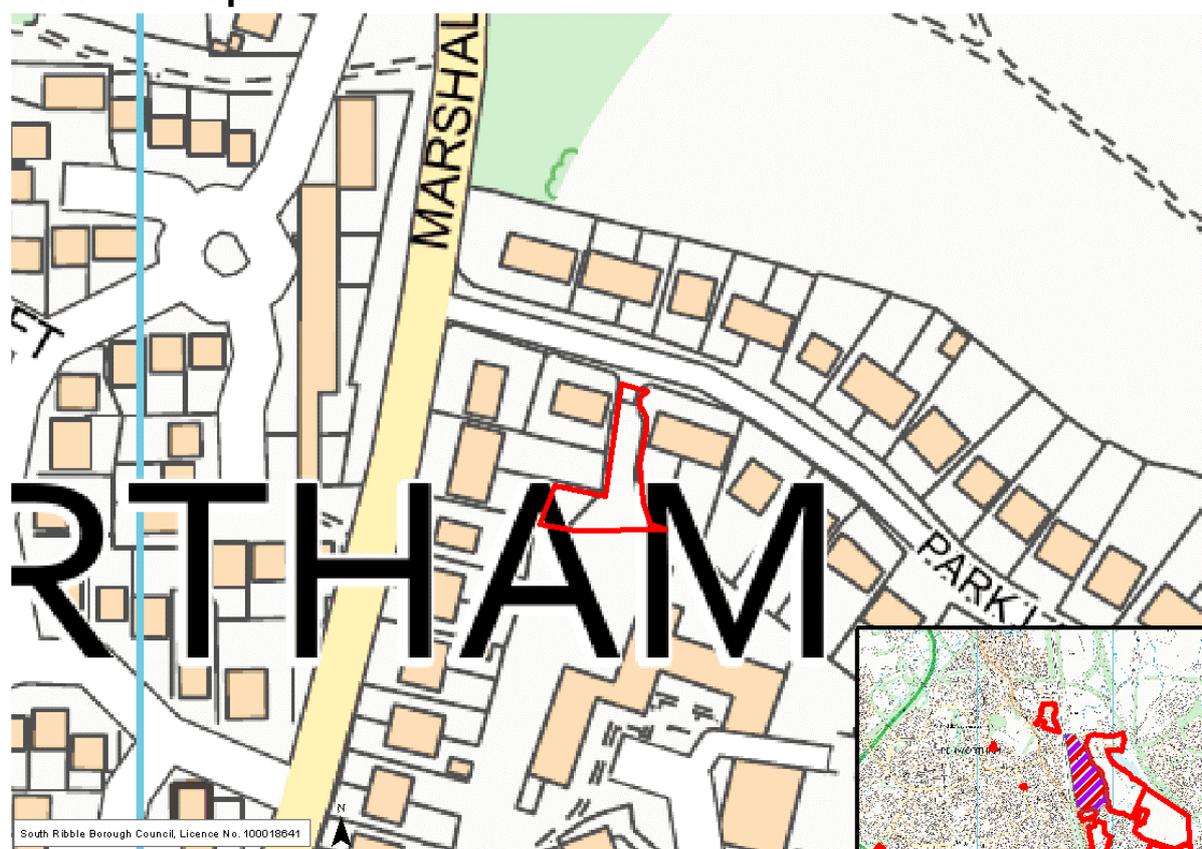
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 49

## Site Details

<b>SHELAA Reference(s)</b>	19S181
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Between 27-29 Park Lane
<b>Settlement</b>	Penwortham
<b>Ward</b>	Middleforth
<b>Size (Ha)</b>	0.04
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site can only sustain a single dwelling and is not considered large enough for allocation. Also constrained by Trees.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Extensive tree coverage.

### Highways/Transport

#### LCC Access comments

No congestion issues. The impact is minimal as proposal is for one dwelling. However, footways may need to be extended and sight lines achieved. Site is within 400m of public transport stop. Good footways along site frontage (Park Lane).

#### Central Lancashire Highways and Transport Strategy

Not tested as only single dwelling capacity.

### Utilities

No comments received.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – development could be allocated on flood risk grounds.

#### Level 2 SFRA

Not required

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

here has been no report of flooding onsite or surrounding, nor are there any known ordinary watercourses. All surface water risk vulnerabilities are low, with very low coverage 100%.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### Sustainability Appraisal Summary

Site has positive or neutral effects mostly with minor negative on air quality. Others are uncertain including negative on biodiversity.

### Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

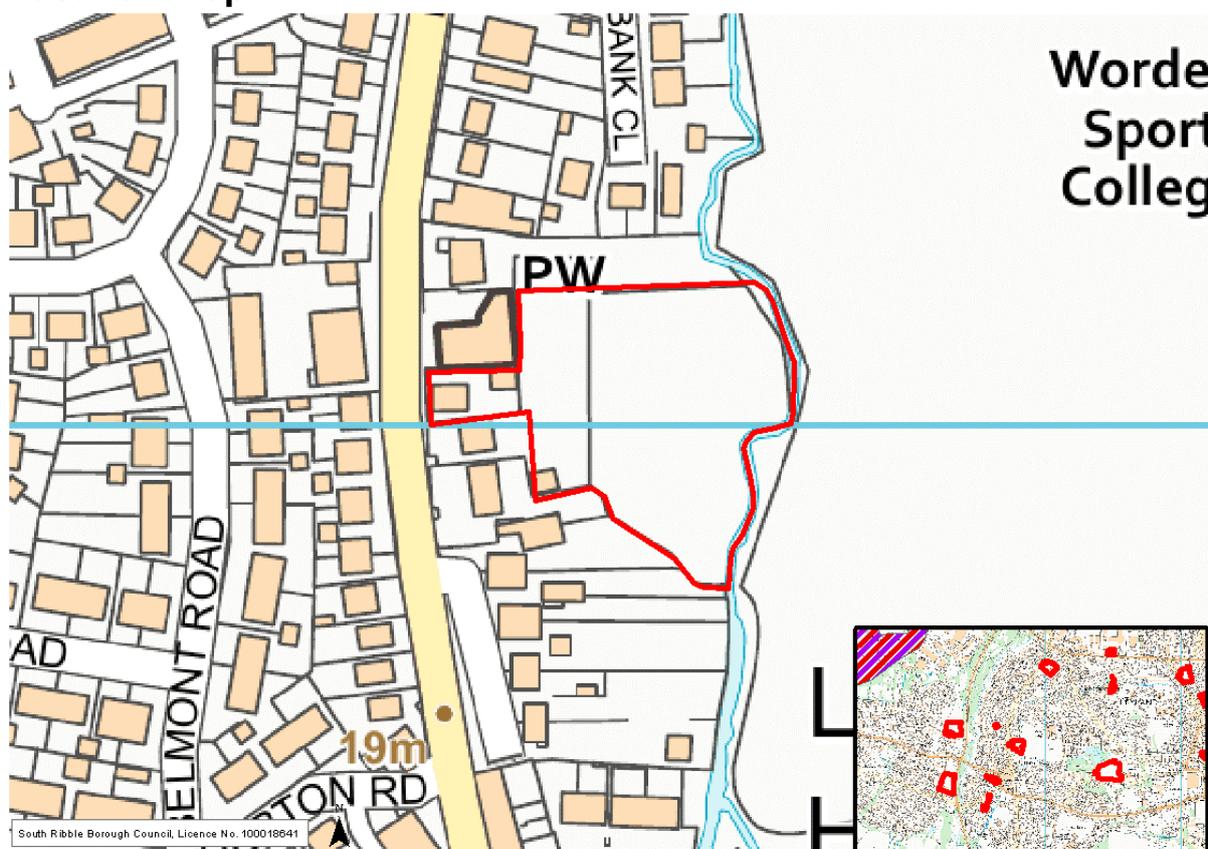


# Site Profile 50

## Site Details

<b>SHELAA Reference(s)</b>	19S182
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Rear of Church and 249-251 Leyland Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Earnshaw Bridge
<b>Size (Ha)</b>	0.61
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site fully permissioned and now complete.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

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### Highways/Transport

<u>LCC Access comments</u> Site in progress. 07/2022/00449/OUT. <u>Central Lancashire Highways and Transport Strategy</u> N/A - Site complete
--

### Utilities

Sites with a gravity sewer within the boundary.
---

### Flood Risk

<u>Level 1 SFRA</u> Strategic Recommendation A –Withdrawal as site is within Flood Zone 3b <u>Level 2 SFRA</u> Site withdrawn as complete. <u>Environment Agency</u> The EA have identified the following constraints: Flood Zone 2, Flood Zone 3 and main river. <u>Lead Local Flood Authority</u> here have been no reports of flooding onsite or surrounding, nor are there any know ordinary watercourses. There is a high percentage coverage of high and medium SW risk, and medium/high coverage of low/very low SW risk.
---

### Heritage/Archaeology

<u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation. <u>Historic England rating</u> <b>Green</b> – no comments.
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### Sustainability Appraisal Summary

The site area has majority positive or neutral effects with significant negative effects on flood risk and minor negative on air quality with others uncertain.
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### Habitats Regulations Assessment

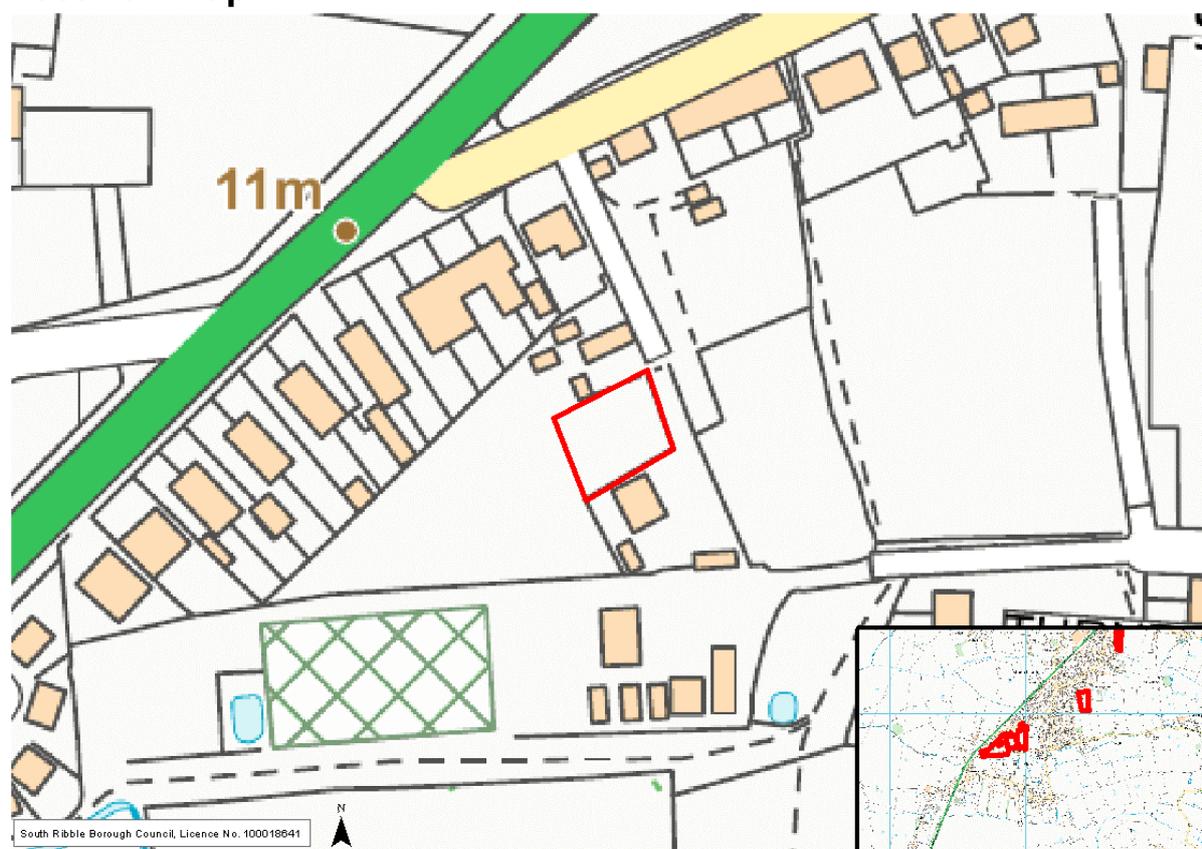
N/A – site not assessed in the HRA as it is not proposed for allocation.
--

# Site Profile 51

## Site Details

<b>SHELAA Reference(s)</b>	19S183
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Rear of 195 Liverpool Old Road
<b>Settlement</b>	Much Hoole
<b>Ward</b>	Hoole
<b>Size (Ha)</b>	0.05
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	No significant constraints. Absorbed into the wider Much Hoole allocation.
<b>Allocation reference</b>	HS3.9
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2030/31

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints
----------------------------

### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Minimal impact as proposal is for one dwelling. Access is from private access road off Liverpool Old Road. Site is within 400m of public transport stop. Good footways along frontage of site (Liverpool Old Road). However, minor deficiencies.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates and Metric 6: Proximity to key attractors. Green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. Amber for others.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
---

### Utilities

No comments received.
-----------------------

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required</p> <p><u>Environment Agency</u> The EA have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of all surface water risk vulnerabilities, with very low risk having a 100% coverage.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

## **Sustainability Appraisal Summary**

Site has mostly neutral effects with only negative effects on social infrastructure and positive effects on housing with others neutral or uncertain.

## **Habitats Regulations Assessment**

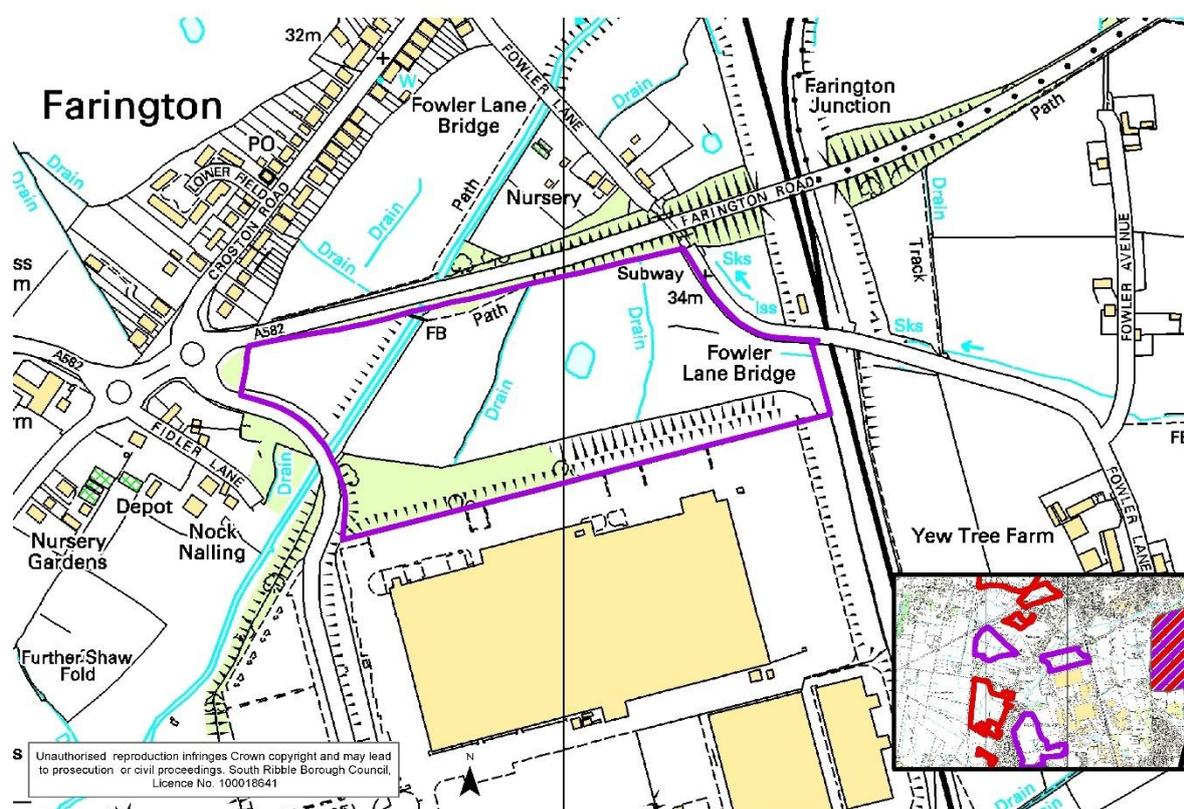
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 52

## Site Details

<b>SHELAA Reference(s)</b>	19S188
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	North of Lancashire Business Park
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	9.2
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is an extension of an existing business park with few constraints.
<b>Allocation reference</b>	EC4.2
<b>Proposed use</b>	Employment
<b>Proposed number of dwellings</b>	N/A
<b>Proposed hectares of employment land</b>	9.2
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> A582 is severely congested. Access to serve the site would need to be off the unadopted highway serving Lancashire Business Park on the assumption that existing constraints on the unadopted road can be overcome. Access onto the public highway at the A582 roundabout suffers from significant congestion. With major highway changes required that may require 3<sup>rd</sup> party land to safely satisfy need and standards. Fowler Lane is not suitable for access. PRoW runs across entirety of site frontage. The site is severed by the River Lostock. Depending on type of employment on site this is likely to have a negative impact on already present significant congestion. Site is within 400m of public transport stop. No footways on site frontage (Farington Road) just grassed areas at either side of the carriageway.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Green for Metric 7: Site vehicular accessibility and part-Red for Metric 4: Existing high-volume movement flows/ capacity hot spots. Others Amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Access information not known at time of completing the initial assessment. Further detail will be sought as we move towards identifying final sites for allocation. Site at risk from reservoir flooding. A detailed assessment will be undertaken.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within Flood Zone 3b.</p> <p><u>Level 2 SFRA</u> Site not assessed for SFRA Level 2.</p> <p><u>Environment Agency</u> River Lostock main river bisects the site. Approximately half the site is Flood Zone 2 and Flood Zone 3.</p> <p><u>Lead Local Flood Authority</u> There are no flood reports on site or surrounding the site. There are four known ordinary watercourses on site with a network of 360.60m. Medium percentage coverage of all surface water risk categories.</p>
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### Heritage/Archaeology

<u>LCC rating</u>
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**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site has mostly neutral and positive effects, with significant positives for economy and positive effects for health. The negative effects include air quality and flood risk. Uncertain negative effects for biodiversity and geodiversity, landscape and resources. Social infrastructure has been identified as both positive and negative effects.

### **Habitats Regulations Assessment**

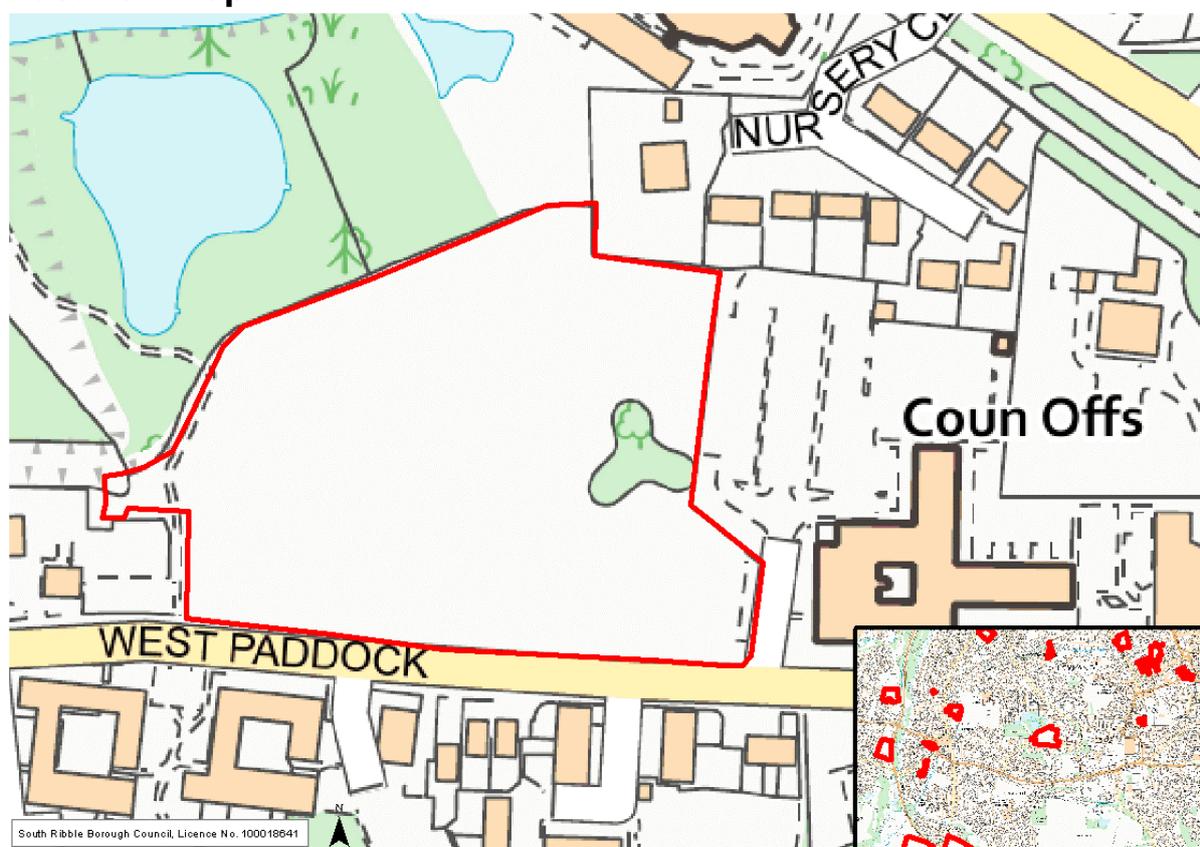
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 53

## Site Details

<b>SHELAA Reference(s)</b>	19S189
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off West Paddock
<b>Settlement</b>	Leyland
<b>Ward</b>	Broadfield
<b>Size (Ha)</b>	1.94
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permissioned and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	72
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2022/00359/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

site u/c

### Highways/Transport

LCC Access comments  
Permission (see Highways comments) 07/2022/00359/FUL.  
Central Lancashire Highways and Transport Strategy  
N/A Under construction

### Utilities

Sites with a gravity sewer within the boundary.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water  
Level 2 SFRA  
Site is under construction, Level 2 not required.  
Environment Agency  
The EA have identified no constraints.  
Lead Local Flood Authority  
There have been no reports of flooding onsite or surrounding the site, nor are there any known ordinary watercourses onsite. There is a medium percentage coverage of high and medium surface water risk and a low percentage coverage of low and very low surface water risk.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### Sustainability Appraisal Summary

Site has positive effects including social infrastructure and transport and neutral effects. The negative effects are for air quality, flood risk and resources and others are uncertain.

### Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

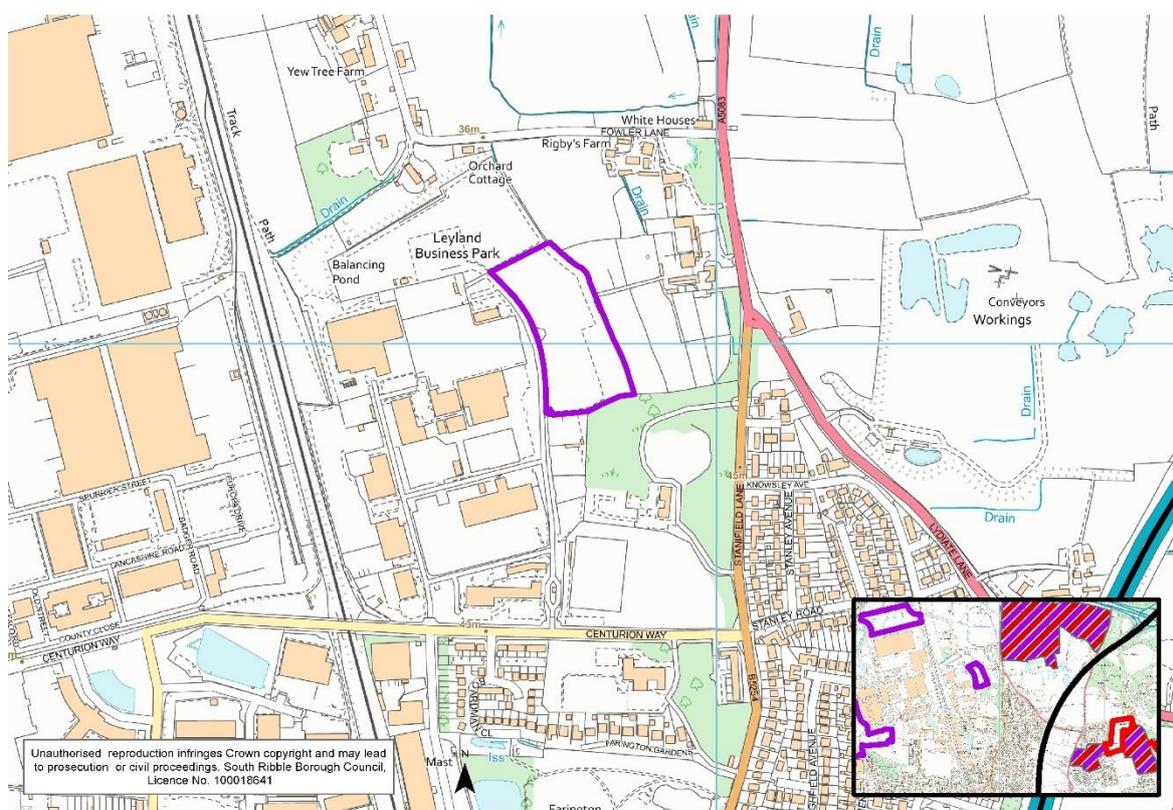


# Site Profile 54

## Site Details

<b>SHELAA Reference(s)</b>	19S190
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent to Leyland Business Park
<b>Settlement</b>	Farington
<b>Ward</b>	Farington East
<b>Size (Ha)</b>	2.1
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Extension to an existing employment site with few constraints.
<b>Allocation reference</b>	EC4.1
<b>Proposed use</b>	Employment
<b>Proposed number of dwellings</b>	N/A
<b>Proposed hectares of employment land</b>	2.1
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

#### LCC Access comments

Existing access connecting to Centurion Way. Stanifield Lane, A582 suffers from congestion. Depending on the type of employment on site this may have a negative impact on already present local congestion. Site is within 400m of public transport stop. Good footway along site frontage (Centurion Way). However, narrow footway along road to east of site (Stanifield Lane).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated Red for Metric 3: Access to proposed local transport schemes and Part-Red for Metric 2: Proximity to current sustainable transport services. Others Amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Information not known at time of completing the initial assessment. Further detail will be sought as we move towards identifying final sites for allocation.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

It should be appropriate for this site to be allocated, given the low fluvial and predominantly very low surface water flood risk to the site.

Assessment of the current drainage system in place should be carried out to ascertain any current capacity issues and whether the current system could accommodate the proposed development or whether further capacity will be required.

A drainage strategy will be required for any new development. The use of infiltration SuDS should be investigated.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding nor are there any known ordinary watercourses. There is a low percentage coverage of low surface water risk and medium coverage for other vulnerabilities.

## Heritage/Archaeology

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

**Amber** – Grade II asset setting. The Heritage Impact Assessment indicates that with mitigation measures in place, developing the site would result in no/ limited harm to the significance of heritage assets.

## Sustainability Appraisal Summary

Site has mixed effects. Positive effects have been identified in relation to Economy and Health. Negative effects relate to air quality and flood risk. Social Infrastructure. Uncertain negative effects are identified with Biodiversity and geodiversity and resources. Social Infrastructure has been identified as both positive and negative. Uncertain positive effects are with Landscape and Historic environment. The residual effects assessed against other criteria are neutral or unknown.

## Habitats Regulations Assessment

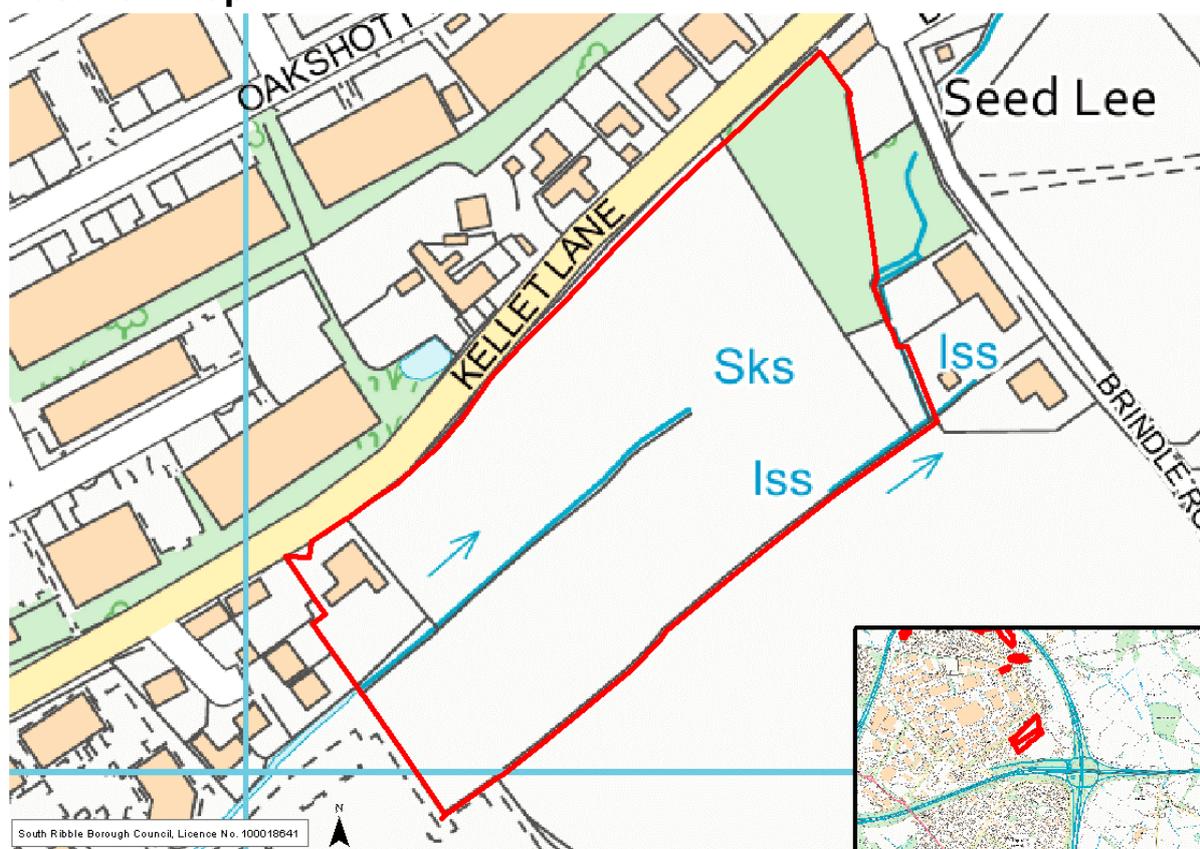
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 55

## Site Details

<b>SHELAA Reference(s)</b>	19S191
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Kellet Lane
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	2.65
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	
<b>Allocation reference</b>	HS3.10
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	80
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 - 2029/30

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Some congestion present at M65/M61 intersection. Site is not within 400m of public transport stop. Poor footways around site frontage (Kellet Lane). Only footway on one side of carriageway and very narrow. This is an issue as is wider sustainable connectivity to amenity.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 3: Access to proposed local transport schemes, and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/capacity hot spots, and for Metric 7: Site vehicular accessibility. All other metrics were rated amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

No comments received.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> The Level 2 SFRA indicates that:</p> <ul style="list-style-type: none"><li>• Flood modelling for the present day and for the impacts of climate change of Fowler Brook and the onsite ditch should be carried out to ascertain the fluvial flood risk to the site. This should include for residual risk modelling of the culvert.</li><li>• There should be no development within 8m either side of the ditch. This should be used as a blue / green corridor to provide ecological, amenity and social value.</li><li>• Culvert removal should be investigated to reduce the residual risk of culvert blockage or exceedance.</li><li>• There is significant risk from surface water in the longer term. A detailed drainage strategy will be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development.</li><li>• Surface water should be retained onsite which may reduce units. This will require detailed surface water modelling based on layout plans and detailed design and</li></ul>
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full consultation with the LLFA on required runoff rates, likely to be greenfield or betterment. The use of infiltration SuDS should be investigated.

#### Environment Agency

The EA have listed the following constraints: adjacent to/on historic landfill or other site with suspected contamination, adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There are seven known ordinary watercourses, creating a network of 301.42m. There is medium percentage coverage of all SW risk vulnerabilities, with 6.08% coverage for high and 3.48% for medium risk.

### **Heritage/Archaeology**

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site has mostly positive or neutral effects with positive effects on housing, social infrastructure and sustainable transport. The only negative effects are air quality and flood risk with others being uncertain.

### **Habitats Regulations Assessment**

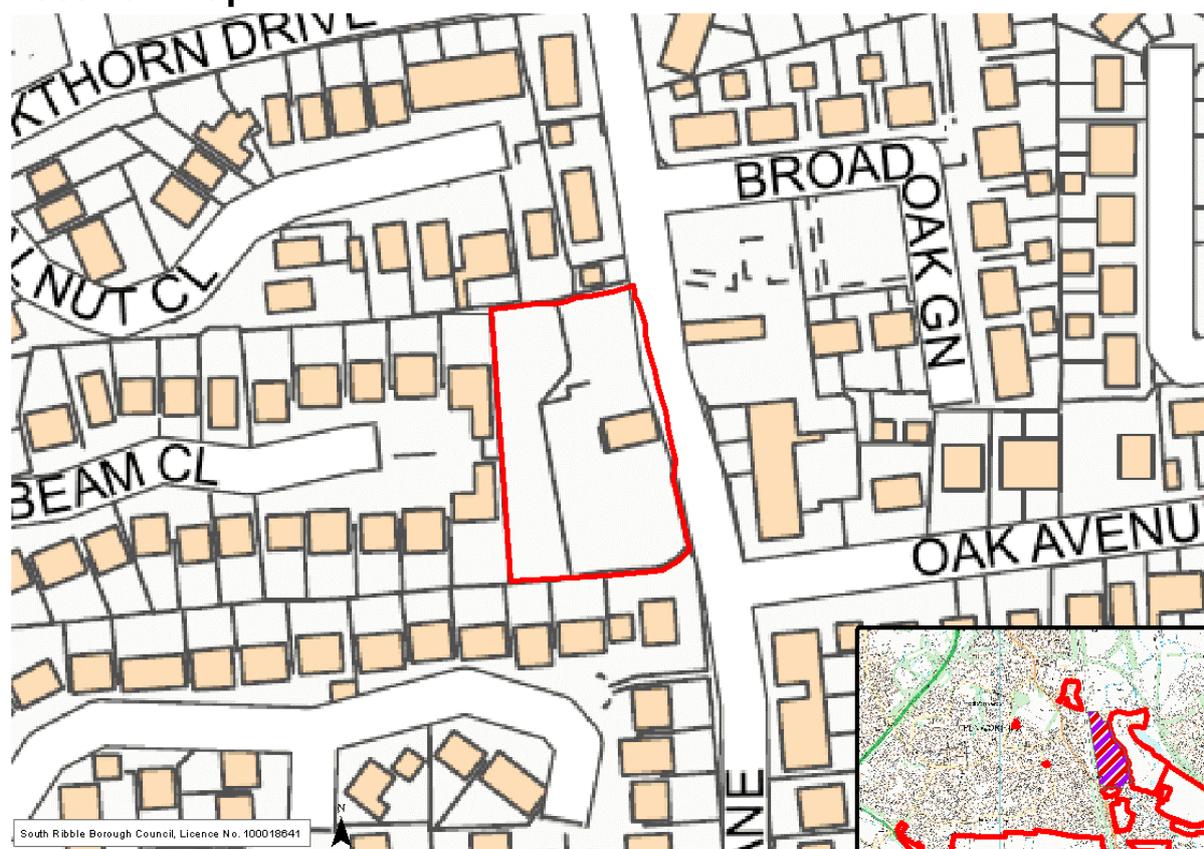
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 56

## Site Details

<b>SHELAA Reference(s)</b>	19S194
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Rear of Cornwood, Broad Oak Lane
<b>Settlement</b>	Penwortham
<b>Ward</b>	Broad Oak
<b>Size (Ha)</b>	0.28
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site too heavily constrained by Trees.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	7
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Extensive tree coverage, including a Tree Protection Order.

### Highways/Transport

#### LCC Access comments

No congestion issues minimal impact as proposal for seven dwellings. However, signage and street lighting may need relocating to allow access. Footway on site frontage should also be considered. The surrounding highway network experiences light-moderate congestion. However, some smaller sections also suffer from heavy congestion. As this is a proposal for just 7 dwellings, the impact is minimal. Policies map shows proposed site surrounded by various land allocations, some subject to development. However, proposal is for seven dwellings so impact is minimal. Site is not within 400m of public transport stop. Poor footways around site frontage (Broad Oak Lane) only footway on one side of carriageway with absent footway in some locations.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated green for Metric 5: High level analysis of trip rates, and for Metric 7: Site vehicular accessibility. All other Metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Level 2 not required, site withdrawn.

#### Environment Agency

The EA have reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a zero-percentage coverage of high surface water risk and a medium coverage of lower vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Amber** – Pre-C18 deposits. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has mostly positive or neutral effects. Negative effects are minor for air quality and flood risk with remaining being uncertain.

### **Habitats Regulations Assessment**

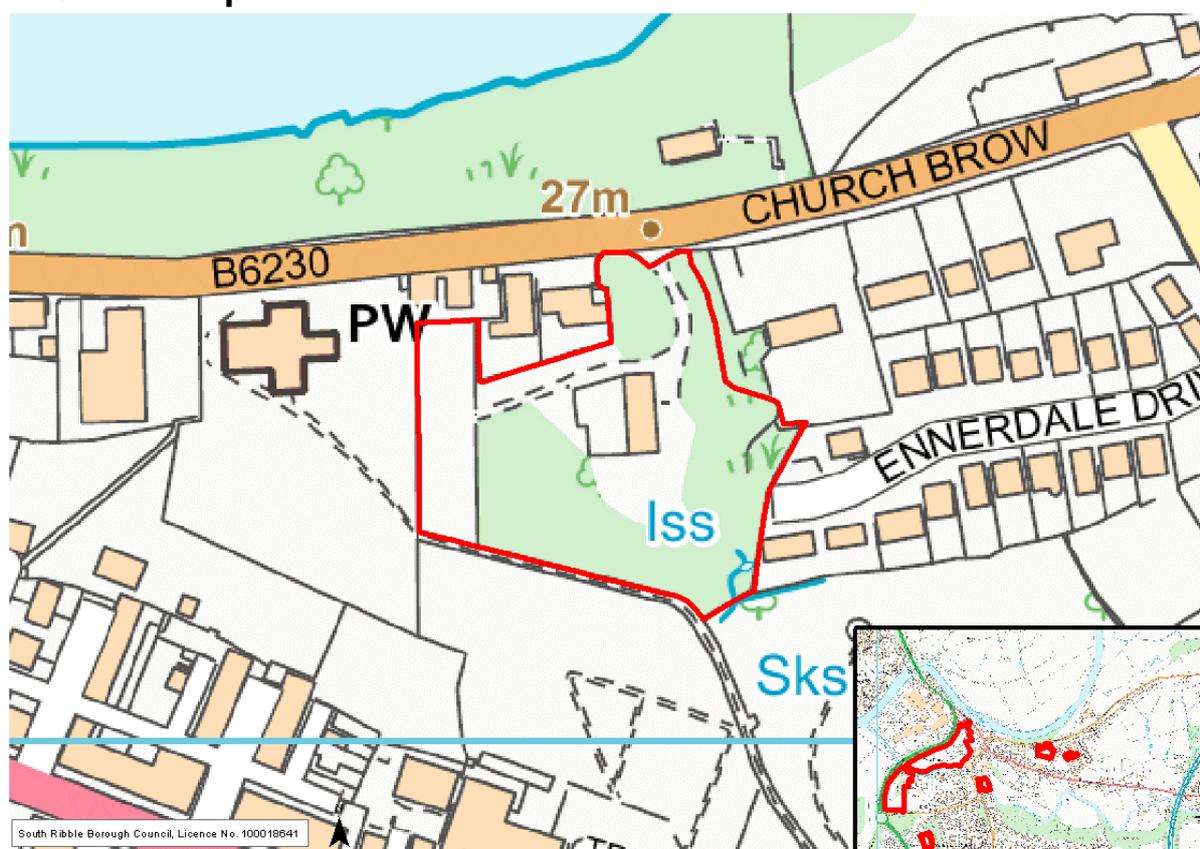
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 57

## Site Details

<b>SHELAA Reference(s)</b>	19S195
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	St Leonard's Vicarage Church Brow
<b>Settlement</b>	Walton-le-Dale
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	0.83
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site makes an important contribution towards the area's Green Infrastructure and Green Corridor ecology network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	10
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Corridor, Green Infrastructure, extensive tree coverage.

### Highways/Transport

#### LCC Access comments

No congestion issues but depending on location of site access, this may involve the relocation of street lighting, as well as the removal of vegetation within red line boundary. The surrounding highway network experiences moderate-heavy congestion along the A6 (around Capitol Centre) and along Church Brow. Site is not within 400m of public transport stop but there are bus stops just outside of this threshold on Higher Walton Road. Some deficiencies along site frontage (Church Brow). Good footways on Ennerdale Drive (east of site).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes, and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, and for Metric 7: Site vehicular accessibility. All other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Level 2 not required – site withdrawn due to green designations.

#### Environment Agency

The EA has listed the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known watercourses onsite. There is a low percentage coverage of surface water risk vulnerabilities, with 98% for very low risk.

### Heritage/Archaeology

#### LCC rating

**Amber** – C18 deposits. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation,

which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has positive and neutral effects with positives including social infrastructure and flood risk with minor negative effect on air quality. The remaining are neutral or uncertain.

### **Habitats Regulations Assessment**

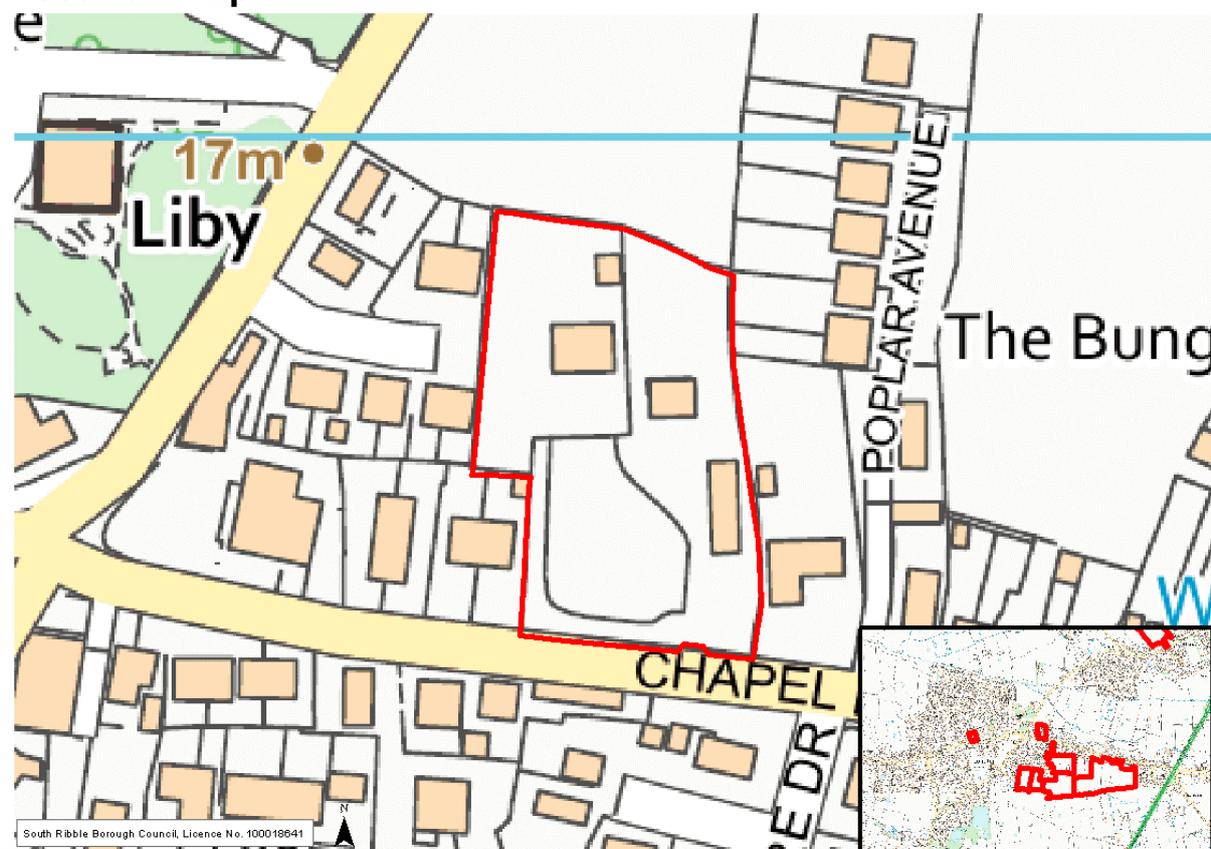
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 58

## Site Details

<b>SHELAA Reference(s)</b>	19S196
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent 19 and 21 Chapel Lane
<b>Settlement</b>	Longton
<b>Ward</b>	Longton and Hutton West
<b>Size (Ha)</b>	0.61
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site can only sustain a single dwelling and is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	15
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Minimal impact as proposal is for 15 dwellings. Current access requires improvement. Sufficient frontage to provide adequate access with visibility for this allocation. Proximate to wider Chapel Lane allocation of area of influence for congestion. Site is within 400m of public transport stop. Good footways along site frontage (Chapel Lane).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes, and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, and for Metric 7: Site vehicular accessibility. All other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Level 2 not required as site withdrawn.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of high and medium surface water risk, both low and very low risk have a medium coverage.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – Pre-1786 buildings on Yates. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation,</p>
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which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has positive and neutral effects for most criteria with the other negative effects being uncertain.

### **Habitats Regulations Assessment**

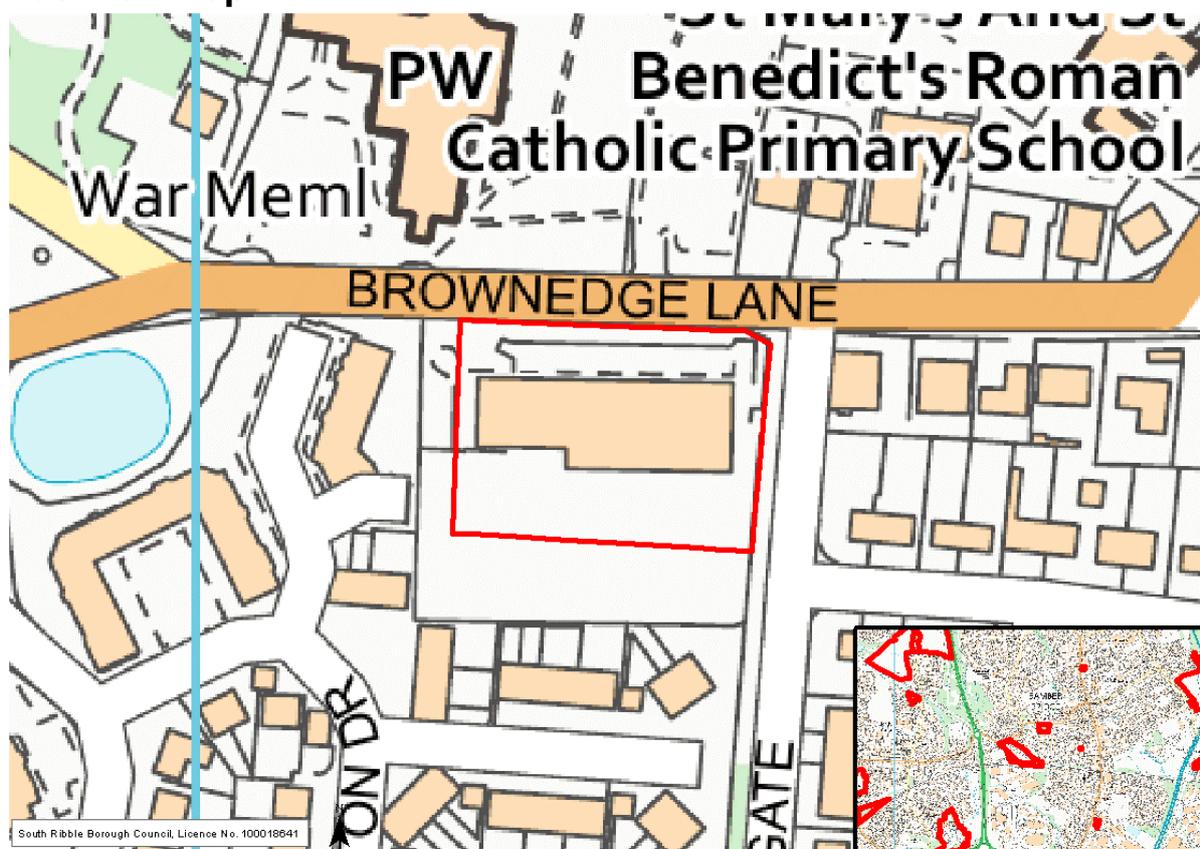
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 59

## Site Details

<b>SHELAA Reference(s)</b>	19S197
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Baxi New Offices, Ribble House, Brownedge Road,
<b>Settlement</b>	Brownedge
<b>Ward</b>	Bamber Bridge West
<b>Size (Ha)</b>	0.40
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site no longer appears to be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	12
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comment</u> No congestion issues. Minimal impact as proposal is for 12 dwellings. The surrounding highway network experiences moderate congestion (Station Road). Site is within 400m of public transport access. Good footways along site frontage and into the site (Browndge Lane and Meanygate).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility, and part green for Metric 2: Proximity to current sustainable transport services. All other metrics were rated amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

No comments received.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Level 2 not required, site withdrawn.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no flooding reports onsite or surrounding the site, nor are there any known ordinary watercourses. There is a low percentage coverage of all surface way risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

Site has majority positive effects including health and flood risk with negative effects for air quality and others being neutral or uncertain.

### **Habitats Regulations Assessment**

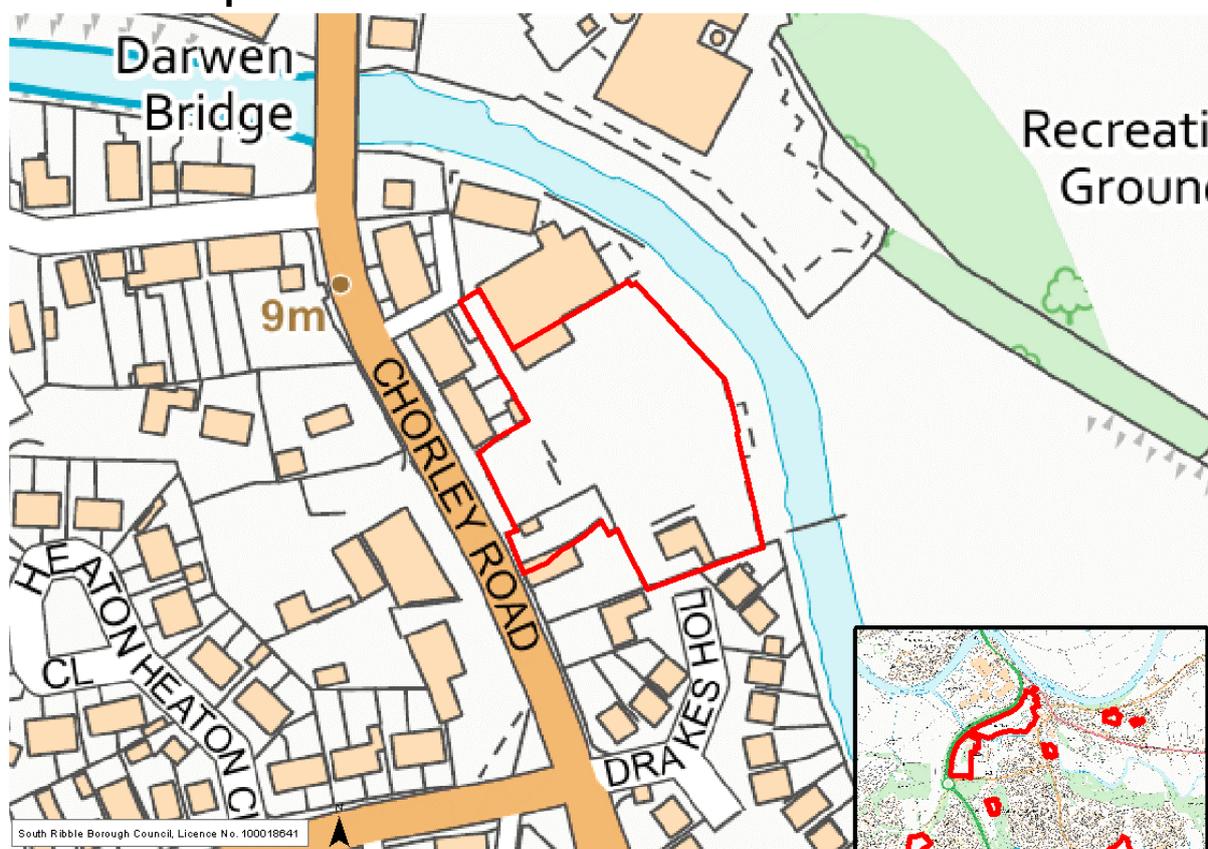
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 60

## Site Details

<b>SHELAA Reference(s)</b>	19S198
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	HPH Mayfield House Haulage Yard (Formerly Pickfords), Chorley Road
<b>Settlement</b>	Walton-le-Dale
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	0.55
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is too constrained by flood risk.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	10
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	No
Achievable	N/A

### Constraints

Flood Zone 2 (whole site)
---------------------------

### Highways/Transport

#### LCC Access comments

Minimal impact as proposal is for 10 dwellings. No congestion issues but existing access requires revision, suitable redii, and width for residential required (Safety reasons). The surrounding highway network experiences light-moderate congestion. However, some sections also suffer from heavy congestion. As this is a proposal for just 10 dwellings, impact is minimal. Site is within 400m of public transport stop. Adequate footways along site frontage and into site (Chorley Road).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red and part green for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 3: Access to proposed local transport schemes, Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site. Sites with a gravity sewer within the boundary.
---

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

Site withdrawn – not required.

#### Environment Agency

The EA has reported the following constraints: Flood Zone 2.

#### Lead Local Flood Authority

There have been no reports of flooding onsite, although there has been one report within 100m. There are no known ordinary watercourses. There is a high percentage coverage of high and low surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Amber** – L18/E19 Buildings. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation,

which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has positive effects including housing, health and well-being, social infrastructure, transport and flood risk with most others being neutral. Negative effects on air quality with other uncertain negative effects.

### **Habitats Regulations Assessment**

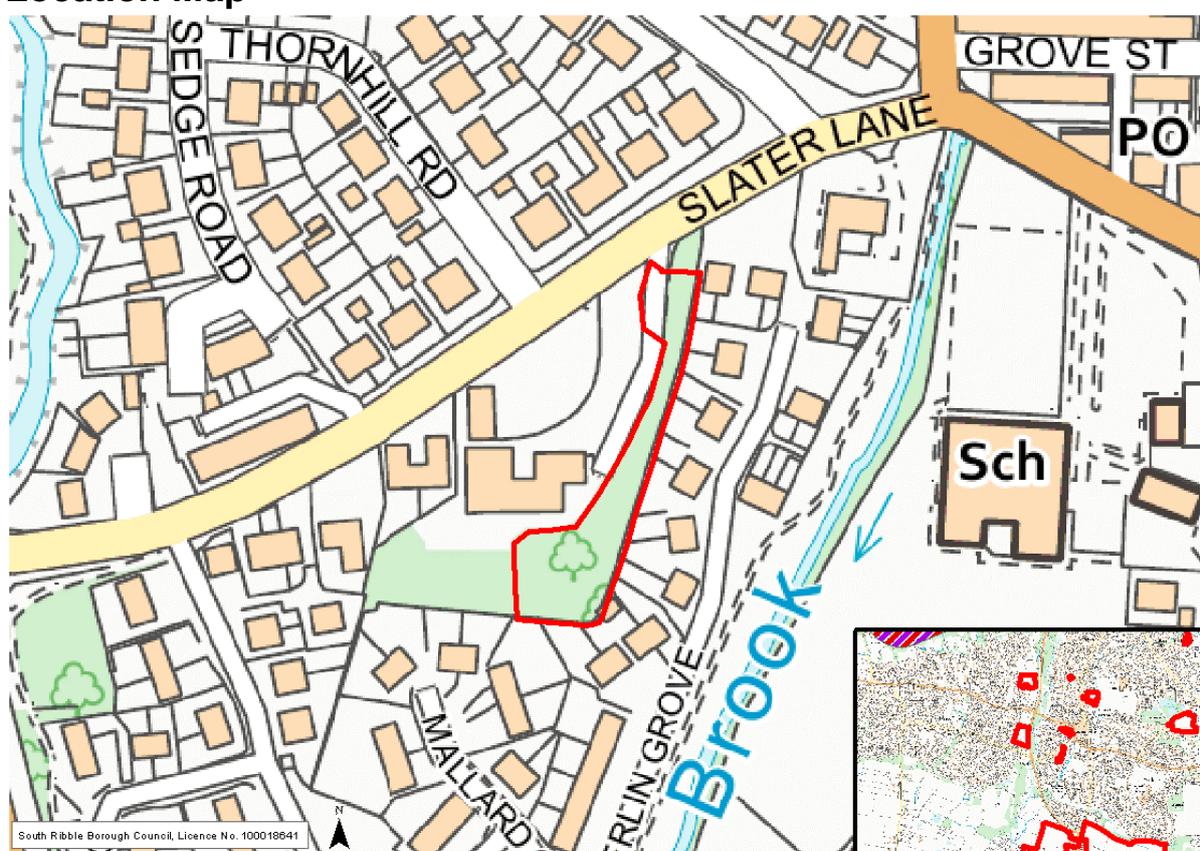
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 61

## Site Details

<b>SHELAA Reference(s)</b>	19S199
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Lostock Grove Rest Home, Slater Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Seven Stars
<b>Size (Ha)</b>	0.18
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site too constrained by flood risk and awkward shape.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	8
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Flood Zone 2 (whole site)
---------------------------

### Highways/Transport

<p><u>LCC Access comments</u> Minimal impact on surrounding network as proposal is for just 8 dwellings. Access already established, no congestion issues but may require TROs implementing if parking can't be provided within the site. Use of this private road for access is a 3<sup>rd</sup> party/ransom issue. Site is within 400m of public transport stop. Narrow footways along site frontage (Slater Lane). Some deficiencies. Concern if all 8x dwellings is allocated.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
---

### Utilities

Sites with a gravity sewer within the boundary.
---

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> Site withdrawn – not required.</p> <p><u>Environment Agency</u> EA constraints: Flood Zone 2.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite and surrounding, nor are there any known ordinary watercourses. There is a zero percentage coverage of high surface water risk, although there is a high coverage of low and very low surface water risk.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### **Sustainability Appraisal Summary**

Site has both positive and neutral for most criteria including positive for flood risk. The only minor negative is for air quality with uncertain minor negative on biodiversity.

### **Habitats Regulations Assessment**

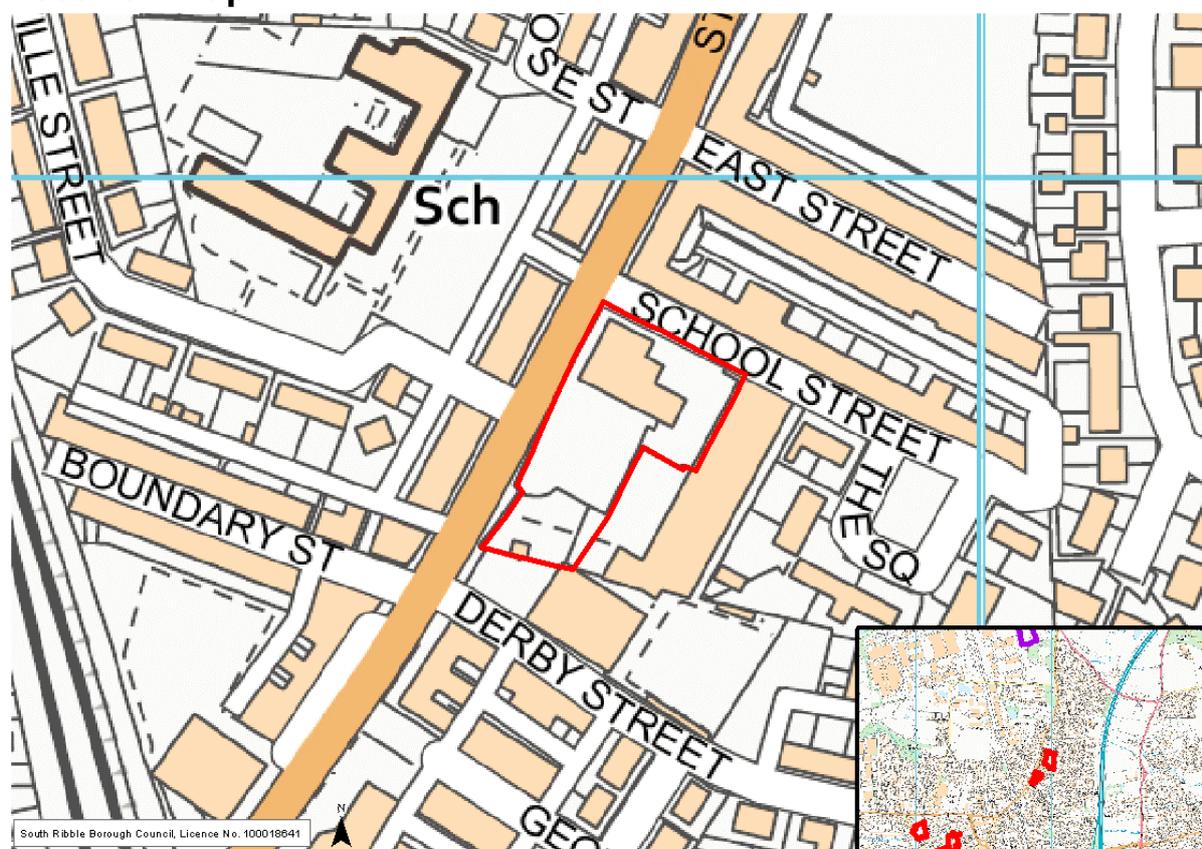
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 62

## Site Details

<b>SHELAA Reference(s)</b>	19S201
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Farington Saw Mills, Stanifield Lane
<b>Settlement</b>	Farington
<b>Ward</b>	Farington East
<b>Size (Ha)</b>	0.30
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Proposed Allocation</b>	Housing
<b>Justification</b>	Site no longer appears to be available.
<b>Proposed number of dwellings</b>	10
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

## Constraints

No constraints.

## Highways/Transport

### LCC Access comments

No congestion issues. Minimal impact as proposal is for just 10 dwellings. Access already established, no issues. Surrounding highway network experiences a level of congestion, only 10 dwellings, impact is minimal. Site is within 400m of public transport stop. Good footways along site frontage (Stanifield Lane). Footways on one side of carriageway very narrow to north of the site (School Street).

### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes, and Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors, and for Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

## Utilities

On-site modelled sewer flood risk. Sites with a gravity sewer within the boundary.

## Flood Risk

### Level 1 SFRA

Strategic Recommendation D – development could be allocated on flood risk grounds.

### Level 2 SFRA

Not required

### Environment Agency

The EA have identified no constraints.

### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of all surface water risk vulnerabilities.

## Heritage/Archaeology

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

**Green** – no comments.

## Sustainability Appraisal Summary

Site has mostly positive effects including flood risk and neutral effects with only significant negative being air quality.

## Habitats Regulations Assessment

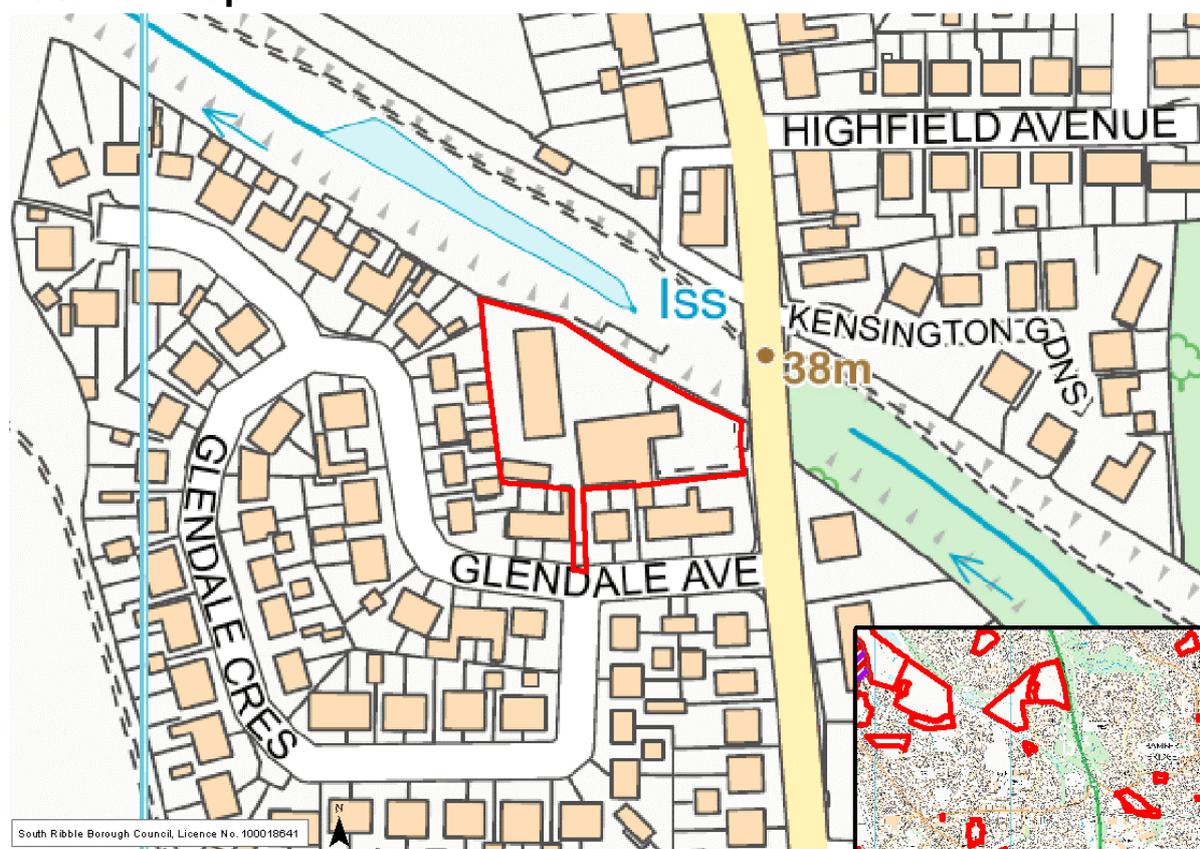
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 63

## Site Details

<b>SHELAA Reference(s)</b>	19S202
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	85 Todd Lane North (Cartmell & Barlow Ltd/BJ Watsons)
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	0.31
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site no longer appears available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	9
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No constraints

### Highways/Transport

#### LCC Access comments

Access via narrow unadopted single-track is unsuitable. Access via Todd Lane North in engineering terms is possible however there may be land registry issues as the site does not appear to join the adopted highway. No congestion issues but unclear if suitable access can be achieved. Site is within 400m of public transport stop. Good footways along site frontage and surrounding (Glendale Avenue and Todd Lane North).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for: Metric 4: Existing high-volume movement flows/ capacity hot spots and rated red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 1: Average commuter travel mode split, Metric 5: High level analysis of trip rates, and for Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Not required – site withdrawn

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There has only been one report of flooding within 100m of the site. There are no known ordinary watercourses. There is a very low percentage coverage of all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site is mostly positive and neutral effects for the criteria including positive effects on flood risk. Site has minor negative effects on air quality with uncertain negative effects on biodiversity.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 64

## Site Details

<b>SHELAA Reference(s)</b>	19S203
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent to 20 Ladyacre
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Coupe Green and Gregson Lane
<b>Size (Ha)</b>	0.23
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site makes an important contribution towards the area's Green Infrastructure network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	5
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure (allotments)
-----------------------------------

### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues, minimal impact as proposal is for just 5 dwellings, no issues. Site is within 400m of public transport stop. No footways at all on immediate site frontage (Lady Acre) but there are footways once you head further down the street (Towards Bluebell Way).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red and part green for Metric 2: Proximity to current sustainable transport services, and rated red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, and for Metric 7: Site vehicular accessibility. Other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sites with a gravity sewer within the boundary.
---

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Not required – site withdrawn.</p> <p><u>Environment Agency</u> The Environment Agency have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. Low surface water risk has a 54% percentage coverage, whereas very low and medium risk have a medium percentage coverage.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### **Sustainability Appraisal Summary**

The site has identified positive effects including social infrastructure and many neutral effects. There are negative effects on air quality and flood risk with some others uncertain.

### **Habitats Regulations Assessment**

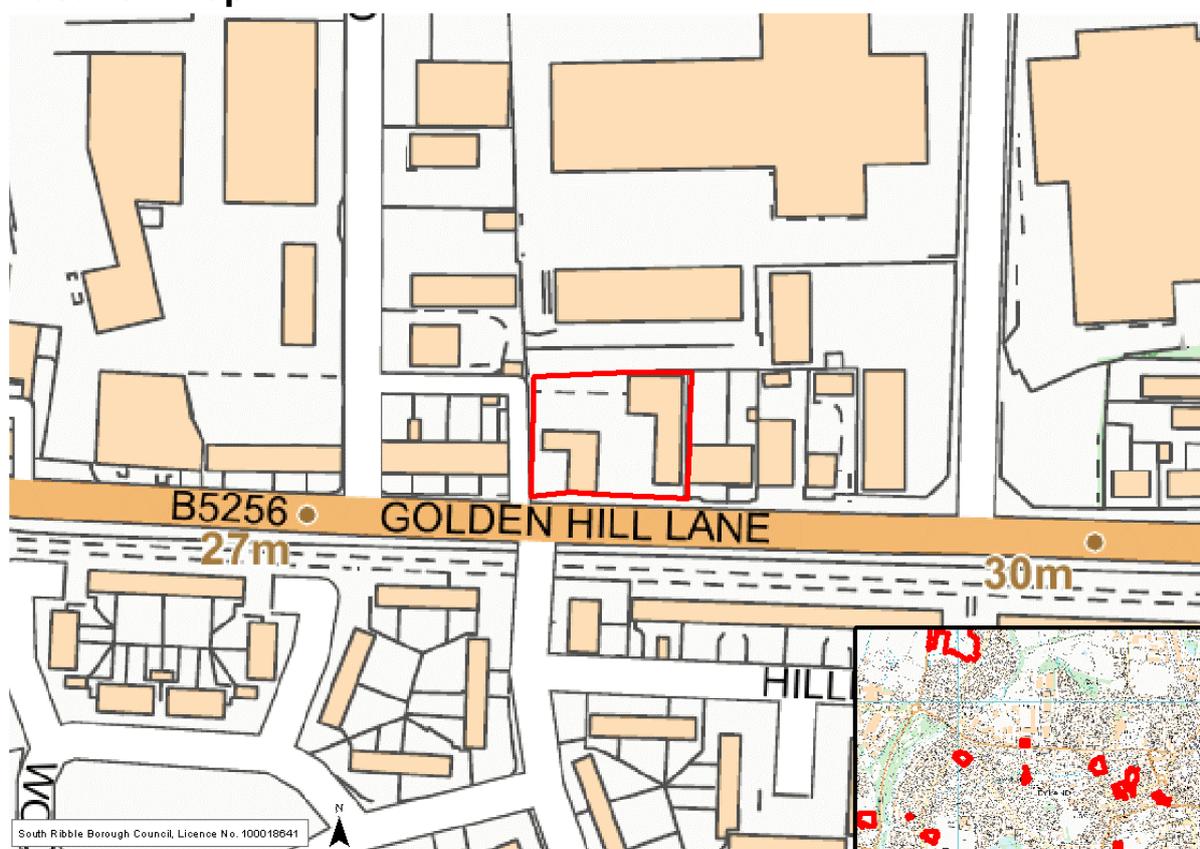
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 65

## Site Details

<b>SHELAA Reference(s)</b>	19S204
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Golden Hill Garage, 208-216 Golden Hill Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Broadfield
<b>Size (Ha)</b>	0.18
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site no longer appears to be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	5
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Possible contamination.

### Highways/Transport

#### LCC Access comments

Minimal impact as proposal is for 5 dwellings. Access already established and no congestion issues, however, may need radii and width revising. Site is within 400m of public transport stop. Good footways along site frontage (Golden Hill Lane).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated for Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors, and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

No comments received.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – Development could be allocated on flood risk grounds.

#### Level 2 SFRA

Not required

#### Environment Agency

Environment Agency have reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourse onsite. All surface water risk vulnerabilities have low percentage coverage, with 100% coverage of very low.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site identified both majority of positive and neutral effects including minor positive for flood risk with only negative being significant for air quality.

### **Habitats Regulations Assessment**

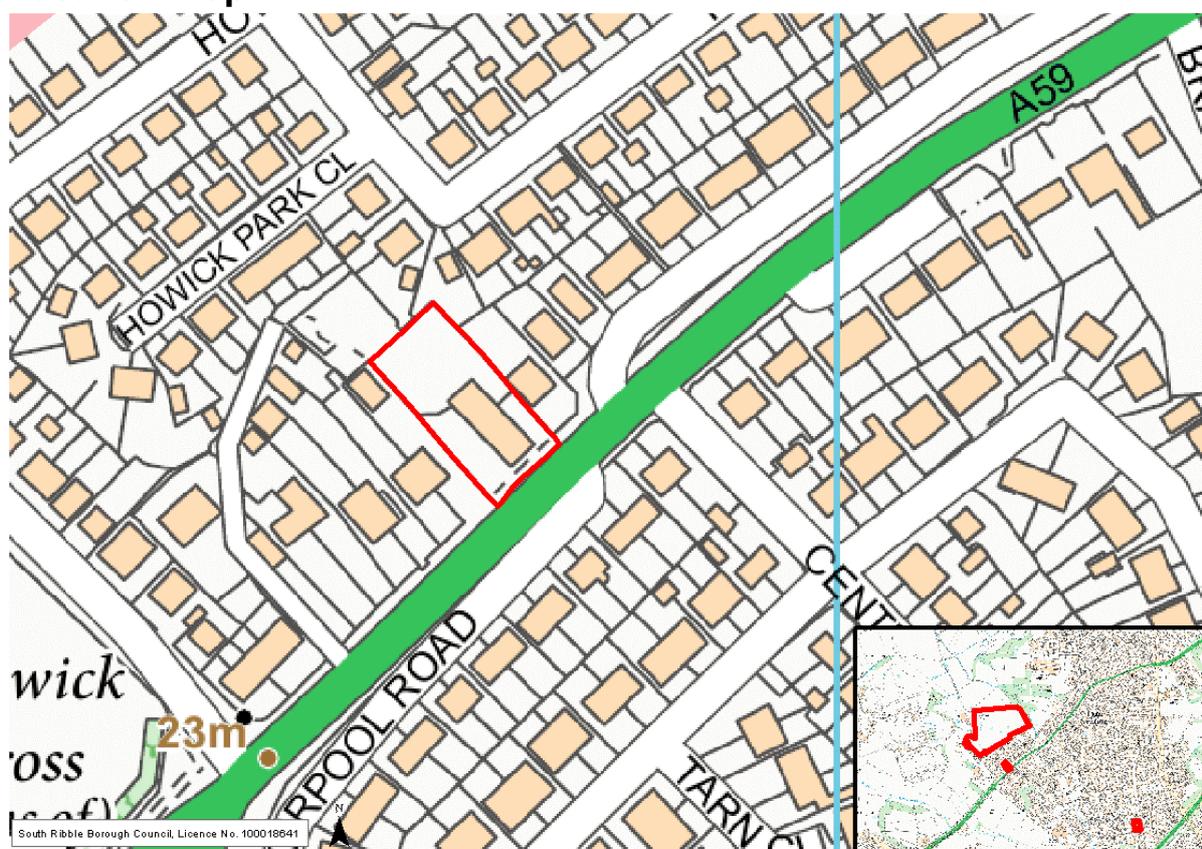
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 66

## Site Details

<b>SHELAA Reference(s)</b>	19S205
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Former Rydal Motors, Liverpool Road
<b>Settlement</b>	Penwortham
<b>Ward</b>	Howick and Priory
<b>Size (Ha)</b>	0.16
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site no longer appears to be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	5
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Possible contamination.
-------------------------

### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues, minimal impact as proposal is for 5 dwelling. Suitable access plans showing proposal required. Site is within 400m of public transport stop. Good footways along site frontage (Liverpool Road). Access to cycle superhighway should be considered.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were rated amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
---

### Utilities

Record of sewer flooding in the vicinity of the site. Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.
---

### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required.</p> <p><u>Environment Agency</u> The EA have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. All surface water risk vulnerabilities are low and very low has a 100% coverage.</p>
---

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

Site identified mix of positive effects, including flood risk and neutral effects with minor negative effects for air quality and the other uncertain negative effect for biodiversity.

### **Habitats Regulations Assessment**

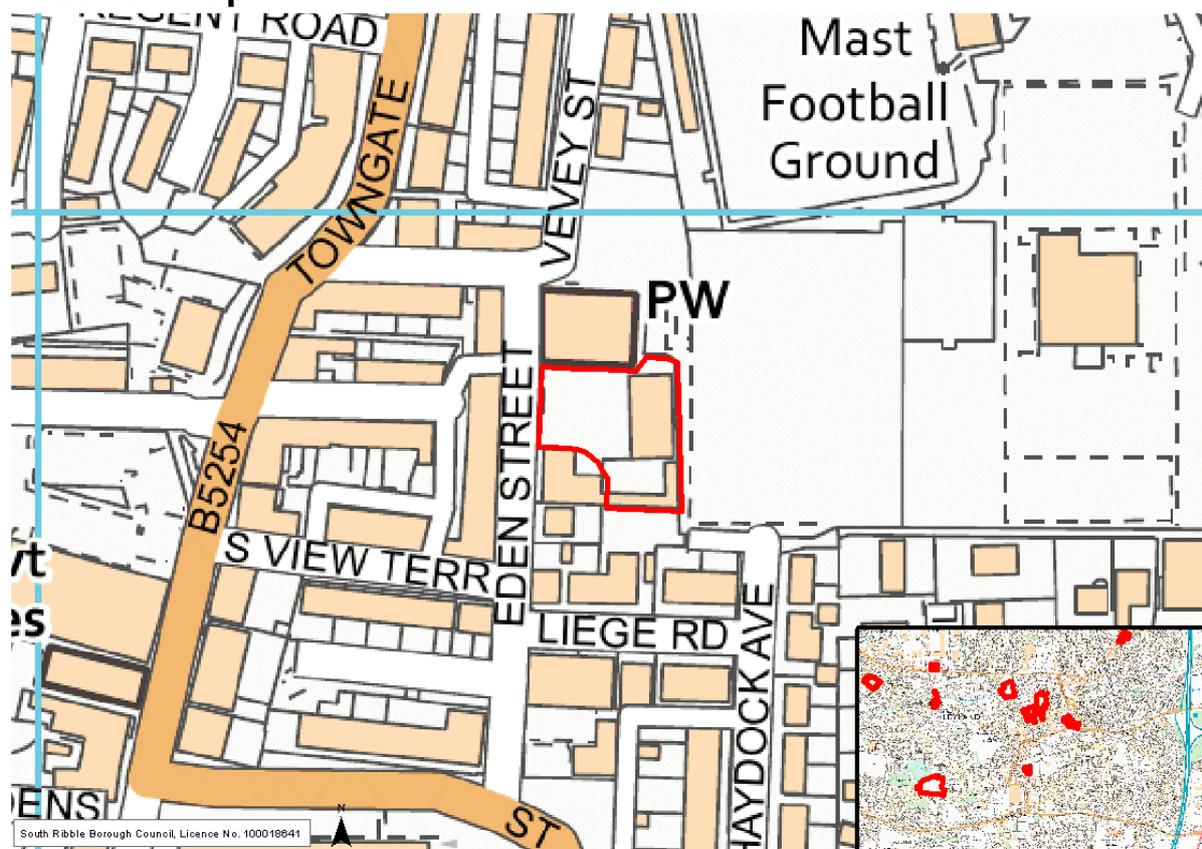
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 67

## Site Details

<b>SHELAA Reference(s)</b>	19S206
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Eden Street
<b>Settlement</b>	Leyland
<b>Ward</b>	Leyland Central
<b>Size (Ha)</b>	0.15
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site longer appears to be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	5
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Possible contamination.

### Highways/Transport

#### LCC Access comments

No congestion issues, proposal is for 5 dwellings, so the impact is minimal. Access established. No issues. However, on street parking occurs on the existing frontage, this will result in some displaced parking. Site is within 400m of public transport stop. Good footways along site frontage (Eden Street).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes, and Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors, and Metric 7: Site vehicular accessibility.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Site withdrawn – Level 2 not required.

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There has only been one report of flooding within 100m of the site. There are no known ordinary watercourses. All surface water risk vulnerabilities have a zero percentage coverage.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has mostly neutral or positive effects identified including positive for flood risk with other negative effect being significant for air quality.

### **Habitats Regulations Assessment**

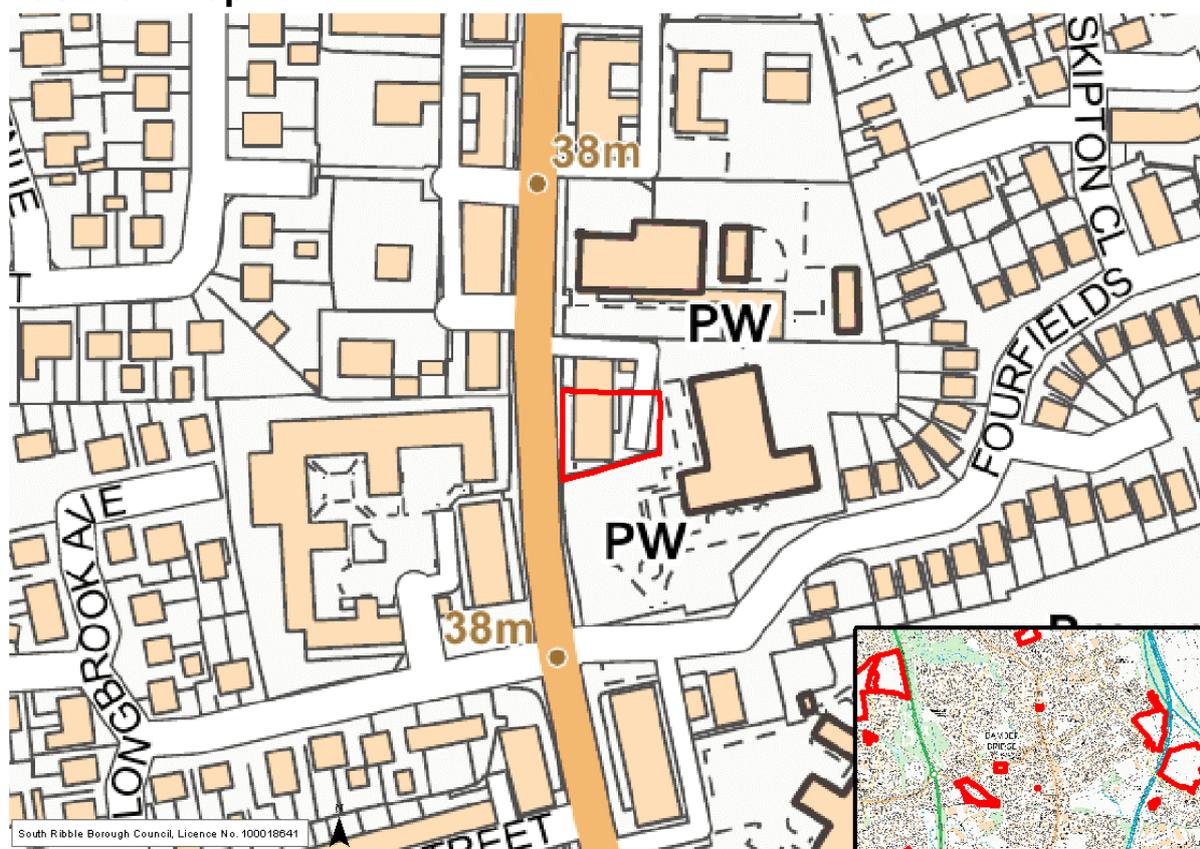
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 68

## Site Details

<b>SHELAA Reference(s)</b>	19S208
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	51 Station Road
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	0.07
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site can only sustain a single (replacement) dwelling and is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

--

### Highways/Transport

#### LCC Access comments

No congestion issues, will need to see access proposal. Just one dwelling so impact is minimal. Site is within 400m of public transport stop. Good footways along site frontage (Station Road).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

No comments.
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### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – Development could be allocated on flood risk grounds.

#### Level 2 SFRA

Not required

#### Environment Agency

The EA have reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. All surface water risk vulnerabilities are low, with very low having 100% coverage.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site has both positive and neutral effects for the criteria. The site criteria has one significant negative for air quality with biodiversity being uncertain negative.

### **Habitats Regulations Assessment**

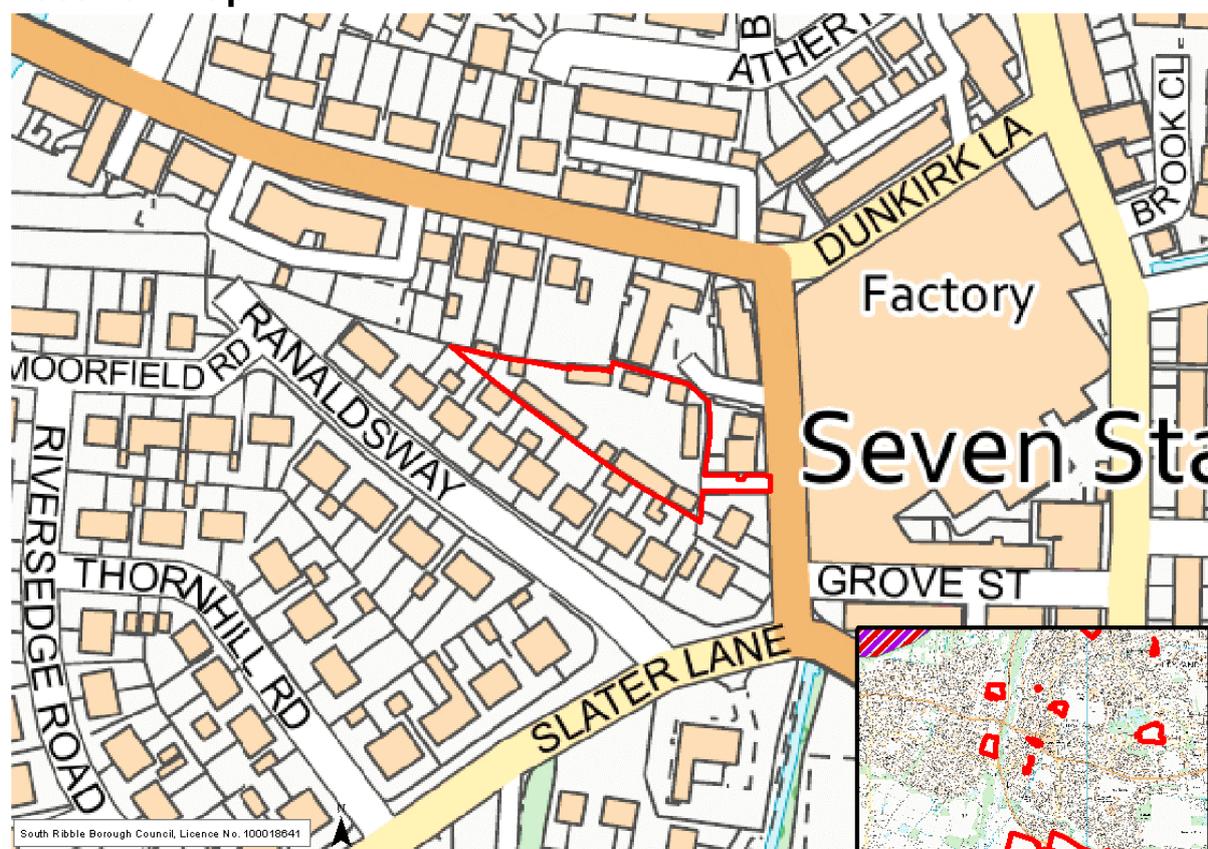
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 69

## Site Details

<b>SHELAA Reference(s)</b>	19S210
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land on West Side of Mill Street
<b>Settlement</b>	Leyland
<b>Ward</b>	Earnshaw Bridge
<b>Size (Ha)</b>	0.19
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Access is too constrained.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	5
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

No significant environmental constraints.

### Highways/Transport

#### LCC Access comments

It is not possible to deliver an access that can satisfy standards. Limited access provision (which is not suitable for adoption) will impact on pedestrian safety and will result in conflict. Site is within 400m of public transport stop. Good footways surrounding entirety of the site (Ranaldsway, Mill Street and Dunkirk Lane).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes, and Metric 5: High level analysis of trip rates. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – Development could be allocated on flood risk grounds

#### Level 2 SFRA

Not required

#### Environment Agency

The EA have identified no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of all surface water risk vulnerabilities, with 100% coverage of very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site identified criteria as positive and neutral for majority including minor positive effect for flood risk. Only negatives identified were minor negative for air quality and uncertain minor negative for biodiversity.

### **Habitats Regulations Assessment**

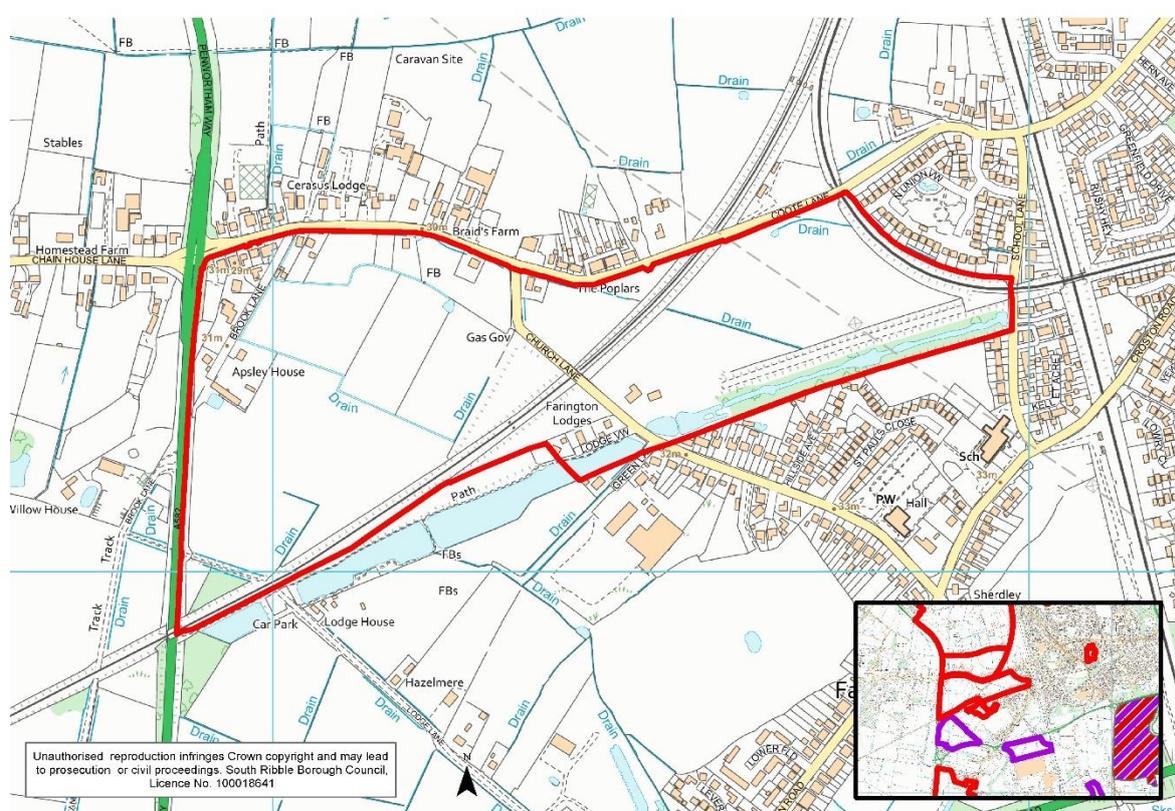
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 70

## Site Details

<b>SHELAA Reference(s)</b>	19S212 (19S099, 19S035)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	South of Cote Lane, Chain House Lane
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	31
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site was safeguarded for future use and is now released for development. It is likely that the constraints identified can be mitigated.
<b>Allocation reference</b>	SS6B
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	775
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2029/30 - 2037/38

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Congestion issues beyond access frontage, the suitability of Coote Lane to support this level of development is questioned. Coote Lane railway bridges are an existing constraint. Church Lane is historic and has existing constraints along its length. Site is severed by railway line. Site has many physical constraints including embankments that would need to be overcome. Known congestion issues on A582 east west section –. Congestion issues also present on Leyland Road. Pickerings Farm within area of influence for congestion. Site is within 400m of public transport stop. Some deficiencies on footways - Parts along site frontage and surrounding roads (Coote Lane and Church Lane) are very narrow or missing footway entirely. However, for the most part they are adequate.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated green for Metric 5: High level analysis of trip rates, and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site does not have access to foul sewer or surface water drainage.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Updated flood modelling for the present day and for the impacts of climate change of Mill Brook should be carried out to ascertain the fluvial flood risk to the northwestern area of the site. However, it should be possible to allocate the site.
- The impact of a blockage of the culvert along Mill Brook should be investigated as part of the modelling.
- There should be no development within the functional floodplain. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- A detailed drainage strategy will be required for any new development, given the large area of the site likely to be cleared to make way for new development and the sporadic nature of the risk. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required

runoff rates, likely to be to not exceed current rates or betterment on current rates.  
The use of infiltration SuDS should be investigated.

Environment Agency

Railway line forms boarder of most of site. Dismantled railway with ordinary watercourse and lodge in south of site.

Lead Local Flood Authority

There has been one flooding report onsite, three within 50m and 3 within 100m. There 13 know ordinary watercourses onsite, creating a network of 2034.75m. There is a medium percentage coverage of all surface water risk vulnerabilities.

## **Heritage/Archaeology**

LCC rating

**Amber** – Due to its size. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

This site has significant positive effects for housing and negative effects on social infrastructure, air quality, flood risk and resources. The remaining are identified as either neutral or uncertain positive or negative effects.

## **Habitats Regulations Assessment**

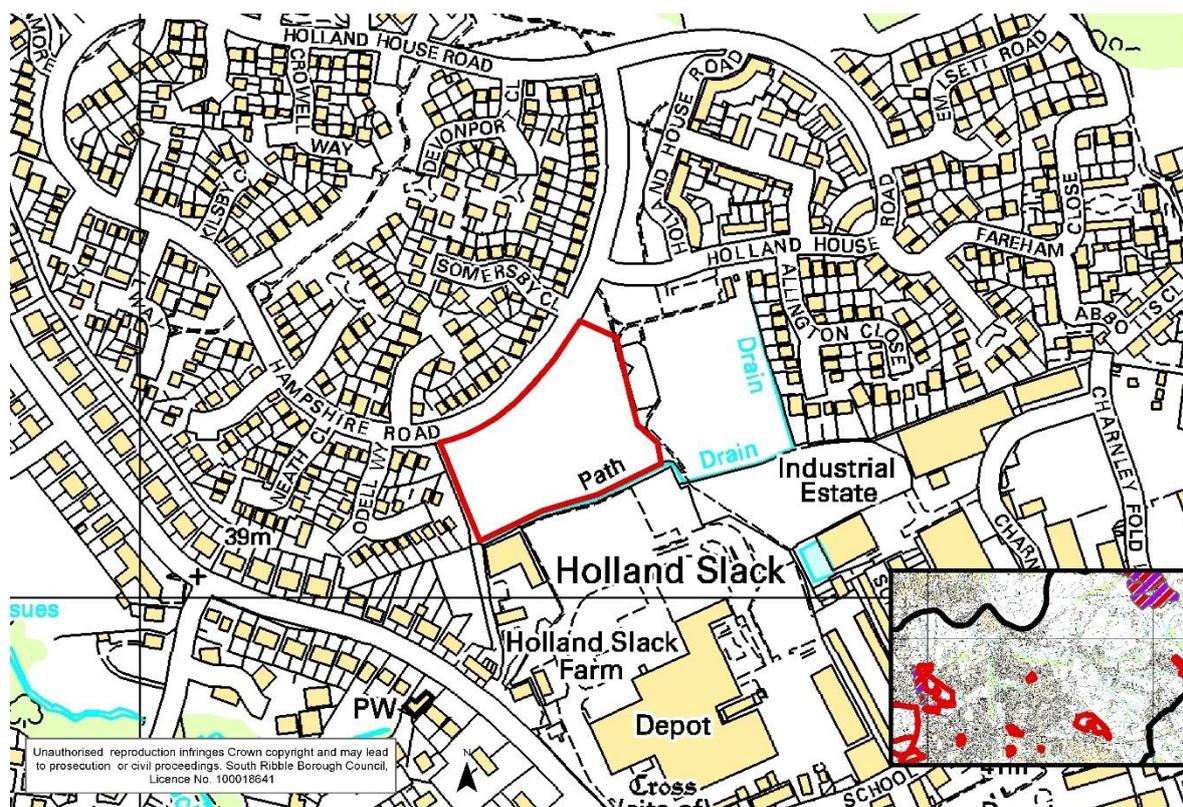
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 71

## Site Details

<b>SHELAA Reference(s)</b>	19S213
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land South of Hampshire Rd (Eccleston Homes - Holland House Farm)
<b>Settlement</b>	Walton-le-Dale
<b>Ward</b>	Walton-le-Dale East
<b>Size (Ha)</b>	1.36
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	48
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2021/00532/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Under construction
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### Highways/Transport

<p><u>LCC Access comments</u> Under construction 07/2021/00532/FUL.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates, and for Metric 7: Site vehicular accessibility.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

The site has access to all utilities
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Site is complete so Level 2 not required.</p> <p><u>Environment Agency</u> Ordinary watercourse on site.</p> <p><u>Lead Local Flood Authority</u> There have been no flood reports onsite or within 50-100m nor are there any known ordinary watercourses onsite. It has a 0% coverage of high surface water risk with medium coverage of all other surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

The site mostly has positive and neutral effects with only minor or uncertain negative effects including minor effects for flood risk and air quality.

### **Habitats Regulations Assessment**

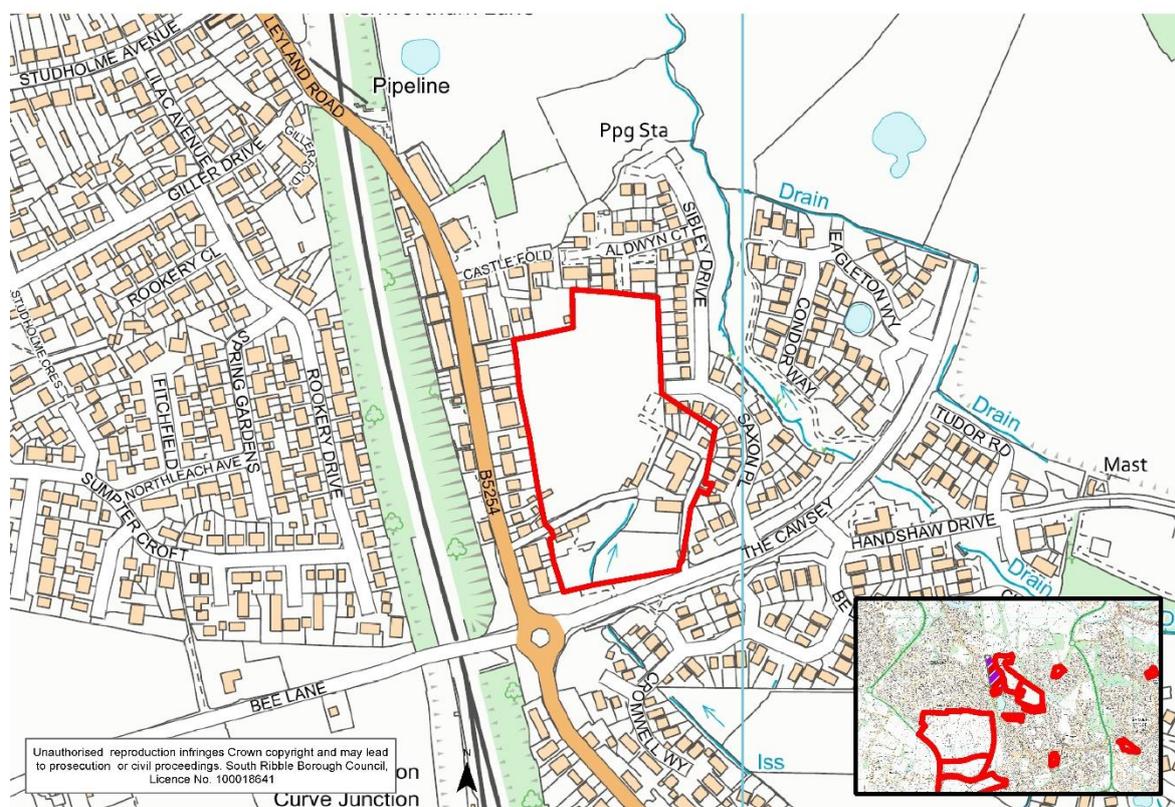
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 72

## Site Details

<b>SHELAA Reference(s)</b>	19S215
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	South of Factory Lane, East of West Coast mainline, PR1 9TE
<b>Settlement</b>	Lower Penwortham
<b>Ward</b>	Middleforth and Charnock
<b>Size (Ha)</b>	2.58
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is surrounded by development and has few constraints.
<b>Allocation reference</b>	HS3.11
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	64
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 - 2031/32

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

#### LCC Access comments

No issues, suitable access can be achieved. Leyland Road experiences congestion issues that will be impacted by this proposal. Several sites within area of influence for congestion, i.e. south of Pickerings Farm as well as the committed Pickerings Farm site. Site is within 400m of public transport stop. Good footways at site access (Saxon Place).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 3: Access to proposed local transport schemes, Metric 7: Site vehicular accessibility. The site was rated part green for Metric 4: Existing high-volume movement flows/ capacity hot spots. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Information not known at time of completing the initial assessment. Further detail will be sought as we move towards identifying final sites for allocation.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

- Based on current information, it should be appropriate for this site to be allocated, given the low fluvial and predominantly very low surface water flood risk to the site.

· Modelling of the ditch through the site should be undertaken through a site-specific FRA, including for climate change.

· The impact of a blockage of the culvert beneath the Cawsey on residual flood risk to the site should be considered. A detailed drainage strategy will be required including investigation into the use of infiltration SuDS.

· Opportunities for NFM features to reduce flood risk to the site and surrounding areas should be explored at the site-specific FRA stage.

#### Environment Agency

No EA comments.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding. There is one known ordinary watercourse onsite, with a network of 152.02m. There is a low percentage coverage of low and very low surface water risk and medium coverage of high and medium risk.

## Heritage/Archaeology

### LCC rating

**Amber** – Due to its size. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

### Historic England rating

**Green** – no comments.

## Sustainability Appraisal Summary

The site mainly has positive and neutral effects, including housing, social infrastructure and sustainable transport with some negative effects including minor negative for air quality and significant negative for flood risk. There are a few uncertain effects including negative effects for biodiversity and historic environment.

## Habitats Regulations Assessment

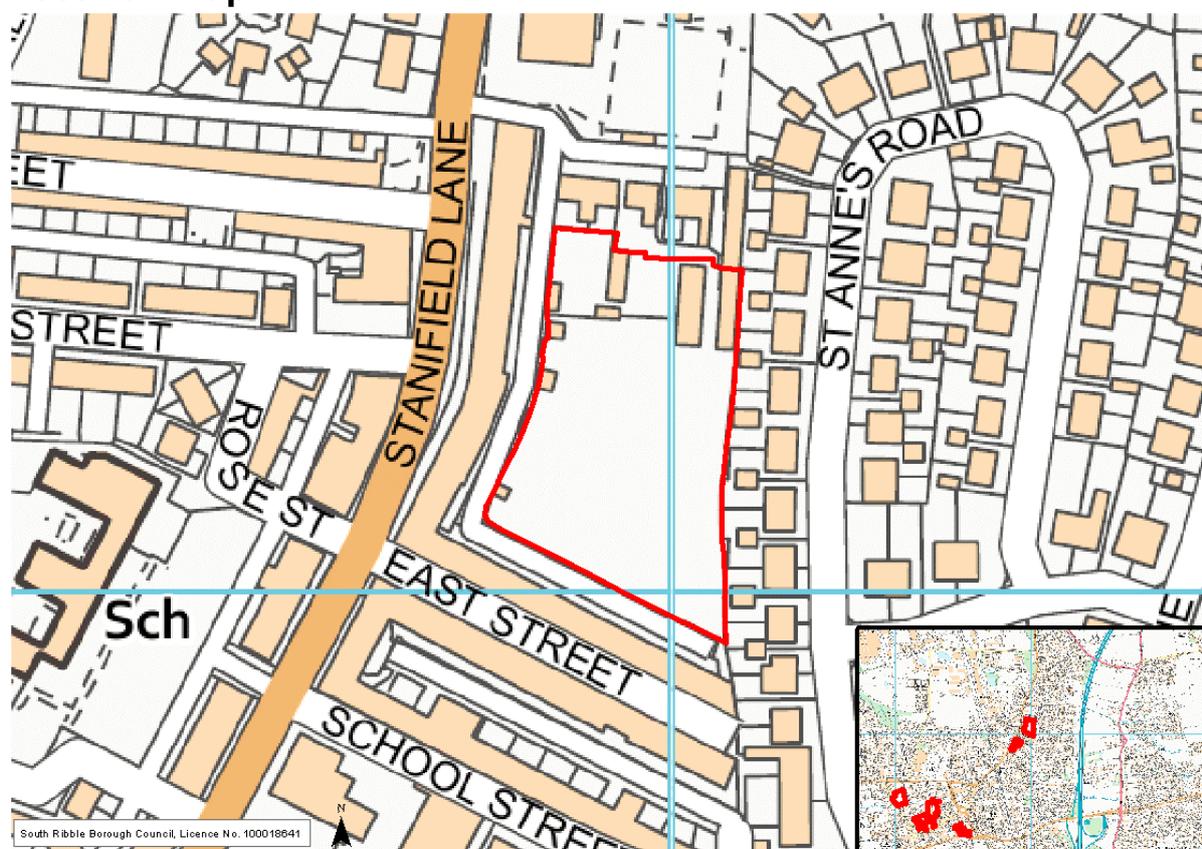
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 73

## Site Details

<b>SHELAA Reference(s)</b>	19S216
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Rear of 24-56 Stanifield Lane
<b>Settlement</b>	Farington
<b>Ward</b>	Farington East
<b>Size (Ha)</b>	0.66
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	The site cannot be accessed safely.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

No environmental constraints.

### Highways/Transport

#### LCC Access comments

It is not possible to deliver an access that can satisfy standards. Limited access provision (which is not suitable for adoption) will impact on pedestrian safety and will result in conflict. Notwithstanding private access road is beyond red line, 3<sup>rd</sup> party land issues. The surrounding highway network experiences light-moderate congestion. However, some small sections also suffer from heavy congestion. Whilst this proposal is for 20 dwellings, this should not have significant negative impacts on overall traffic in the area.

Site is within 400m of public transport stop. Good footways around site boundary (East Street and Stanifield Lane).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The was rated red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. The site was rated green Metric 6: Proximity to key attractors and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

No comments.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Not required, site withdrawn

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is zero coverage of high and medium surface water risk, with 97% coverage of very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has majority positive and neutral effects with minor positive effects for flood risk, with negative effects on social infrastructure and air quality.

### **Habitats Regulations Assessment**

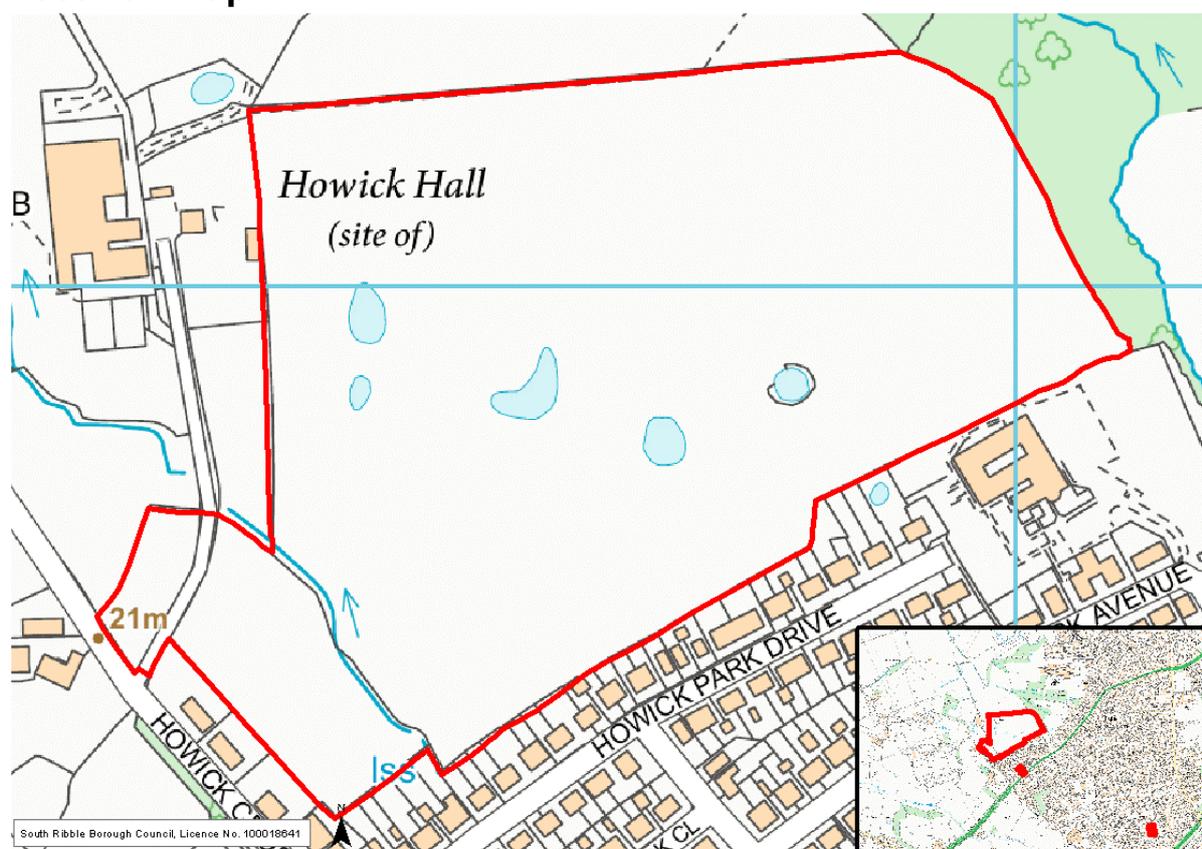
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 74

## Site Details

<b>SHELAA Reference(s)</b>	19S217
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Howick Hall Farm
<b>Settlement</b>	Penwortham
<b>Ward</b>	Howick and Priory
<b>Size (Ha)</b>	9.94
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	N
<b>Justification</b>	Site performs important ecological role as a Biological Heritage site.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	240
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Biological Heritage. Public Right of Way.

### Highways/Transport

#### LCC Access comments

No congestion issues on Howick Cross Lane. Highway width is limited may be difficult to deliver a suitable carriageway and footway. Site access will need to be the priority arm however not possible to deliver in engineering terms, could result in safety issues at a proposed junction with limited frontage. Severe constrains on access between the site and Liverpool Road. PROW in site. Flooding on site needs to be drained appropriately (i.e., away from adopted highway). Site will impact on Liverpool Road/ Longton Bypass junction. Site is not within 400m of public transport stop. Poor footways. No footway at all along site frontage (Howick Cross Lane) and narrow footways on Howick Park Drive.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 7: Site vehicular accessibility. All other ratings were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

The site has no access to a foul sewer.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Not required, site withdrawn

#### Environment Agency

EA constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse with a network 133.38m. There is a medium percentage coverage of all surface water risk vulnerabilities, apart from low risk which has a low percentage coverage.

### Heritage/Archaeology

#### LCC rating

**Amber** – L18/E19 Buildings, possible features on LiDAR & greater than 10ha. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as

yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has identified mostly positive or neutral effects. The site has minor negative effect on air quality and significant effect on flood risk with others being uncertain.

### **Habitats Regulations Assessment**

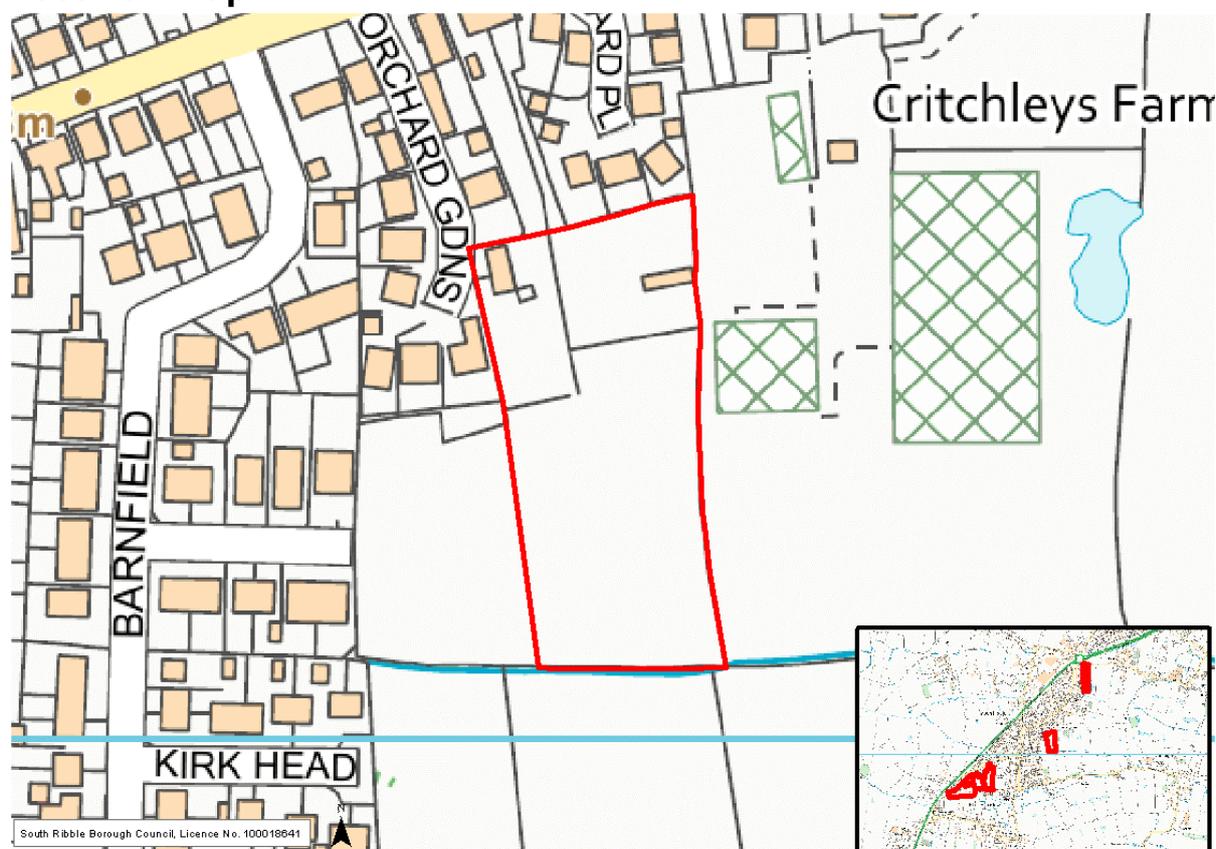
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 75

## Site Details

<b>SHELAA Reference(s)</b>	19S220
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Orchard Gardens (Including Land Off Swallowfield)
<b>Settlement</b>	Much Hoole
<b>Ward</b>	Hoole
<b>Size (Ha)</b>	0.84
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Land required to access the wider site is not available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No significant constraints
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion problems in the location of the access, however continuation of spine road would not be on a natural desire line this causing issues and conflict. The layout is of a shared use in style, existing carriageway is narrow, the existing service verge would likely need to be removed and be used to support movement. It may be the case that service verges now have licences to plant. This site would be difficult to deliver necessary changes without significant conflict from residents. Paved surface may need to be removed to satisfy additional demand from development and funded by development). Proposal is for 20 dwellings, should not have significant impacts on overall traffic in the area. Site is within 400m of public transport stop. Typical residential road leading into the site (no separation). Some deficiencies on Liverpool Old Road.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 1: Average commuter travel mode split, Metric 3: Access to proposed local transport schemes, Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/capacity hot spots, and for Metric 7: Site vehicular accessibility. Other metrics were rated amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Record of sewer flooding in the vicinity of the site. Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and the majority of the site being at very low surface water flood risk.</p> <p>Any FRA should consider the existing ditch along the southern boundary of the site to determine the level of flood risk it presents.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no flooding reports onsite or surrounding. There is one known ordinary watercourse onsite with a network of 0.01m. All surface water risk vulnerabilities are low.</p>
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## **Heritage/Archaeology**

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

Site has a mix of positive, negative and neutral effects including positive for housing and negative for flood risk.

## **Habitats Regulations Assessment**

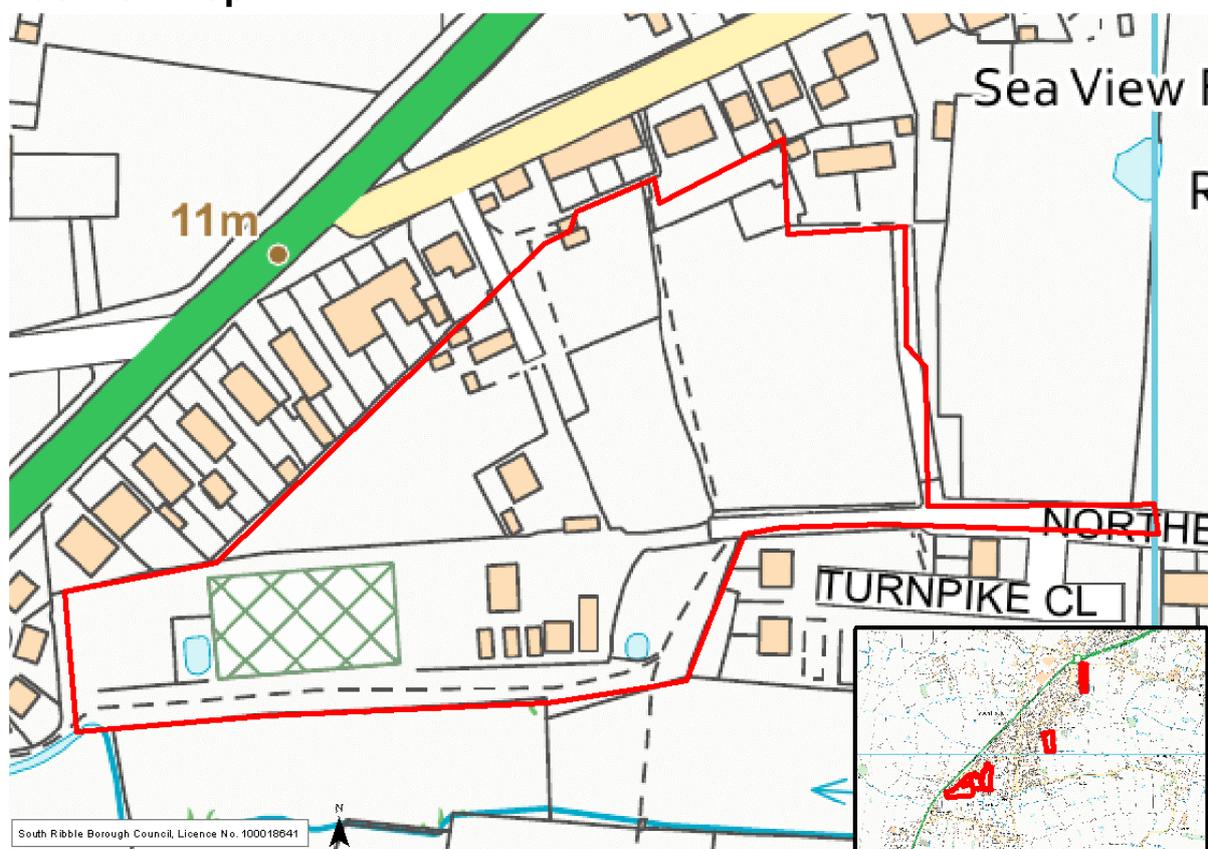
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 76

## Site Details

<b>SHELAA Reference(s)</b>	19S221 (includes 19S304)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at End of Northern Avenue
<b>Settlement</b>	Much Hoole
<b>Ward</b>	Hoole
<b>Size (Ha)</b>	2.50
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is bounded by existing development and has few constraints.
<b>Allocation reference</b>	HS3.9
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	50
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2030/31

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues but access will require consideration to ensure safe and suitable access can be achieved. Unsure whether there is land issue to deliver a continuous road of a suitable width with footway and that existing accesses achieve visibility requirements as a consequence of the spine road extending. If these matters cannot be overcome access cannot be achieved. Site is within 400m of public transport stop. Poor footways around site boundary (Liverpool Road, Liverpool Old Road and Northern Avenue). Some okay but a lot are either too narrow or absent.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for, Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, and Metric 7: Site vehicular accessibility. Other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site. Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary. Site with an easement within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Flood modelling for the present day and for the impacts of climate change of the unnamed watercourse should be carried out to ascertain the fluvial flood risk to the site. This should include for residual risk modelling of the offsite culvert.
- Surface water should be retained onsite which may reduce units. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be greenfield or betterment. The use of infiltration SuDS should be investigated.

#### Environment Agency

The EA has reported the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There are two known ordinary watercourses, creating a network of 6.12m. There is a medium to low percentage coverage of each surface water risk vulnerability.

### **Heritage/Archaeology**

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has identified mostly neutral effects. Positive effects are for housing and uncertain for education. Negative effects include social infrastructure and flood risk with remaining being neutral or uncertain.

### **Habitats Regulations Assessment**

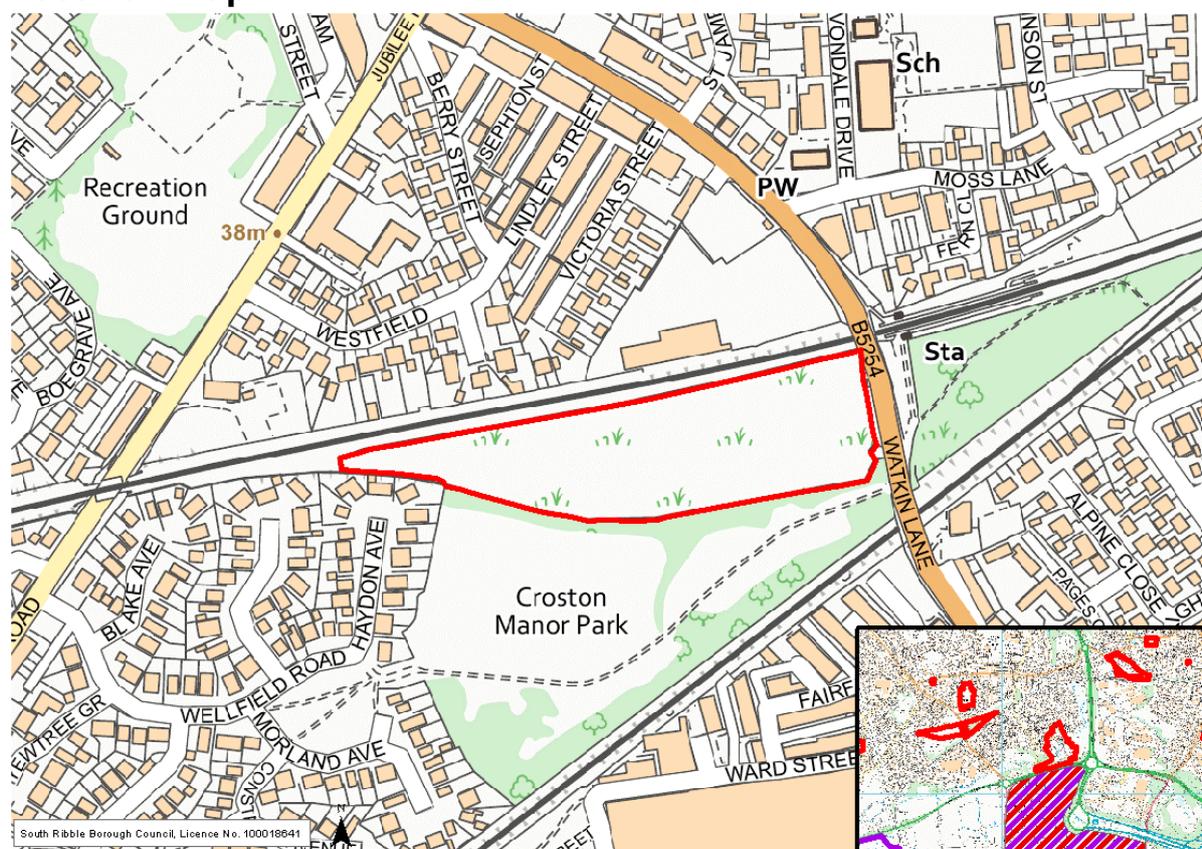
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 77

## Site Details

<b>SHELAA Reference(s)</b>	19S222
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Lostock Hall Engine Sheds, Watkin Lane
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	1.87
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Poor access
<b>Allocation reference</b>	Site makes an important contribution towards the area's Green Infrastructure network.
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	56
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure
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### Highways/Transport

<p><u>LCC Access comments</u> Watkins Lane suffers from congestion. Whilst there may be some sort of historic access, regard needs to be had to the current use of the access and that required to support a safe access to a residential site. It is unlikely that a safe access can be provided. Double solid centre lines exist highlighting a hazard and vehicles should not cross for safety reasons. Leyland Road experiences moderate-heavy congestion. This proposal could exacerbate existing congestion issues. Several developments proposed impacting on Leyland Road, cumulative effect could be significant. Site is within 400m of public transport stop. Poor pedestrian access to the site – currently no existing way to access.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated green for Metric 1: Average commuter travel mode split, and Metric 5: High level analysis of trip rates. All other metrics were rated amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

No comments.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Not required – site withdrawn</p> <p><u>Environment Agency</u> The EA have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite, although there has been one report within 100m of the site. There are no known ordinary watercourses onsite. All surface water risk vulnerabilities have a low percentage coverage, with very low having 98% coverage.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – C19 Railway Depot. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The</p>
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development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has a mix of majority positive and neutral effects with some uncertain, and minor positive on flood risk. Significant negative effect on air quality with uncertain negative effects including biodiversity.

### **Habitats Regulations Assessment**

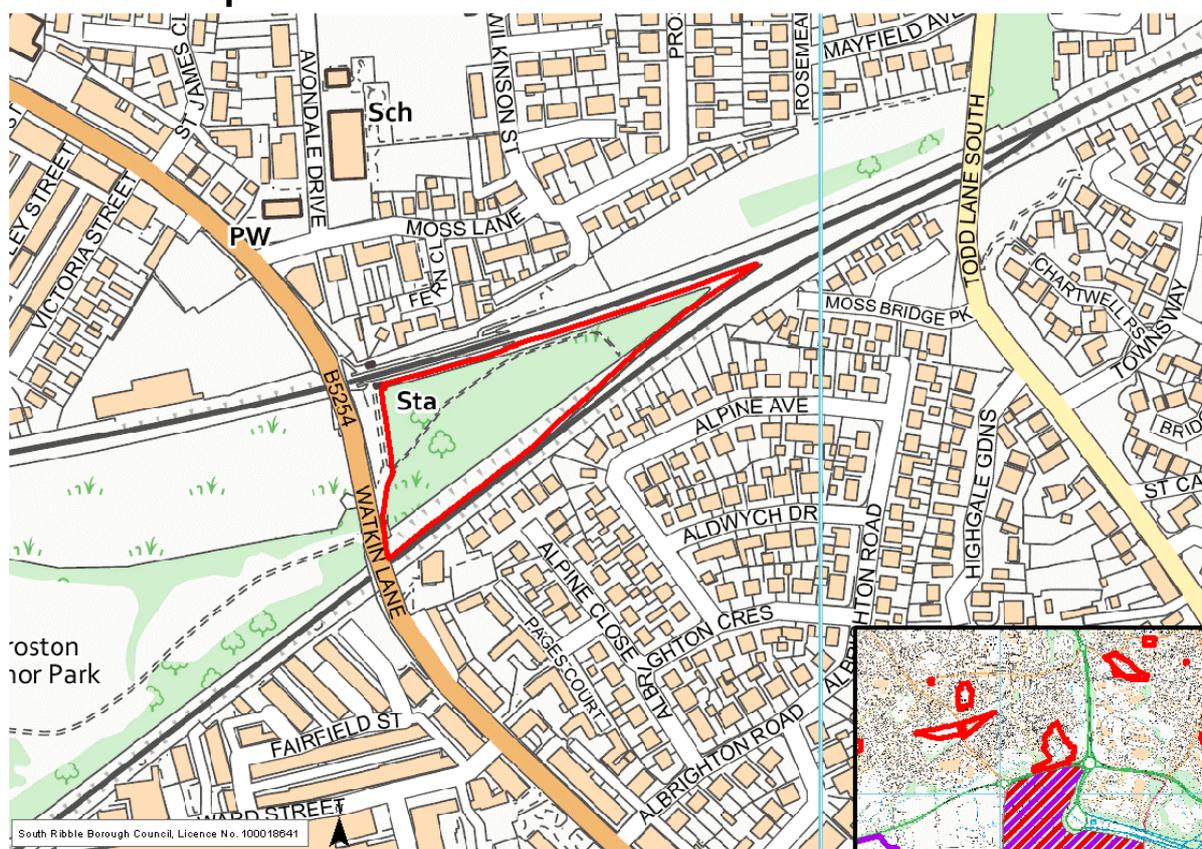
/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 78

## Site Details

<b>SHELAA Reference(s)</b>	19S223
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land East of Watkin Lane, Adjacent Lostock Hall Station
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Lostock Hall
<b>Size (Ha)</b>	1.17
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site makes an important contribution towards the area's Green Infrastructure network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	35
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure.
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### Highways/Transport

<p><u>LCC Access comments</u> Watkins Lane suffers from congestion. Whilst there may be some sort of historic access, regard needs to be had to the current use of the access and that required to support a safe access to a residential site. It is unlikely that a safe access can be provided. Double solid centre lines exist highlighting a hazard and vehicles should not cross for safety reasons. Leyland Road experiences moderate-heavy congestion. This proposal could exacerbate existing congestion issues. Several developments proposed impacting on Leyland Road, cumulative effect could be significant. Site is within 400m of public transport stop. Poor pedestrian access to the site – currently no existing way to access.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services, and Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated green for Metric 1: Average commuter travel mode split. All other metrics were rated orange. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sites with a gravity sewer within the boundary. Site with an easement within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Not required – site withdrawn</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> The only flooding report has been within 100m of the site. There are no known ordinary watercourses onsite. There is a low percentage coverage of high and medium surface water risk, and medium coverage of low and very low risk.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – Mid C19 Building &amp; later C19 Railway infrastructure. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field</p>
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evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has identified mostly positive and neutral effects on the site. Its identified significant negative effect on air quality and minor negative effects on flood risk and land resources with uncertain negative effects including biodiversity.

### **Habitats Regulations Assessment**

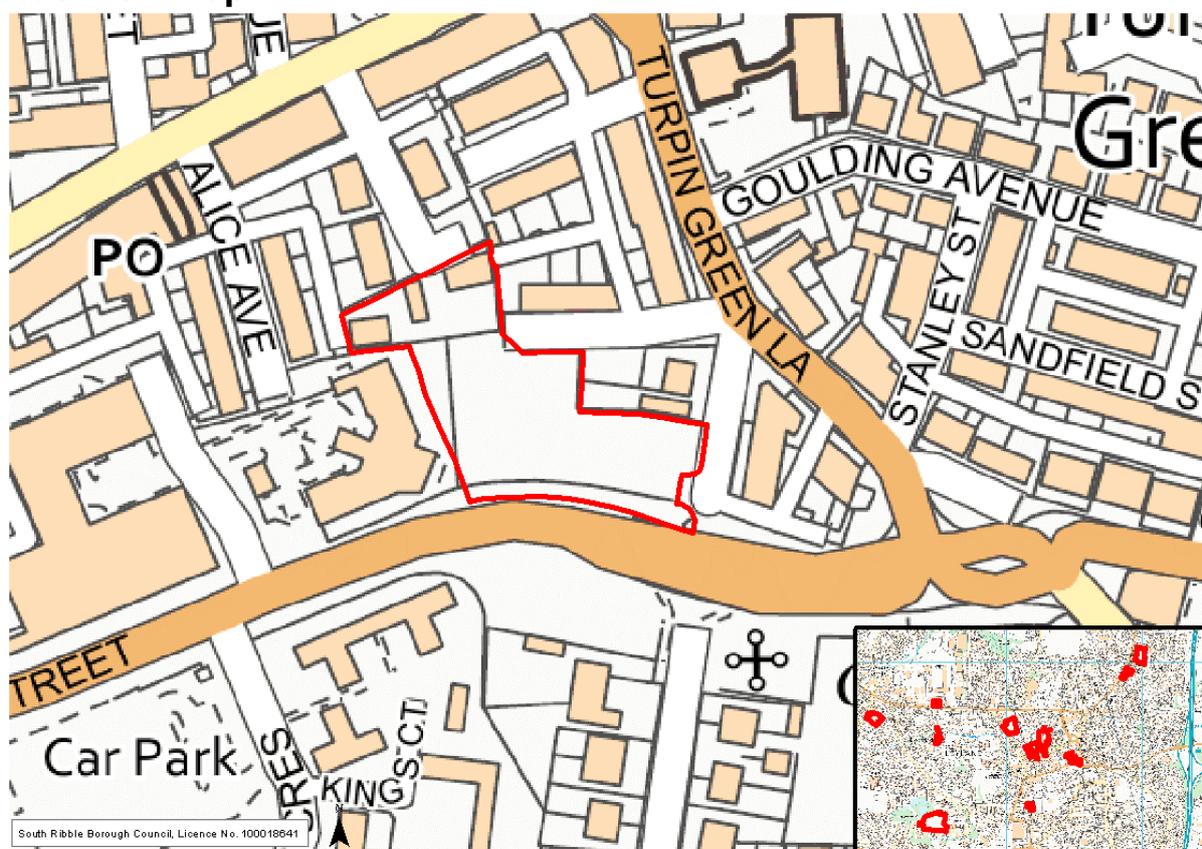
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 79

## Site Details

<b>SHELAA Reference(s)</b>	19S225
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Dorothy Avenue
<b>Settlement</b>	Leyland
<b>Ward</b>	Leyland Central
<b>Size (Ha)</b>	0.41
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site makes an important contribution towards the area's Green Infrastructure network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure
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### Highways/Transport

<p><u>LCC Access comments</u> Turpin Green Lane congestion. Access could be considered from Bretherton Terrace and Balcarres Road possible forming a loop. Site could contribute to some congestion on immediate highway network. Site is within 400m of public transport stop. Good footways around site boundary (King Street and Bretherton Terrace).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors and Metric 7: Site vehicular accessibility. All other metrics were rated amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sites with a gravity sewer within the boundary. Site with an easement within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required.</p> <p><u>Environment Agency</u> The EA have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a zero percentage coverage of surface water risk vulnerabilities, with 100% coverage of very low risk.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u></p>
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Green – no comments.

### **Sustainability Appraisal Summary**

Site has positive and neutral effects including positive on health, social infrastructure and transport with negative effects on air quality and resources with neutral effects on flood risk.

### **Habitats Regulations Assessment**

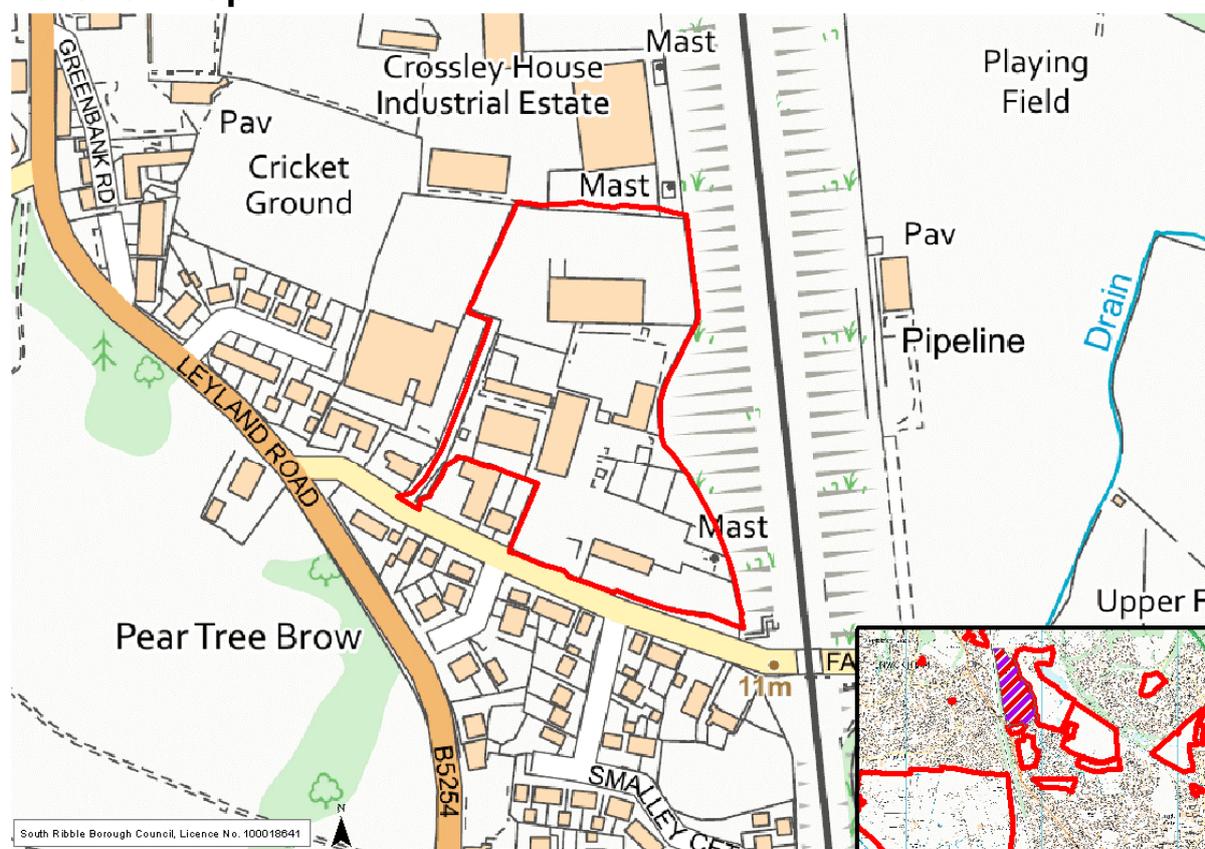
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 80

## Site Details

<b>SHELAA Reference(s)</b>	19S227
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Factory Lane
<b>Settlement</b>	Penwortham
<b>Ward</b>	Middleforth
<b>Size (Ha)</b>	1.91
<b>Current Use</b>	Employment

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site makes important contribution towards employment land provision.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	60
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Flood Zone 2.
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues on Factory Lane only. Site has good frontage to deliver an access. Sightlines to the east are poor and would require vehicles to encroach onto the highway in order to see oncoming vehicles from the east. Access to the site via single-track off Factory Lane is unadopted and would not be suitable as a motorised access serving the site. The site offers opportunities to improve access for all users where frontage exists. Site could contribute to congestion on Leyland Road. Site is within 400m of public transport stop. Good footways on Factory Lane, however, no footways on access road leading to site.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, and Metric 7: Site vehicular accessibility. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site with wastewater network structures within the boundary. Site with a pressurised sewer within the boundary. Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Exception test must be applied through Level 2 SFRA.</p> <p><u>Level 2 SFRA</u> Not required – site withdrawn.</p> <p><u>Environment Agency</u> The EA has listed the following constraints: Flood Zone 2.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite, although there has been one report within 50m and two reports within 100m. There is a medium coverage of all surface water risk vulnerabilities, with high covering 3.42% and medium 6.41%.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u></p>
--

Green – no comments.

### **Sustainability Appraisal Summary**

The site has majority neutral and positive effects including minor positive effect on flood risk. The site has minor negative effect on air quality with uncertain significant negative effect on biodiversity.

### **Habitats Regulations Assessment**

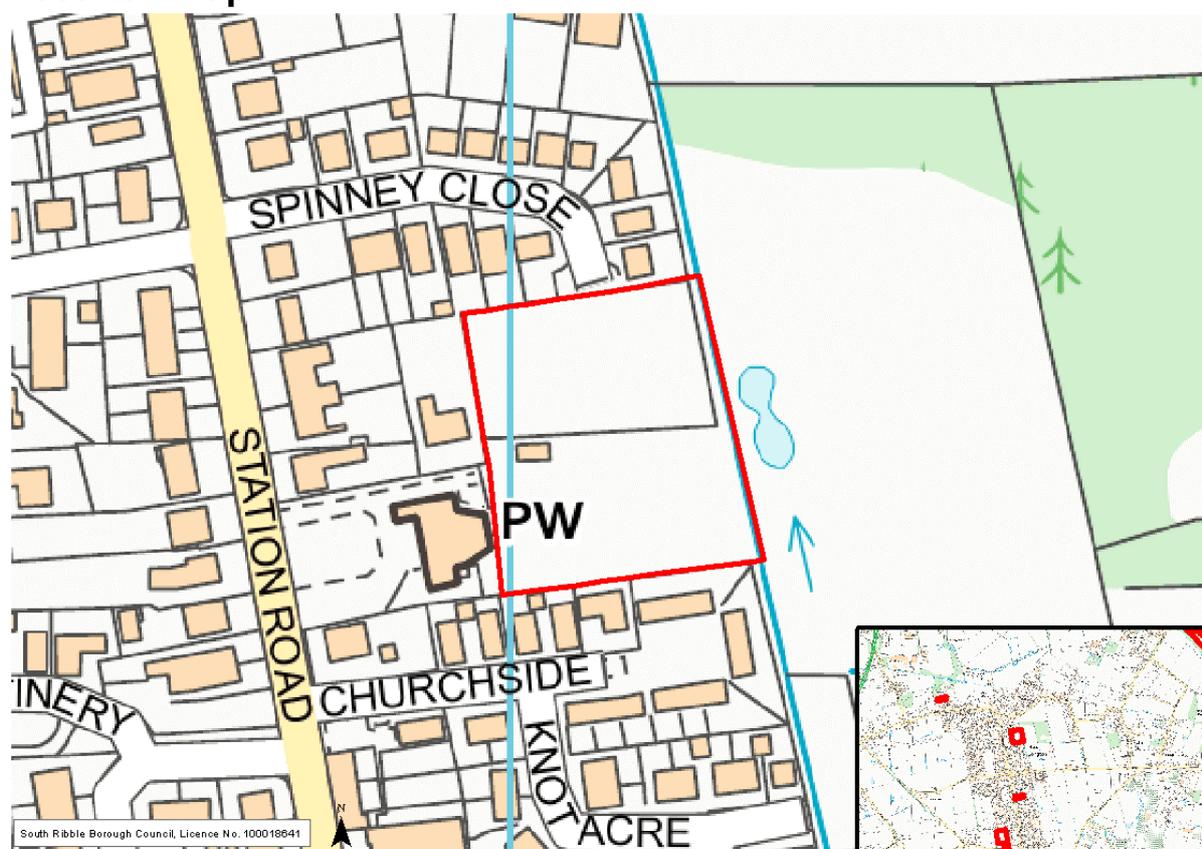
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 81

## Site Details

<b>SHELAA Reference(s)</b>	19S230
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	End of Spinney Close
<b>Settlement</b>	New Longton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	0.68
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	The site does not appear to be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	15
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues on Spinney Close. Only location for access is via turning head at the end of Spinney Close. Possible issues prior to turning head with carriageway width not satisfying 2 vehicles. Could be poor forward visibility. Question whether a safe access can be delivered without conflict. The surrounding highway network experiences moderate congestion. However, some large sections also suffer from heavy congestion. As this is a proposal for just 15 dwellings, the impact is minimal. This development should not exacerbate the existing issues from nearby developments. This site is shown as B2 Village Development on the Policies Map and is surrounded by G1 Green Belt land. Site is within 400m of public transport stop. Good footways along Spinney Close leading to access and good footways along Station Road.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Not required, site withdrawn.

#### Environment Agency

The EA have not reported any constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse, with a network of 90.05m. High and medium surface water risk have a zero percentage coverage. Very low risk is at 96% coverage.

## Heritage/Archaeology

### LCC rating

Green – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

Green – no comments.

## Sustainability Appraisal Summary

The site has positive effects on housing, health and transport and neutral effects including flood risk. There is minor negative effect for air quality with others being uncertain negative effects including biodiversity.

## Habitats Regulations Assessment

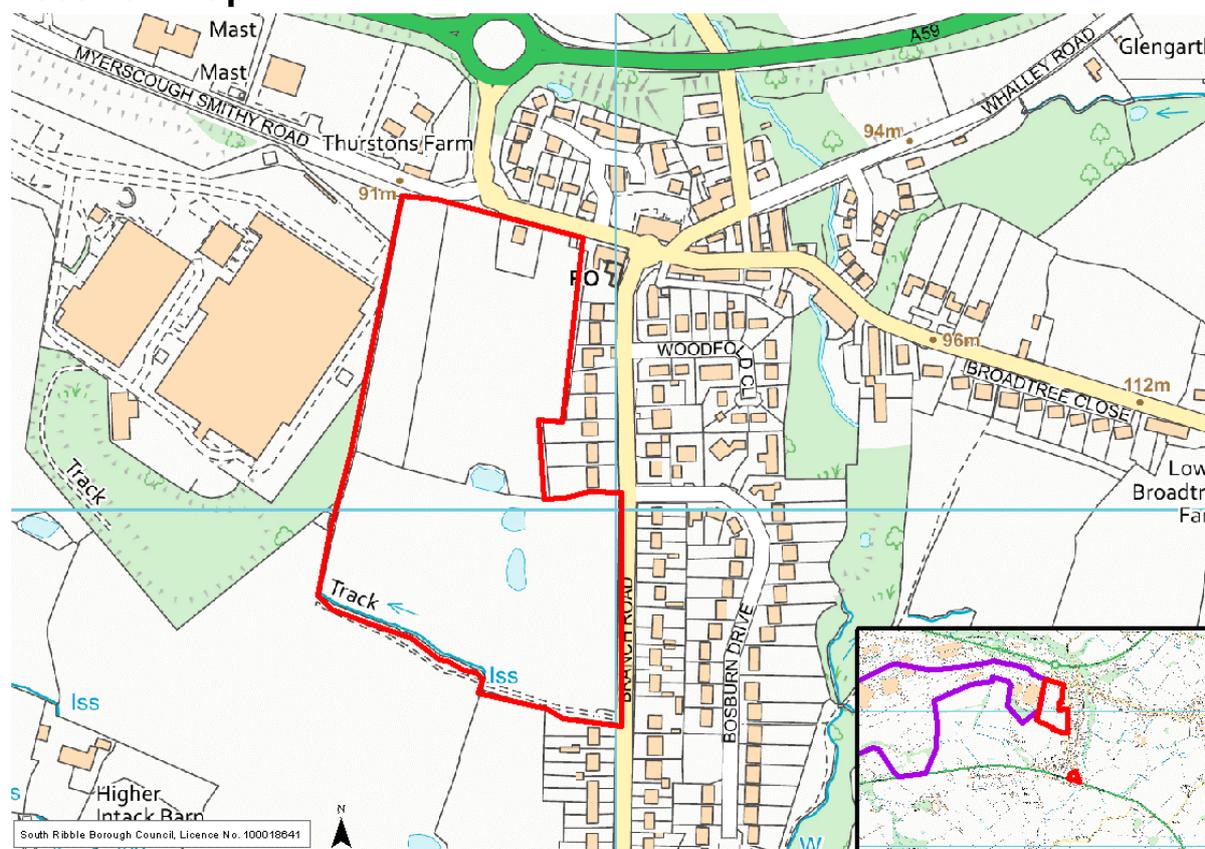
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 82

## Site Details

<b>SHELAA Reference(s)</b>	19S232
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Branch Road, Mellor Brook
<b>Settlement</b>	Mellor Brook
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	5.87
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site has few constraints, lies adjacent to an existing residential area and can support the Samlesbury Enterprise Zone.
<b>Allocation reference</b>	HS3.7
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	120
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2030/31

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues on Branch Road. Currently no formal access established. Preferred access location would be served off Branch Road. A59 suffers from some congestion. Site is within 400m of public transport stop. Footway only present on one side of Branch Road. Footway present on both sides of the carriageway on Myerscough Smithy Road but is narrow/absent in places.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 1: Average commuter travel mode split and Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

On-site modelled sewer flood risk. Sites with a gravity sewer within the boundary. Site with an easement within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water

#### Level 2 SFRA

Site not assessed for SFRA Level 2.

#### Environment Agency

The EA has identified the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite and one report within 100m of the site.

There are no known ordinary watercourses onsite. There is a medium percentage coverage of high and medium surface water risk and low coverage of low and very low surface water risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has majority positive and neutral effects including neutral effect on air quality. There is a significant negative effect on flood risk with a few uncertain negative effects.

### **Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

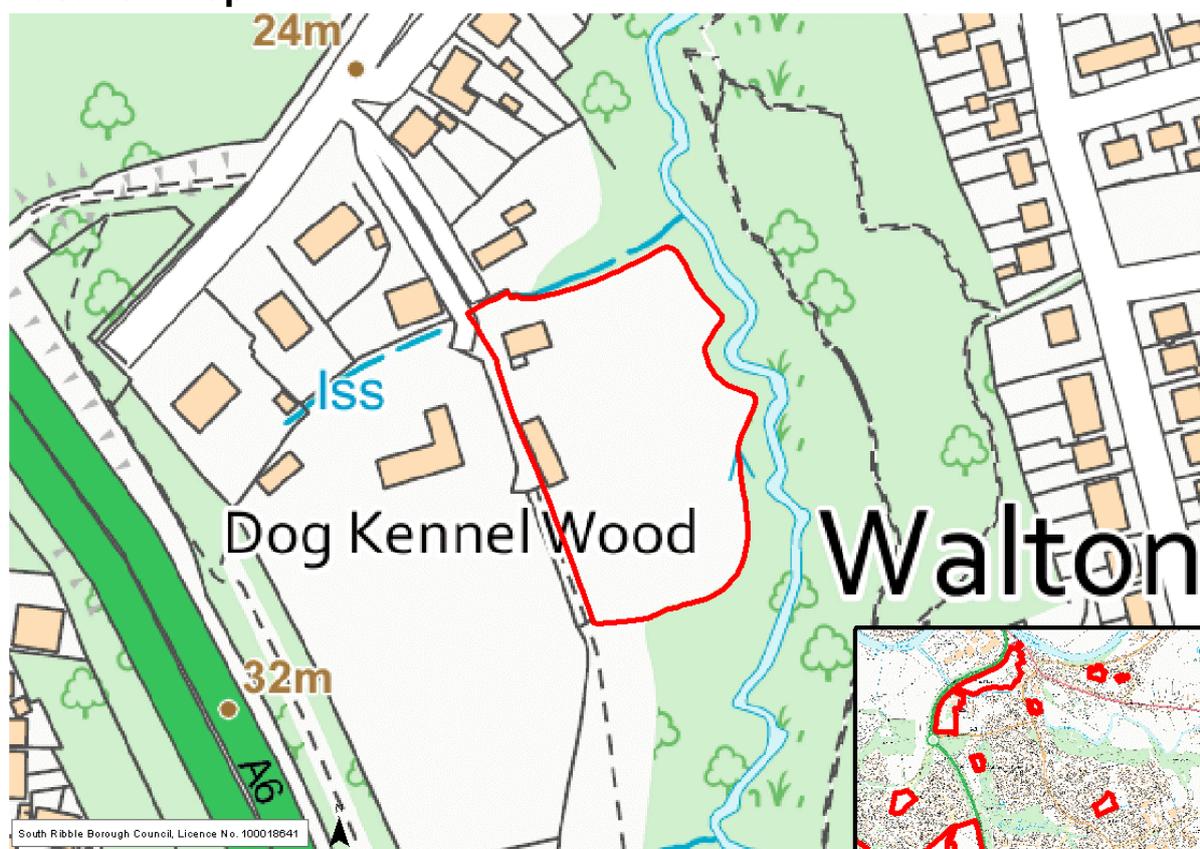
The HRA Screening also identified potential adverse effects from the development of this site allocation in relation to physical damage and loss of functionally linked land. An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a wintering bird survey is required for this site to assess the presence of any winter bird species, determine whether these bird species or their food sources are at risk, and where necessary identify mitigation measures. In response to this recommendation, this requirement has been added to Policy EN7 and will apply to any future planning applications on this site.

# Site Profile 83

## Site Details

<b>SHELAA Reference(s)</b>	19S238
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	85 Hennel Lane
<b>Settlement</b>	Walton-le-Dale
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	0.64
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site performs important ecological role as a Green Corridor and Biological Heritage Site. Also at risk of flooding.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Biological Heritage Site, Flood Zone 3b, Green Corridor.

### Highways/Transport

#### LCC Access comments

Access off Hennel Lane via an unadopted private road. Access already established and fit for two-way traffic. No congestion issues, but significant cutting back required in adopted highway to achieve sightlines. The surrounding highway network experiences moderate congestion. Some sections, particularly leading to Preston City Centre, also suffer from heavy congestion. The site is not within 400m of public transport stop. No footways at all on private access road leading to site. Only footway on one side of the carriageway on Hennel Lane.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes. The site was rated part green for Metric 2: Proximity to current sustainable transport services. The was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

No comments received.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – recommend withdrawal as site is within FZ3b.

#### Level 2 SFRA

Not required – site withdrawn.

#### Environment Agency

The EA have identified the following constraints: Flood Zone 3, Flood Zone 2, main river.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse onsite, with a network of 18.96m. There is a low percentage coverage of all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has positive effects on social infrastructure and transport and many neutral effects. The site has negative effects on air quality, and flood risk with uncertain negative effects on biodiversity and land resources.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 84

## Site Details

<b>SHELAA Reference(s)</b>	19S239
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	The Barn, 104 Liverpool Road
<b>Settlement</b>	Longton
<b>Ward</b>	Longton and Hutton West
<b>Size (Ha)</b>	0.30
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site no longer appears to be available.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	7
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No significant constraints
----------------------------

### Highways/Transport

<p><u>LCC Access comments</u> Access to be off Liverpool Road, access established, single lane traffic and no congestion issues but requires improvement. The surrounding highway network experiences light-moderate congestion. However, some small sections also suffer from heavy congestion. Site is within 400m of public transport stop. Good footways along site frontage on Liverpool Road.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services, and red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water</p> <p><u>Level 2 SFRA</u> Not required – site withdrawn.</p> <p><u>Environment Agency</u> The EA have not reported any constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite, however there has been one report within 50m and another within 100m. There are no known ordinary watercourses onsite. There is a low percentage coverage of high and medium surface water risk vulnerabilities with a 90% coverage of very low.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – C18 deposits. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.</p> <p><u>Historic England rating</u></p>
---

Green – no comments.

### **Sustainability Appraisal Summary**

The site has majority positive effects including flood risk and neutral effects including air quality. The only negative effects are uncertain for biodiversity and historic environment.

### **Habitats Regulations Assessment**

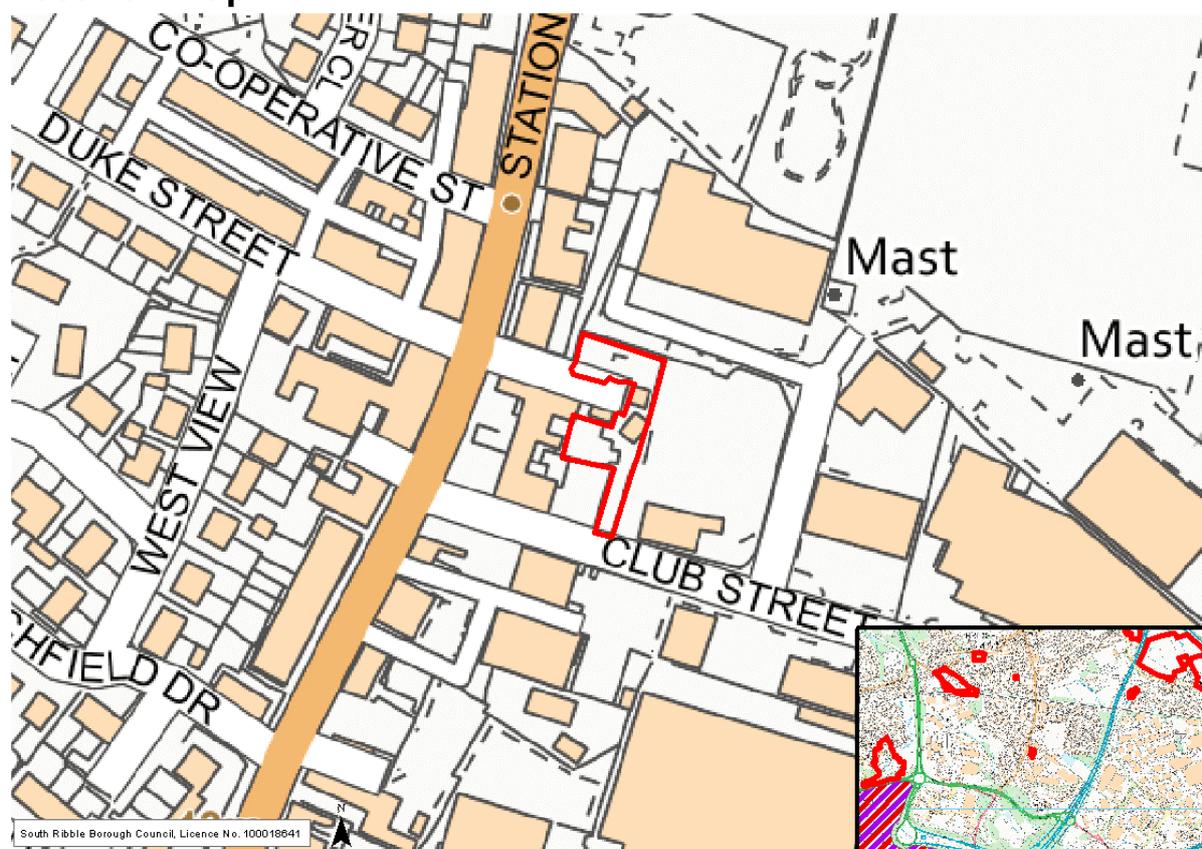
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 85

## Site Details

<b>SHELAA Reference(s)</b>	19S240
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Rear of 347/349 Station Road
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	0.08
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site can only sustain a single dwelling and is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Possible contamination.

### Highways/Transport

LCC Access comments  
No congestion issues, access is assumed to be from side road off Station Road (opposite Duke Street). Access allows for two-way vehicles. Minimal impact as proposal is for just one dwelling. The site is within 400m of public transport stop. Good footways along Station Road but limited footways on side road leading to site access.  
Central Lancashire Highways and Transport Strategy  
The Stage 0 Transport Assessment undertook a high-level RAG assessment of the proposed development allocation sites. However, this site was not assessed.

### Utilities

Sites with a gravity sewer within the boundary.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation D – Development could be allocated on flood risk grounds.  
Level 2 SFRA  
Not required.  
Environment Agency  
The EA have reported no constraints.  
Lead Local Flood Authority  
There have been no reports of flooding onsite, although there have been two reports within 100m. There are no known ordinary watercourses onsite. There is zero coverage of all surface water risk vulnerabilities, with very low having 100% coverage.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### Sustainability Appraisal Summary

The site has a mix of mostly positive and neutral effects including minor positive for flood risk. The only negatives were significant negative for air quality and uncertain minor negative for biodiversity.

## Habitats Regulations Assessment

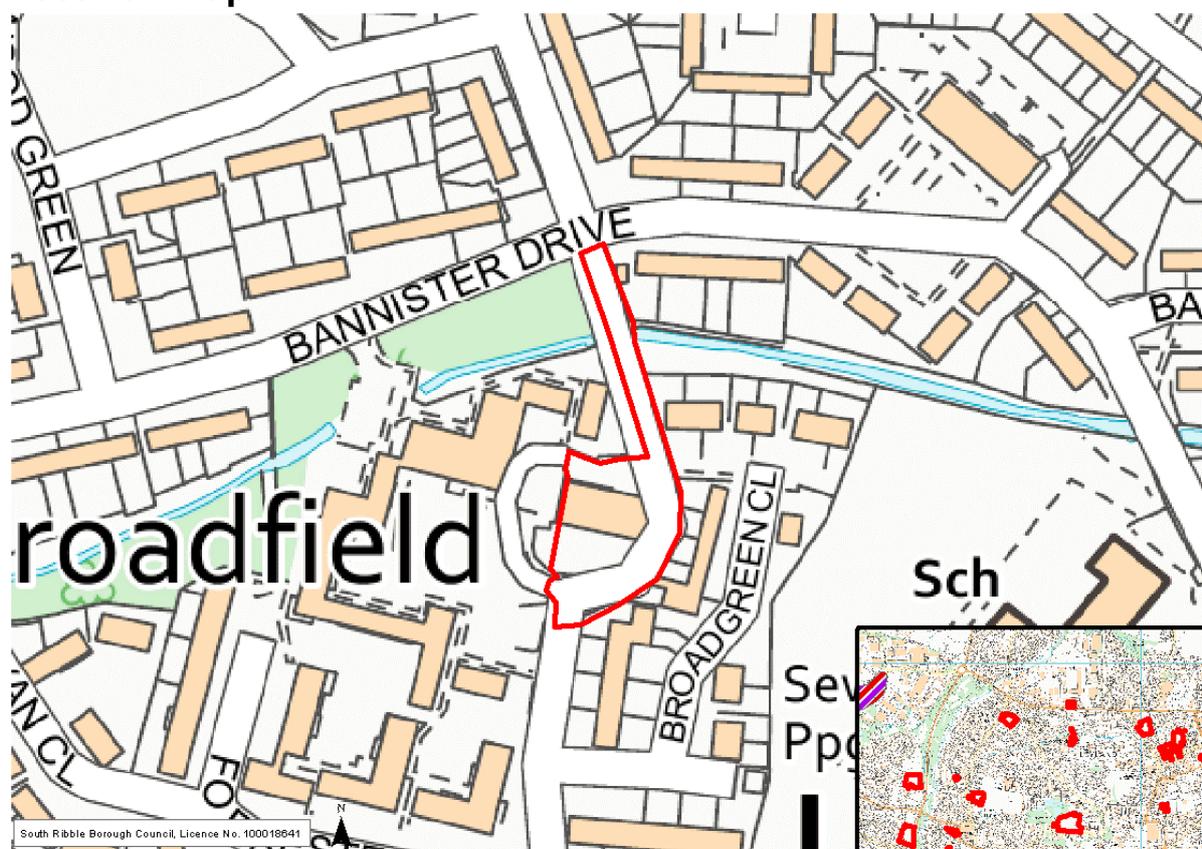
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 86

## Site Details

<b>SHELAA Reference(s)</b>	19S241
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Northbrook Barn, Northbrook Road
<b>Settlement</b>	Leyland
<b>Ward</b>	Broadfield
<b>Size (Ha)</b>	0.21
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is occupied by a historic barn. Whether this could be converted to residential is too detailed a matter to be addressed through a Local Plan allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	7
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Poor access
-------------

### Highways/Transport

<p><u>LCC Access comments</u> Assumed access via Bannister Drive to Northbrook Road. No congestion issues but Northbrook Road cobbled, unadopted, single-track road with a footway only present on one side. May be issues depending on proposal. Site is not within public transport stop (Bus stops within 400m seem to be no longer active). Good footways along Bannister Drive, however, limited footways along Southbrook Road.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors and Metric 7: Site vehicular accessibility. All other metrics were amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
---

### Utilities

Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> Not required – site withdrawn.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a medium percentage coverage of all surface water risk vulnerabilities.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### **Sustainability Appraisal Summary**

The site identified majority positives or neutral effects with minor positive for flood risk.  
The negative identified was significant for air quality.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 87

## Site Details

<b>SHELAA Reference(s)</b>	19S242
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Front of 199 Hoghton Lane
<b>Settlement</b>	Hoghton
<b>Ward</b>	Coupe Green and Gregson Lane
<b>Size (Ha)</b>	0.05
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site can only sustain a single dwelling and is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Unknown
Achievable	N/A

### Constraints

N/A
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues, minimal impact as proposal is for just one dwelling. Access should be on to Hoghton Lane. Site is within 400m of public transport stop. Good footways along site frontage (Hoghton Lane).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The was rated red for Metric 1: Average commuter travel mode split, Metric 3: Access to proposed local transport schemes, and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

No comments
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no flood reports onsite or surrounding, nor are there any known ordinary watercourses. All surface water risk vulnerabilities have a zero percentage coverage.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
--

### **Sustainability Appraisal Summary**

The site has majority positive and neutral effects including neutral for air quality and flood risk. The only negative effects are both positive and negative for health and negative for social infrastructure and uncertain negative for biodiversity and land resources.

### **Habitats Regulations Assessment**

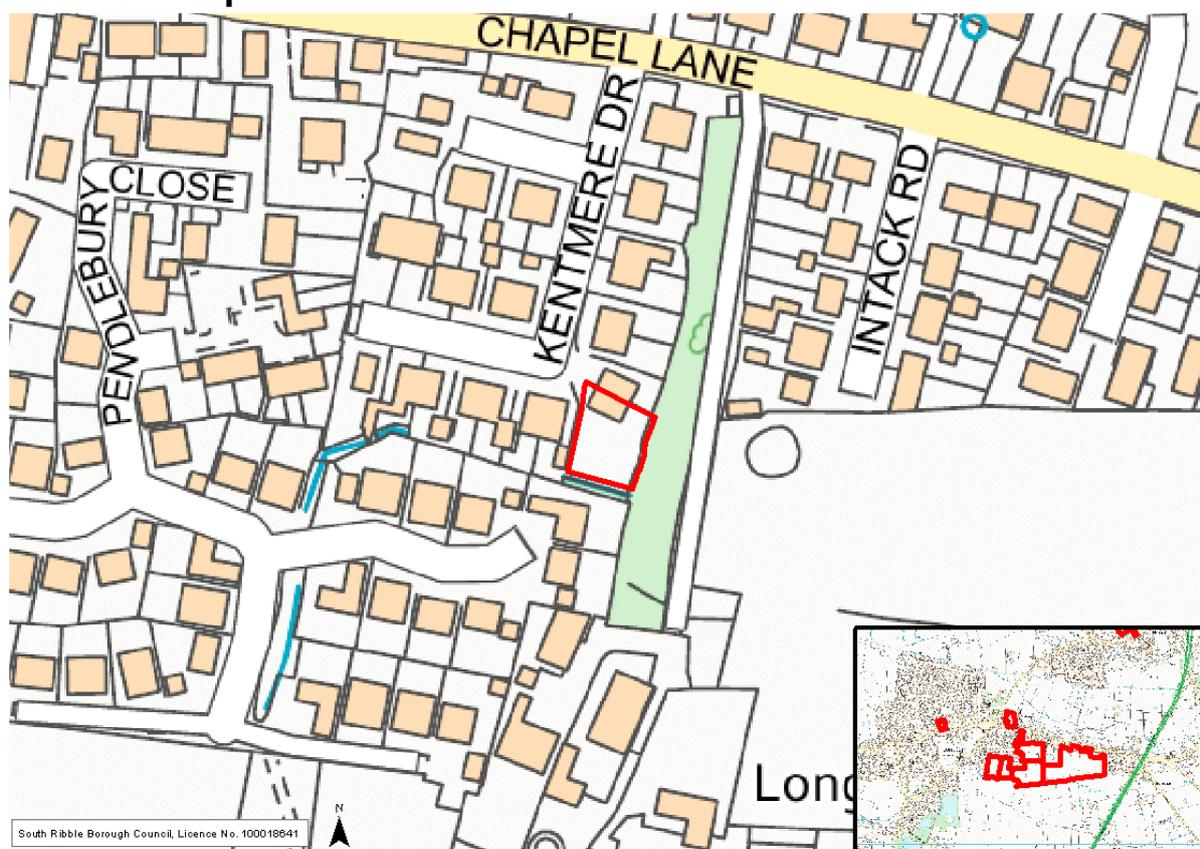
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 88

## Site Details

<b>SHELAA Reference(s)</b>	19S243
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	15 Kentmere Drive
<b>Settlement</b>	Longton
<b>Ward</b>	Longton and Hutton West
<b>Size (Ha)</b>	0.06
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site appears very constrained, with limited access and parking opportunity. At best, the site can only sustain a single dwelling which is not large enough for allocation anyway.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

1x Tree Protection Order
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### Highways/Transport

<p><u>LCC Access comments</u> Congestion issues depends on proposal. Based on red line, unsure how parking can be achieved. Site is within public transport stop. Good footways along Chapel Lane and site frontage (Kentmere Drive).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services, and red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required.</p> <p><u>Environment Agency</u> The EA have identified no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any know ordinary watercourses onsite. There is a low percentage coverage across all the surface water risk vulnerabilities.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

The site has positive effects including minor positive flood risk and neutral effects including air quality. The only negative effect is uncertain for biodiversity.

### **Habitats Regulations Assessment**

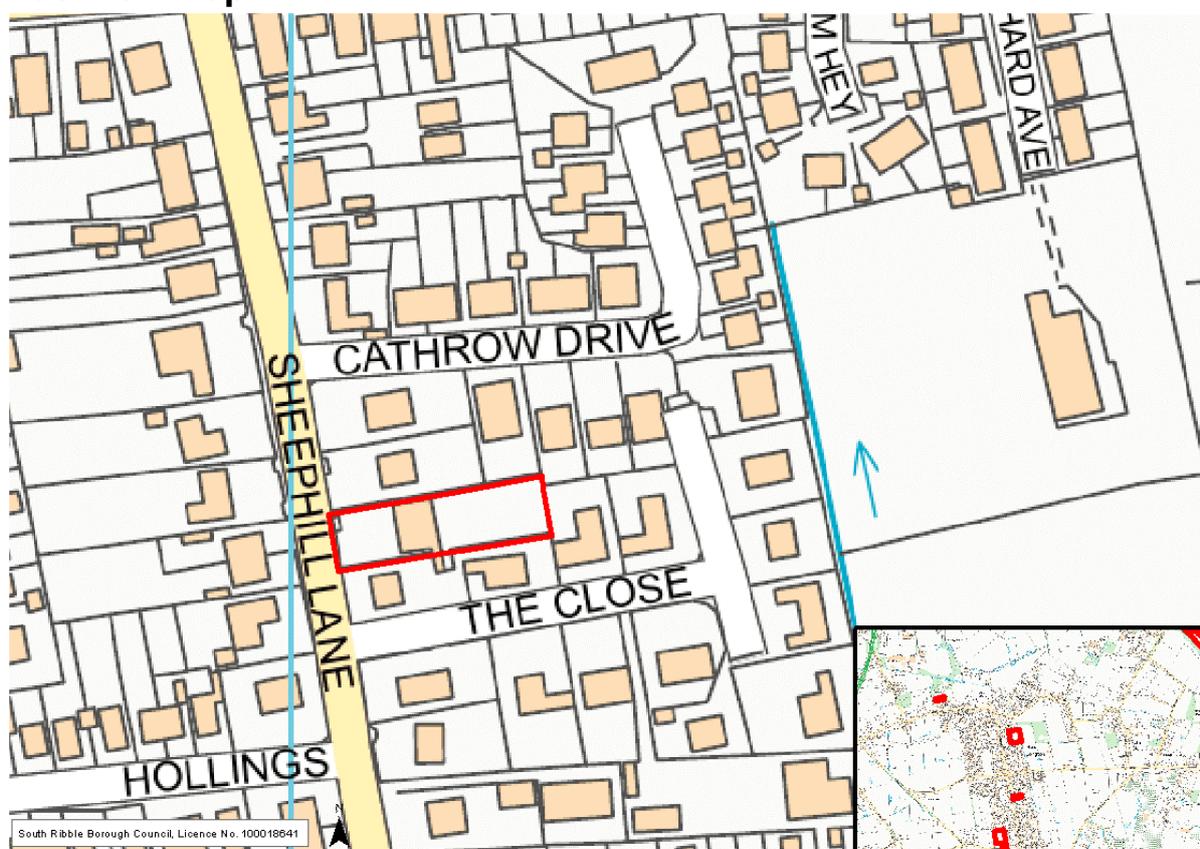
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 89

## Site Details

<b>SHELAA Reference(s)</b>	19S245
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land to Rear of 23 Sheephill Lane
<b>Settlement</b>	New Longton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	0.12
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site can only sustain a single dwelling and is not considered large enough for allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	3
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	N/A
Achievable	N/A

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> Site will require shared private driveway, with suitable turning provision within. No reversing is allowed back onto public highway. Site is within public transport stop. Good footways along site frontage (Sheephill Lane).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
--

### Utilities

Record of sewer flooding in the vicinity of the site. Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required.</p> <p><u>Environment Agency</u> The EA have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite and surrounding, nor are there any known ordinary watercourses. There is a zero percentage coverage of surface water risk vulnerabilities, with 100% coverage for very low risk.</p>
--

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

The site has a mix of positive and neutral effects identified for the criteria. The only two negative effects are uncertain for landscape and resources.

### **Habitats Regulations Assessment**

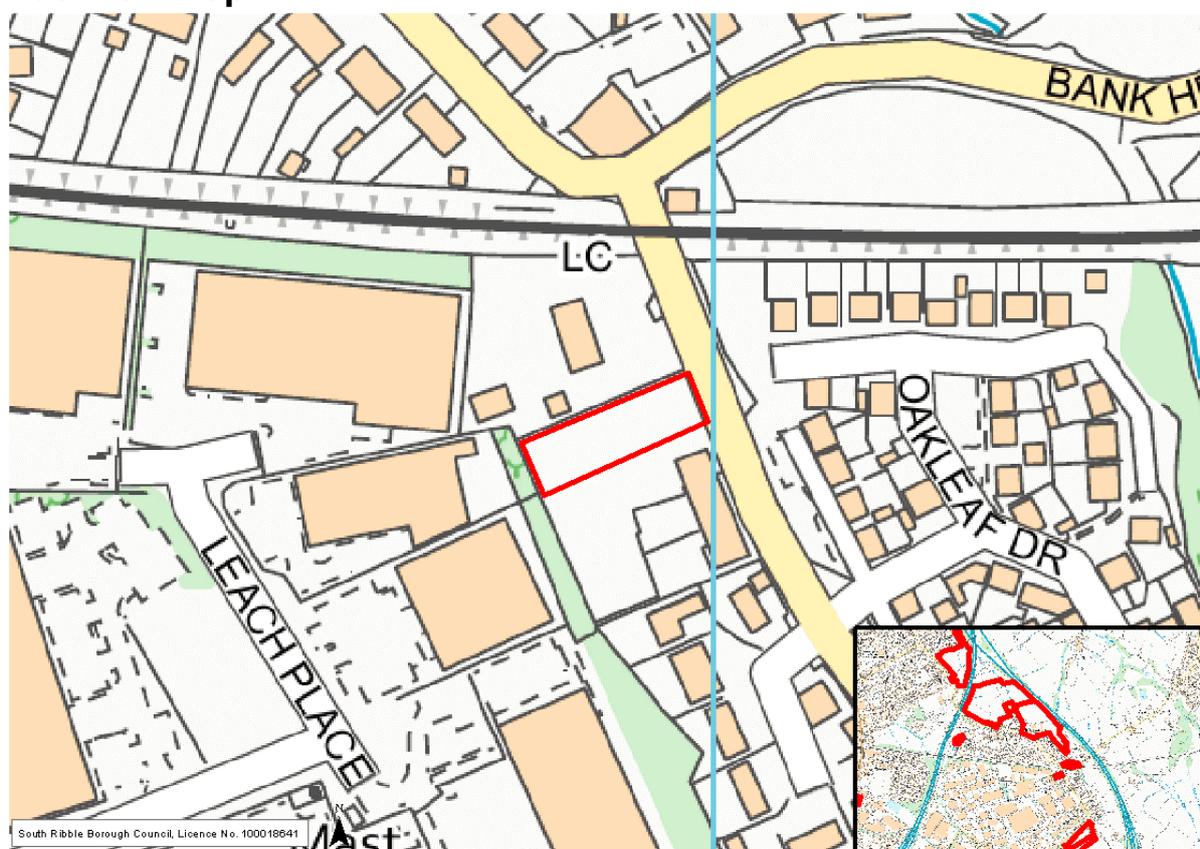
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 90

## Site Details

<b>SHELAA Reference(s)</b>	19S246
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	394 Brindle Road
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	0.09
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Appears too constrained by tree coverage. Site can only sustain a single dwelling and is not considered large enough for allocation anyway.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Tree coverage
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues. Site is within 400m of public transport stop. Narrow footways along site frontage (Brindle Road).</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services and red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

No comments.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation D – Development could be allocated on flood risk grounds.</p> <p><u>Level 2 SFRA</u> Not required.</p> <p><u>Environment Agency</u> Environment Agency have reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is full percentage coverage of very surface water risk, and all other vulnerabilities are low.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

The site has a mix of positive and neutral effects for the criteria, with minor positive for flood risk. The negative effects are minor for air quality and positive and negative for health and well-being. The uncertain negative effect is for education.

### **Habitats Regulations Assessment**

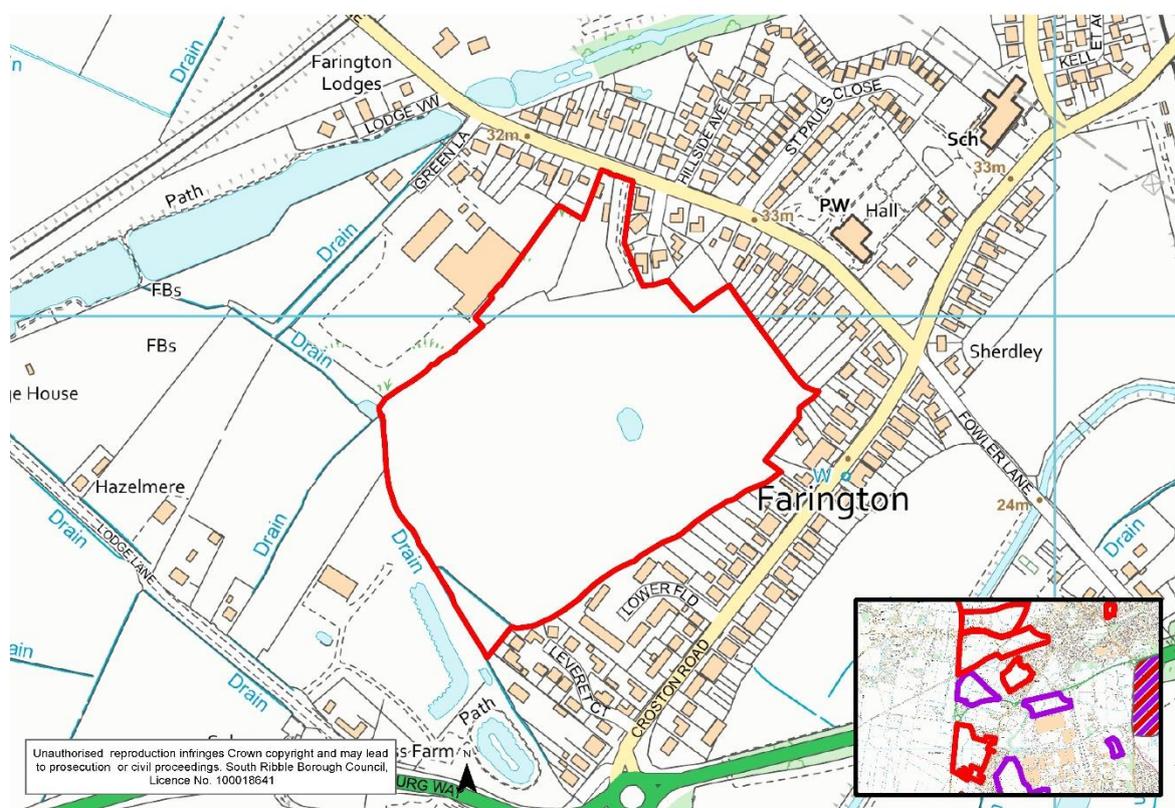
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 91

## Site Details

<b>SHELAA Reference(s)</b>	19S249 (19S077)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Church Lane, Farington
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	8.3
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site was safeguarded for future development and is now released for housing. It has few constraints and lies adjacent to an existing residential area.
<b>Allocation reference</b>	HS3.5
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	207
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2031/32

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Access assumed off Church Lane, no congestion issues but may struggle to achieve visibility splays with trees, existing footway width and land boundary. Church Lane could be relocated to the north to wider southern footway thus improving visibility. Contribute to congestion at A582 Farington Road/Flensburg Way. Site is within 400m of public transport stop. Good footways along Church Road (site frontage) and Croston Road (southern site boundary).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated green for Metric 5: High level analysis of trip rates and Metric 7: Site vehicular accessibility. All others were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

This site has access to utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA due to surface water.

#### Level 2 SFRA

- Based on current information, it should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and the majority of the site being at very low surface water flood risk.
- The existing pond within the centre of the site should be included within site design and allowed to attenuate surface water runoff.
- A drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA.
- Site runoff should be maintained at current rates (likely to be greenfield) and, where possible, betterment should be achieved.

#### Environment Agency

Ponds and ordinary watercourses on site.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding, nor are there any known ordinary watercourses onsite. There is a low percentage coverage of low and very low surface water risk and medium coverage of medium and high risk.

## Heritage/Archaeology

### LCC rating

**Amber** – Due to its size and location. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

### Historic England rating

**Green** – no comments.

## Sustainability Appraisal Summary

Site has mostly comprised of neutral, positive and a few negative effects. The negative effects include social infrastructure, air quality and flood risk along with other uncertain effects.

## Habitats Regulations Assessment

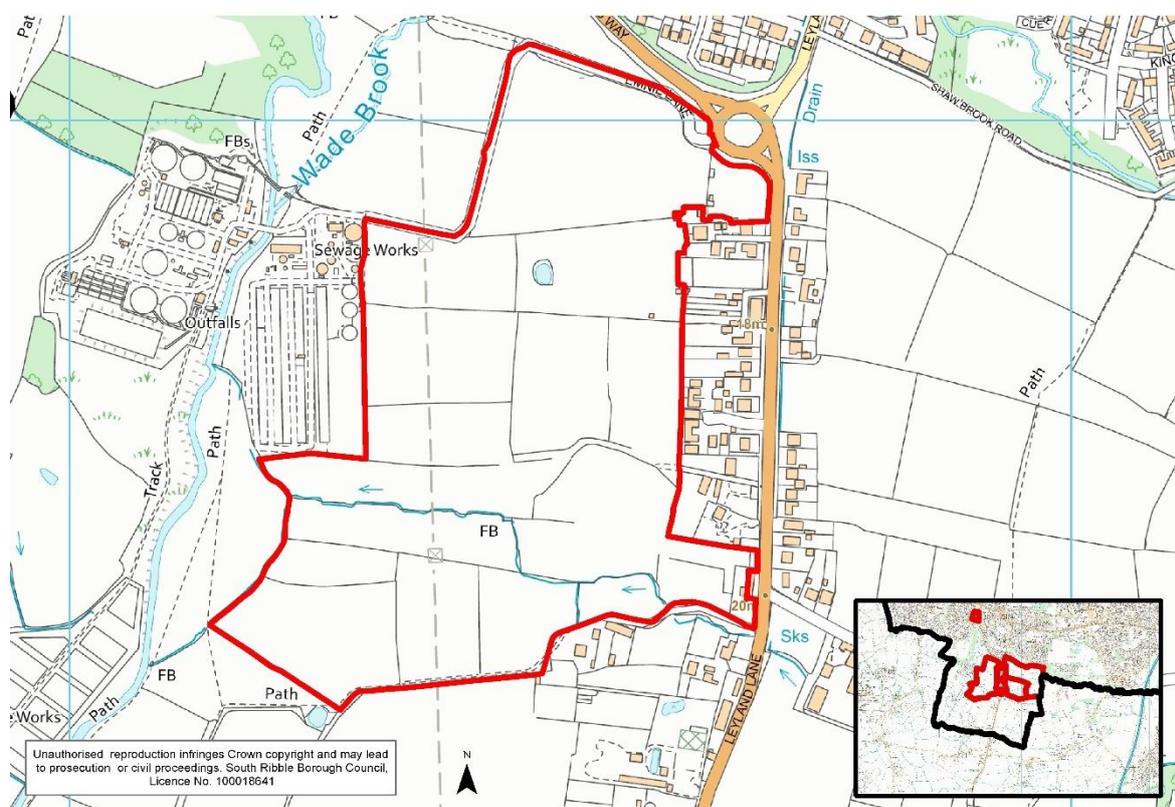
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 92

## Site Details

<b>SHELAA Reference(s)</b>	19S250 (19S095)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Emnie Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Seven Stars
<b>Size (Ha)</b>	20.2
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site was safeguarded for future development and is now released for housing. It is likely that the constraints identified could be mitigated.
<b>Allocation reference</b>	HS3.1
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	505
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2029/30 to 2039/40

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Site is adjacent to a sewage works.

### Highways/Transport

#### LCC Access comments

No congestion issues at access locations. The existing roundabout could be an appropriate primary location (but not at the location of the 4<sup>th</sup> access), secondary access can be provided on the southern frontage onto Leyland Lane, however the road might need to be narrowed slightly, which will also function as traffic calming. The site will impact on Schleswig Way/Dunkirk Lane and the A582, as well as the 5 arm Lonmeanygate roundabout. Areas of influence are committed development (Leyland Test Track, Cuerden, Pickerings Farm) and those proposed as sites south of Pickerings Farm. Site is within 400m of public transport stop. Good footways along Leyland Lane, however, small sections of grassed area instead of footway. No footways whatsoever on Emnie Lane.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 6: Proximity to key attractors. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site is within close proximity to wastewater treatment works. Site is located near to a wastewater treatment works which could affect the principle of the development, the layout or the need for mitigating measures at the wastewater treatment works.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

The level 2 SFRA indicates that:

- There should be no development within the functional floodplain. There should also be no development within 8m of the unnamed tributary of the River Lostock adjacent to the western boundary of the site. The EA recommend for an 8m no development buffer for all main rivers to enable access for maintenance activities. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- Based on current information, this site could be allocated if more vulnerable development is directed away from the area of the site modelled to be at risk in the

1% AEP undefended event plus higher central climate change, to ensure that development can be safe for its lifetime.

- Were this site to be allocated based on current information, the LPA must make it clear that this site cannot be developed until the required information detailed in this SFRA on existing and future flood risk from the unnamed watercourse within the south of the site is fully ascertained.
- A detailed drainage strategy will be required given the large area of this site being converted from open space to development. The use of infiltration SuDS should be investigated.

#### Environment Agency

Small area of Flood Zone 3 in extreme SW surrounded by area of Flood Zone 2. Ordinary watercourse and pond on site. Adjacent to WWTW to west. Wade Brook main river to NW of site. Areas near to the river have sections of Flood Zone 2 and 3. Ordinary watercourses and ponds on site. Close to WWTW.

#### Lead Local Flood Authority

There have been no flood reports onsite, although two have been recorded within 50m and three recorded within 100m. There are three known ordinary watercourses onsite, creating a network of 509.46m. Medium percentage coverage of all surface water risk vulnerabilities.

### **Heritage/Archaeology**

#### LCC rating

**Amber** – Due to its size and location. Existing 1996 DBA needs to be updated. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

#### Historic England rating

**Amber** – there is a listed asset in the vicinity of the site. The Heritage Impact Assessment indicates that with mitigation measures in place there would be limited harm to the significance of Cliff's Farmhouse.

### **Sustainability Appraisal Summary**

Site mainly comprises of neutral and positive effects including significant positive for housing, social infrastructure and sustainable transport. It has significant negative effect on flood risk and minor negative effect on air quality with other negatives uncertain.

### **Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

The HRA Screening also identified potential adverse effects from the development of this site allocation in relation to physical damage and loss of functionally linked land. An Appropriate Assessment was undertaken to assess these effects in more detail and

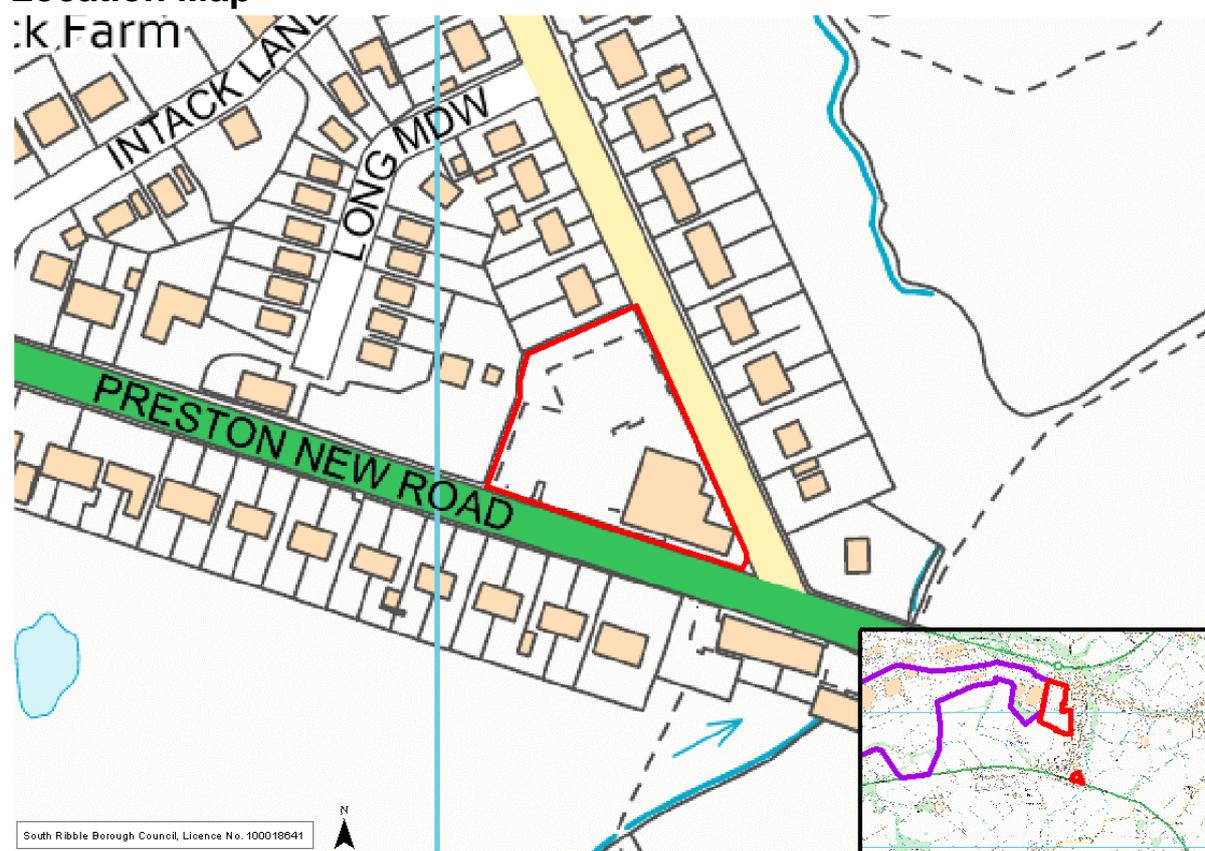
recommended in order to provide certainty that there would be no adverse effects, a wintering bird survey is required for this site to assess the presence of any winter bird species, determine whether these bird species or their food sources are at risk, and where necessary identify mitigation measures. In response to this recommendation, this requirement has been added to Policy EN7 and will apply to any future planning applications on this site.

# Site Profile 93

## Site Details

<b>SHELAA Reference(s)</b>	19S263
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Windmill Hotel site, Preston New Rd, Mellor Brook
<b>Settlement</b>	Mellor Brook
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	0.35
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is brownfield and adjacent to an existing residential area.
<b>Allocation reference</b>	HS3.16
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	10
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28

## Site Assessment

### Overview

Existing planning permission?	07/2024/00074/FUL - Demolition of pub
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No significant congestion issues but proximity to Branch Road/Preston New Road junction requires access consideration. Access would be better served off Branch Road. Site is within 400m of public transport stop. Good footways along site boundary (Preston New Road and Branch Road).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 1: Average commuter travel mode split, Metric 3: Access to proposed local transport schemes, Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/capacity hot spots and Metric 7: Site vehicular accessibility. All others were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – Development could be allocated on flood risk grounds.

#### Level 2 SFRA

Not required.

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of surface water risk vulnerabilities, with very low risk having 100% coverage.

### Heritage/Archaeology

#### LCC rating

**Amber** – L18/E19 Buildings. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site is mostly positive or neutral effects including positive for housing, flood risk, resources and waste. The only negative is for social infrastructure. The other negative effects are uncertain.

### **Habitats Regulations Assessment**

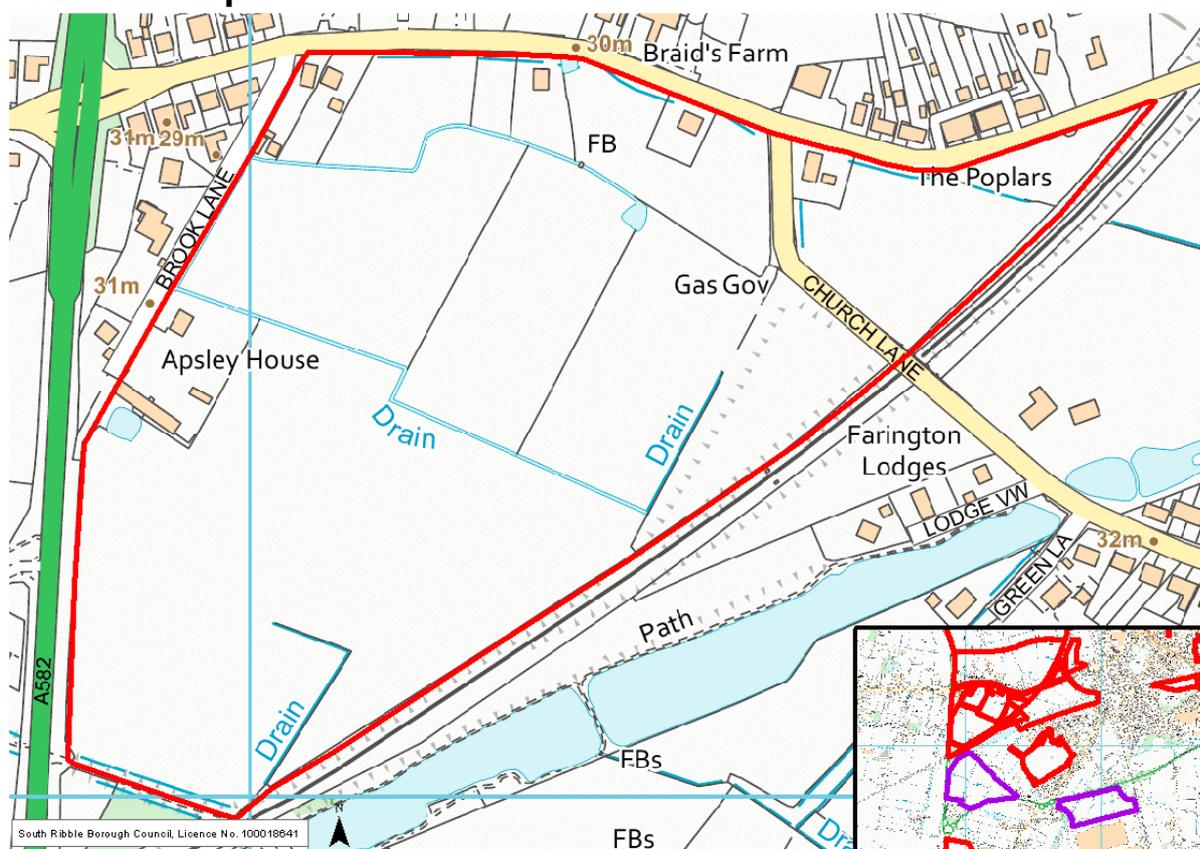
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 94

## Site Details

<b>SHELAA Reference(s)</b>	19S269
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Apsley House
<b>Settlement</b>	Farington
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	16.06
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site has been safeguarded for future development needs and is now released for housing. It has few constraints.
<b>Allocation reference</b>	HS3.2
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	435
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2029/30 to 2037/38

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Congestion issues beyond access frontage, I question the suitability of Coote Lane to support this level of development. Coote Lane railway bridges are an existing constraint. Church Lane is historic and has existing constraints along its length. Site has some physical constraints including embankments that would need to be overcome. Contribute to A582 congestion and Leyland Road, area of influence for congestion Pickerings Farm Allocations. Site is within 400m of public transport stop. No footways at all along Brook Lane. Brook Lane is also a narrow single-track road with poor visibility which could make this dangerous for pedestrians. Good footways along Chain House Lane. Coote Lane and Church Lane some deficiencies.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Updated flood modelling for the present day and for the impacts of climate change of Mill Brook should be carried out to ascertain the fluvial flood risk to the northwestern area of the site. However, it should be possible to allocate the site.
- The impact of a blockage of the culvert along Mill Brook should be investigated as part of the modelling.
- There should be no development within the functional floodplain. This should be converted to a blue / green corridor to provide ecological, amenity and social value.
- A detailed drainage strategy will be required for any new development, given the large area of the site likely to be cleared to make way for new development and the sporadic nature of the risk. This will require detailed surface water modelling based

on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be to not exceed current rates or betterment on current rates. The use of infiltration SuDS should be investigated.

#### Environment Agency

The EA has reported the following constraints: adjacent to/on ordinary watercourse/pond (aquatic net gain opportunity).

#### Lead Local Flood Authority

There have been no reports of flooding onsite, with one report within 50m and another within 100m. There are nine known ordinary watercourses onsite, creating a network of 983.40m. There is a medium percentage coverage of all surface water risk vulnerabilities, with 1.13% for high risk and 3.18% coverage for medium risk.

## **Heritage/Archaeology**

#### LCC rating

**Amber** – Greater than 10ha. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

#### Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

The site identified positive and neutral effects with negative effects on air quality, flood risk and land resources with both positive and negative effects on health and well-being. The other negative effects are uncertain.

## **Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

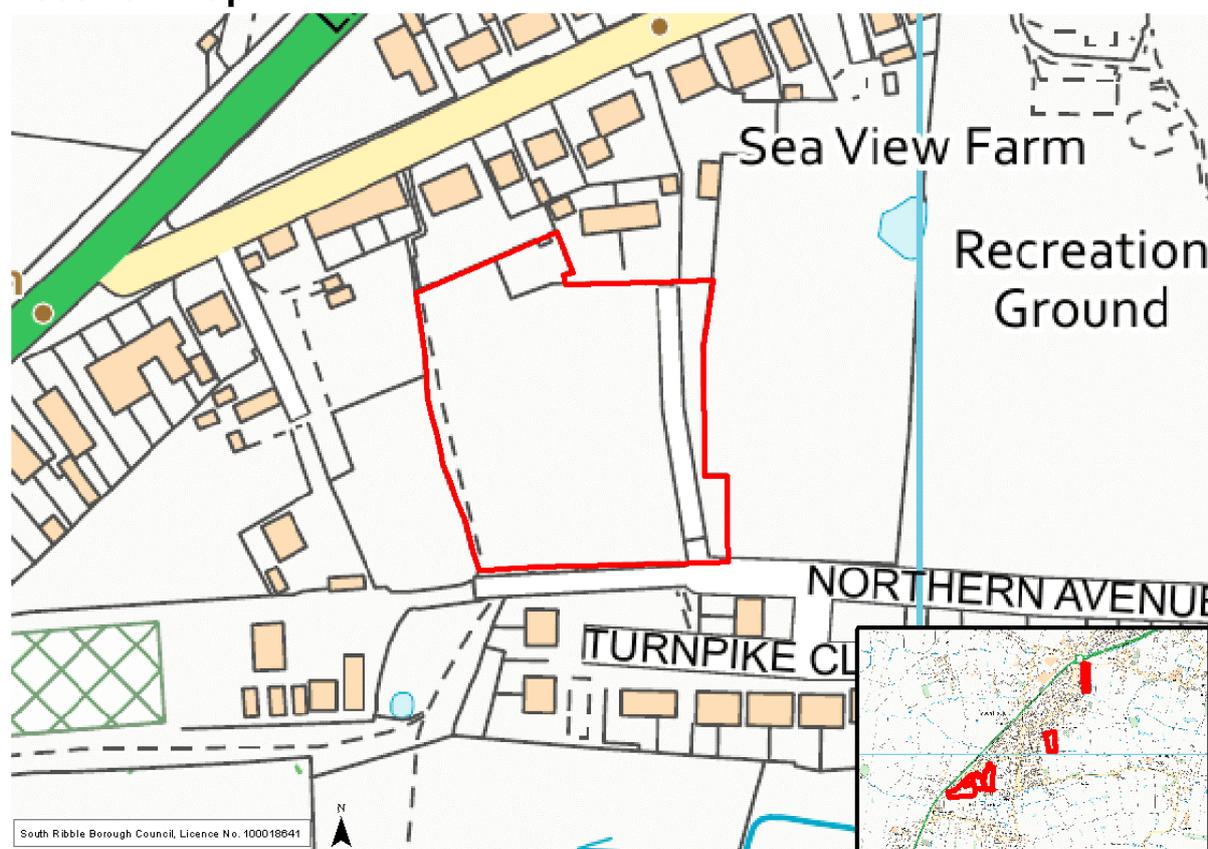
The HRA Screening also identified potential adverse effects from the development of this site allocation in relation to physical damage and loss of functionally linked land. An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a wintering bird survey is required for this site to assess the presence of any winter bird species, determine whether these bird species or their food sources are at risk, and where necessary identify mitigation measures. In response to this recommendation, this requirement has been added to Policy EN7 and will apply to any future planning applications on this site.

# Site Profile 95

## Site Details

<b>SHELAA Reference(s)</b>	19S304
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Northern Avenue
<b>Settlement</b>	Much Hoole
<b>Ward</b>	Hoole
<b>Size (Ha)</b>	0.72
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is close to existing residential development and has few constraints.
<b>Allocation reference</b>	HS3.9
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2030/31

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Sewer flooding

### Highways/Transport

#### LCC Access comments

No congestion issues but access will require consideration to ensure safe and suitable access can be achieved. I am not sure whether there are land issue to deliver a continuous road of a suitable width with footway and that existing accesses achieve visibility requirements as a consequence of the spine road extending. If these matters cannot be overcome access cannot be achieved. Contribute to congestion on A59. Site is within 400m of public transport stop. Footway only present along one side of the carriageway on Northern Avenue. However, good footways along Turnpike Close and into site access as well as Liverpool Old Road.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation D – Development could be allocated on flood risk grounds.

#### Level 2 SFRA

The Level 2 SFRA indicates that:

- Flood modelling for the present day and for the impacts of climate change of the unnamed watercourse should be carried out to ascertain the fluvial flood risk to the site. This should include for residual risk modelling of the offsite culvert.
- Surface water should be retained onsite which may reduce units. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be greenfield or betterment. The use of infiltration SuDS should be investigated.

#### Environment Agency

The EA have reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses onsite. Surface water risk vulnerabilities are low to medium percentage coverage.

### **Heritage/Archaeology**

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site is mostly uncertain or neutral effects, with positive effects for housing and negative effects for social infrastructure and flood risk.

### **Habitats Regulations Assessment**

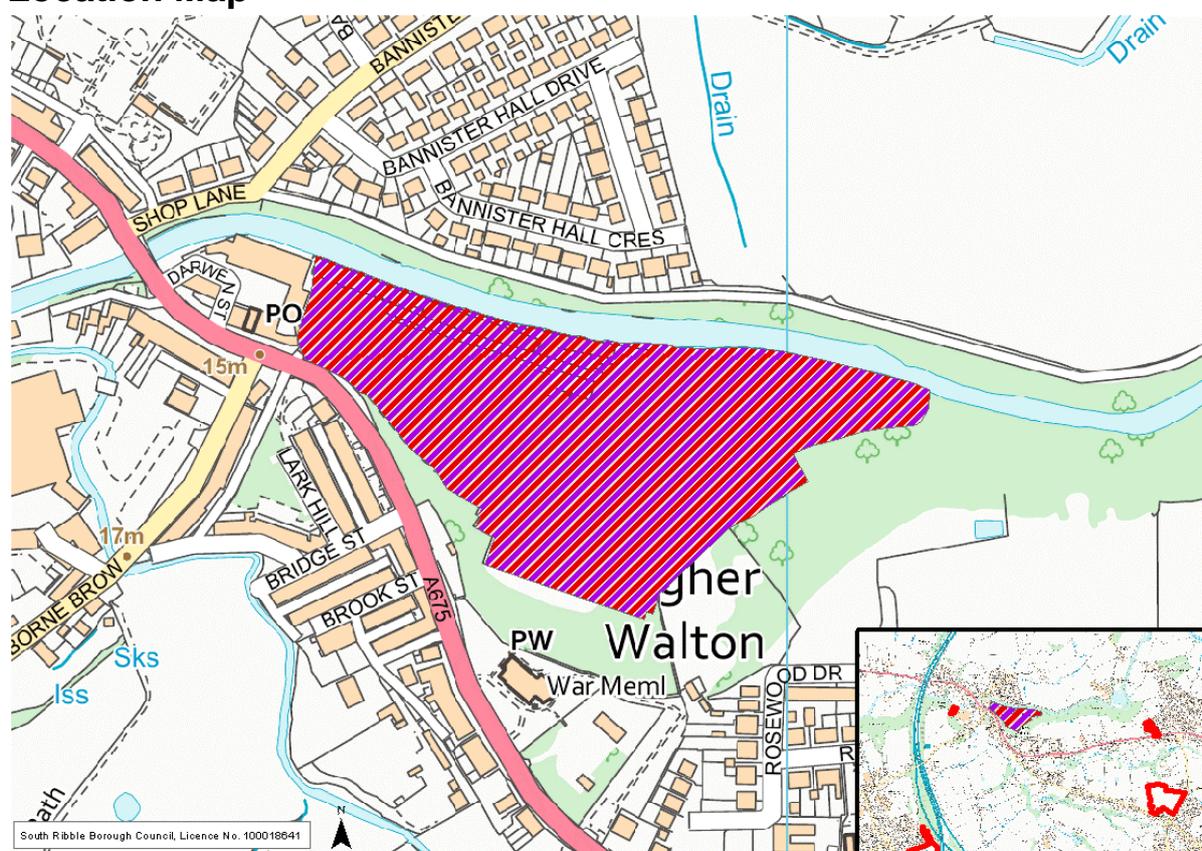
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 96

## Site Details

<b>SHELAA Reference(s)</b>	19S320
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Higher Walton Mill, Cann Bridge St, Higher Walton
<b>Settlement</b>	Higher Walton
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	4.02
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is at risk of flooding and conversion of the existing Mill building is a matter too complex for a Local Plan allocation.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Mixed Use: Housing and Employment
<b>Proposed number of dwellings</b>	50
<b>Proposed hectares of employment land</b>	2.01
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	No
Achievable	N/A

### Constraints

Site occupied by existing Mill building, hosting several businesses.

### Highways/Transport

#### LCC Access comments

No congestion issues. Whilst the existing mill has an access close to the mini roundabout, there are safety, connectivity and engineering issues that will need to be overcome. There is a level of uncertainty that needs to be overcome to remove access risk. Site is within 400m of public transport stop. Good footways along Cann Bridge Street but not clear how pedestrians would access the site.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

Not required – site withdrawn

#### Environment Agency

The EA has reported the following constraints: Flood Zone 2, Flood Zone 3, main river.

#### Lead Local Flood Authority

There are no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a medium percentage coverage of all surface water risk vulnerabilities, with 1.55% coverage for high risk and 7.19% for medium.

### Heritage/Archaeology

#### LCC rating

**Amber** – C18 Mill site. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation,

which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site mostly has positive and negative effects including minor positive for flood risk and both positive and negative for health and well-being. The minor negative effect is air quality with remaining being uncertain.

### **Habitats Regulations Assessment**

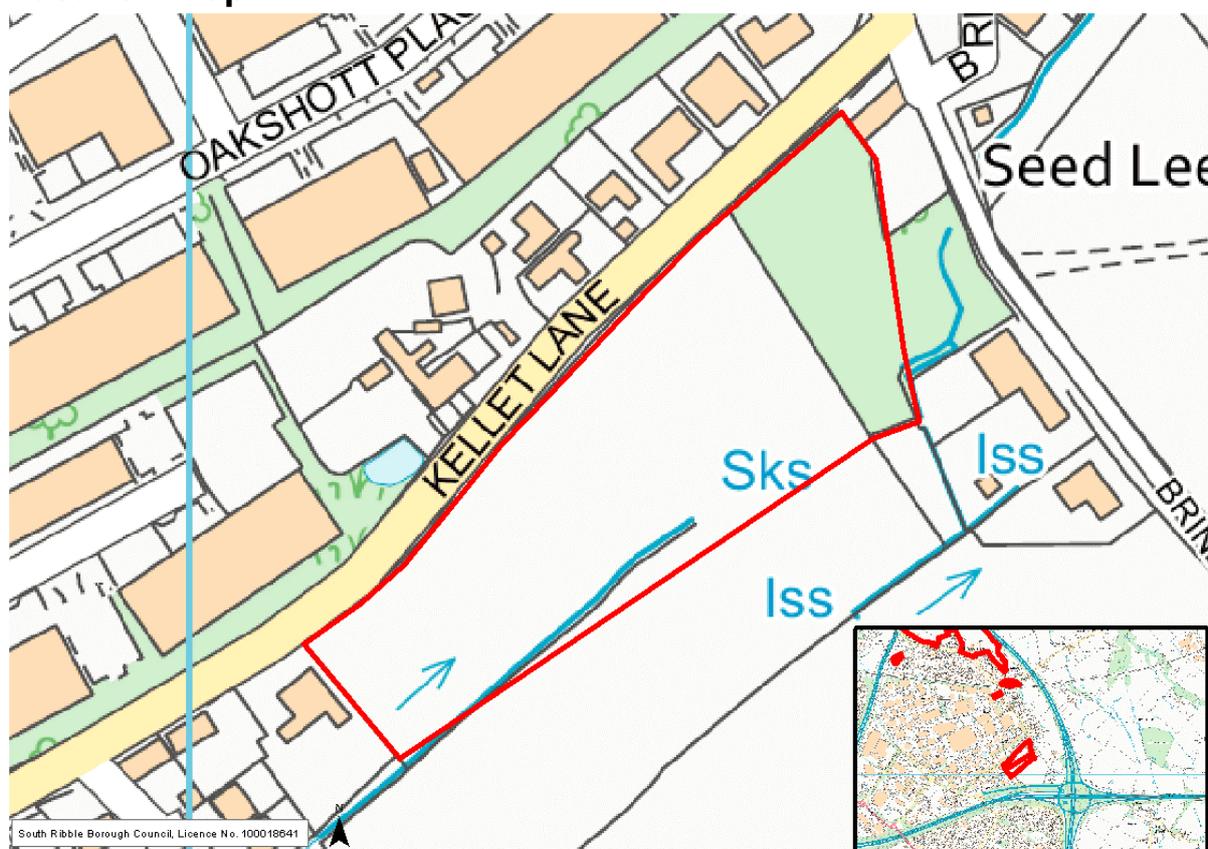
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 97

## Site Details

<b>SHELAA Reference(s)</b>	19S326
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Kellett Lane, Walton Summit
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	1.43
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is located adjacent to an existing residential area, with some minor constraints that are likely to be able to be mitigated.
<b>Allocation reference</b>	HS3.10
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	43
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2029/30

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Possible contamination
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### Highways/Transport

<p><u>LCC comments</u> No congestion issues. Some congestion present at M65/M61 intersection. Site is not within 400m of public transport stop. Poor footways around site frontage (Kellet Lane) – only footway on one side of carriageway and very narrow. This is an issue as is wider sustainable connectivity to amenity.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services, and red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

No comments.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> The Level 2 SFRA indicates that:</p> <ul style="list-style-type: none"><li>• Flood modelling for the present day and for the impacts of climate change of Fowler Brook and the onsite ditch should be carried out to ascertain the fluvial flood risk to the site. This should include for residual risk modelling of the culvert.</li><li>• There should be no development within 8m either side of the ditch. This should be used as a blue / green corridor to provide ecological, amenity and social value.</li><li>• Culvert removal should be investigated to reduce the residual risk of culvert blockage or exceedance.</li><li>• There is significant risk from surface water in the longer term. A detailed drainage strategy will be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development.</li><li>• Surface water should be retained onsite which may reduce units. This will require detailed surface water modelling based on layout plans and detailed design and full consultation with the LLFA on required runoff rates, likely to be greenfield or betterment. The use of infiltration SuDS should be investigated.</li></ul> <p><u>Environment Agency</u> EA constraints: adjacent to/on historic landfill or other site with suspected contamination.</p>
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#### Lead Local Flood Authority

There have been no flooding reports onsite and surrounding. There are three known ordinary watercourses, creating a network of 509.46m. There is a low percentage coverage of low surface water risk, other vulnerabilities have medium percentage coverage.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### Sustainability Appraisal Summary

The site has positive and negative effects including positive and negative effect on health and well-being. The negative effects are minor on air quality and significant on flood risk others being uncertain.

### Habitats Regulations Assessment

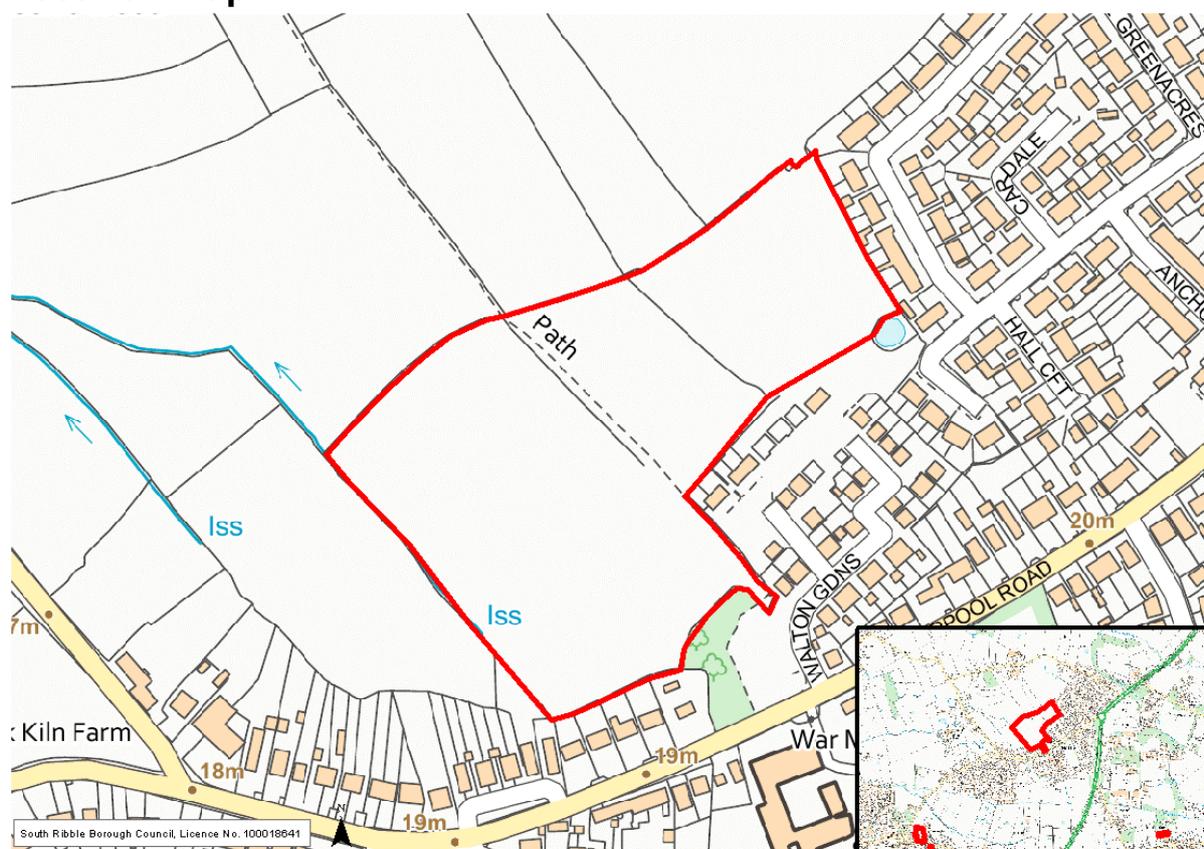
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 98

## Site Details

<b>SHELAA Reference(s)</b>	19S331x
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land at Liverpool Road
<b>Settlement</b>	Hutton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	5.73
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site lies adjacent to an existing residential area and has few constraints.
<b>Allocation reference</b>	HS3.6
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	115
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2028/29 to 2030/31

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints
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### Highways/Transport

<p><u>LCC Access comments</u> Some congestion issues at A59 Liverpool Road/Longton Bypass (but lesser than historic levels). Site appears to be land locked if regard is had to the red line. Whilst an access can be provided if not modified would result in the existing resi (smaller number having priority), which would be a weakness of the site. It would be difficult to modify the access based on the land ownership. This is an issue. If the original site were master planned this issue would not have occurred. Contribute to congestion on A59 Liverpool Road/Longton Bypass. Site is within 400m of public transport stop. Good footways on site frontage (Liverpool Road). However, parts may be considered a little narrow.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services, and red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has access to all utilities.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and most of the site being at very low surface water flood risk. Given the scattered nature of risk across the site, a drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA. Any FRA should consider the existing ditch along the southwestern boundary of the site to determine the level of fluvial flood risk it presents.</p> <p><u>Environment Agency</u> The EA has reported no constraints.</p> <p><u>Lead Local Flood Authority</u> There are no reports of flooding onsite or surrounding. There is one known ordinary watercourse, creating a network of 94.04m. There is a medium percentage coverage high SW risk, with low coverage of other surface water vulnerabilities.</p>
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## Heritage/Archaeology

### LCC rating

Green – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

Green – no comments.

## Sustainability Appraisal Summary

Site is mostly positive and neutral effects with negative effects being air quality and flood risk with others uncertain.

## Habitats Regulations Assessment

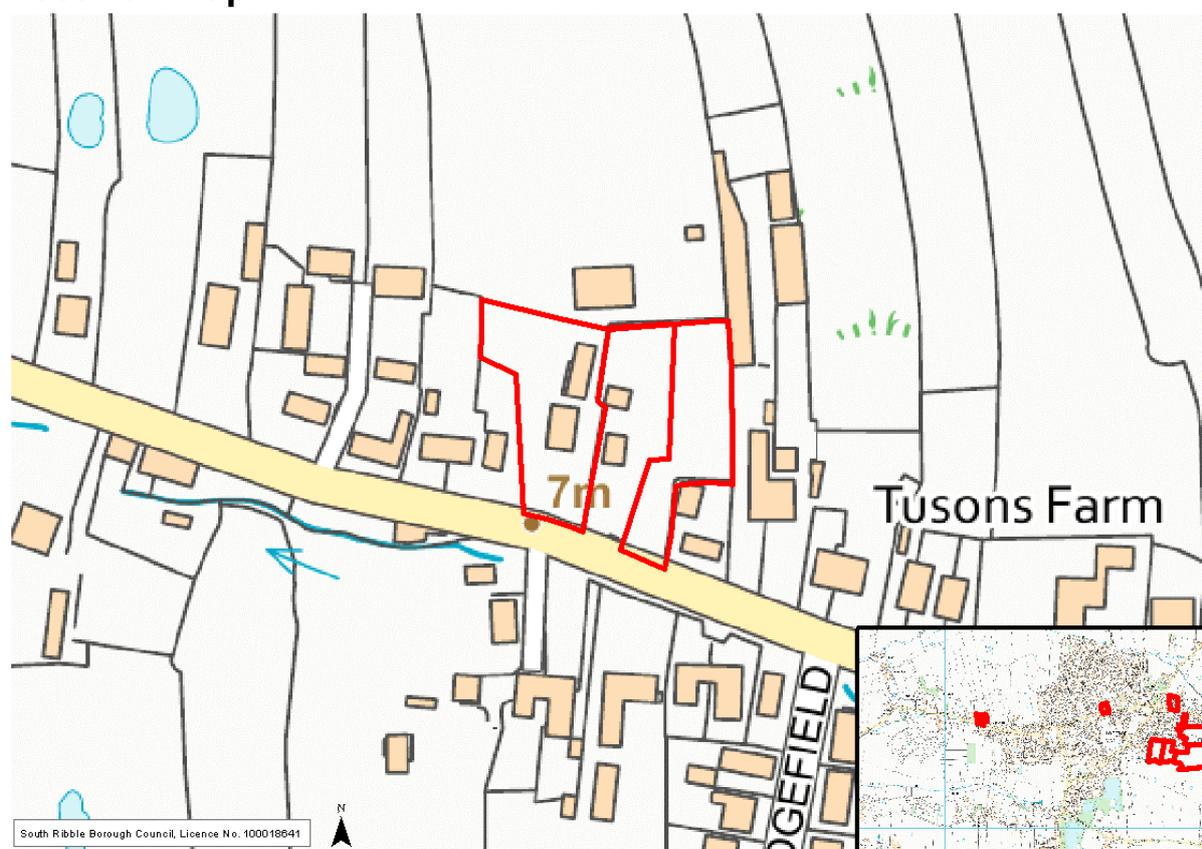
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 99

## Site Details

<b>SHELAA Reference(s)</b>	19S334x
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land to the rear of 96-100 Marsh Lane
<b>Settlement</b>	Longton
<b>Ward</b>	Longton and Hutton West
<b>Size (Ha)</b>	0.30
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	A small site with few constraints, the majority of which falls outside the area of flood risk.
<b>Allocation reference</b>	HS3.19
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	8
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2026/27

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No local congestion issues, access can be achieved for both plots, having regard to the low numbers accessing the 2 private shared driveways. The Policies Map shows the proposed site is surrounded by various land allocations, some subject to development. However, as this is a proposal for just 8 dwellings, impact is minimal. Site is not within 400m of public transport stop. Limited footways along site frontage on Marsh Lane (I.E. narrow/absent/one sided).

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services, and red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Exception Test must be applied through Level 2 SFRA.

#### Level 2 SFRA

Not required.

#### Environment Agency

The EA have listed the following constraints: Flood Zone 2, Flood Zone 3.

#### Lead Local Flood Authority

There has only been one report of flooding within 100m of the site. There are no known ordinary watercourses onsite. There is a low percentage coverage of surface water risk vulnerabilities with very low covering 98%.

### Heritage/Archaeology

#### LCC rating

**Amber** – C18 deposits. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation,

which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

The site has positive and neutral effects including air quality and flood risk being neutral. Sustainable transport is identified with both negative and positive effects likely with the others being uncertain for negative.

### **Habitats Regulations Assessment**

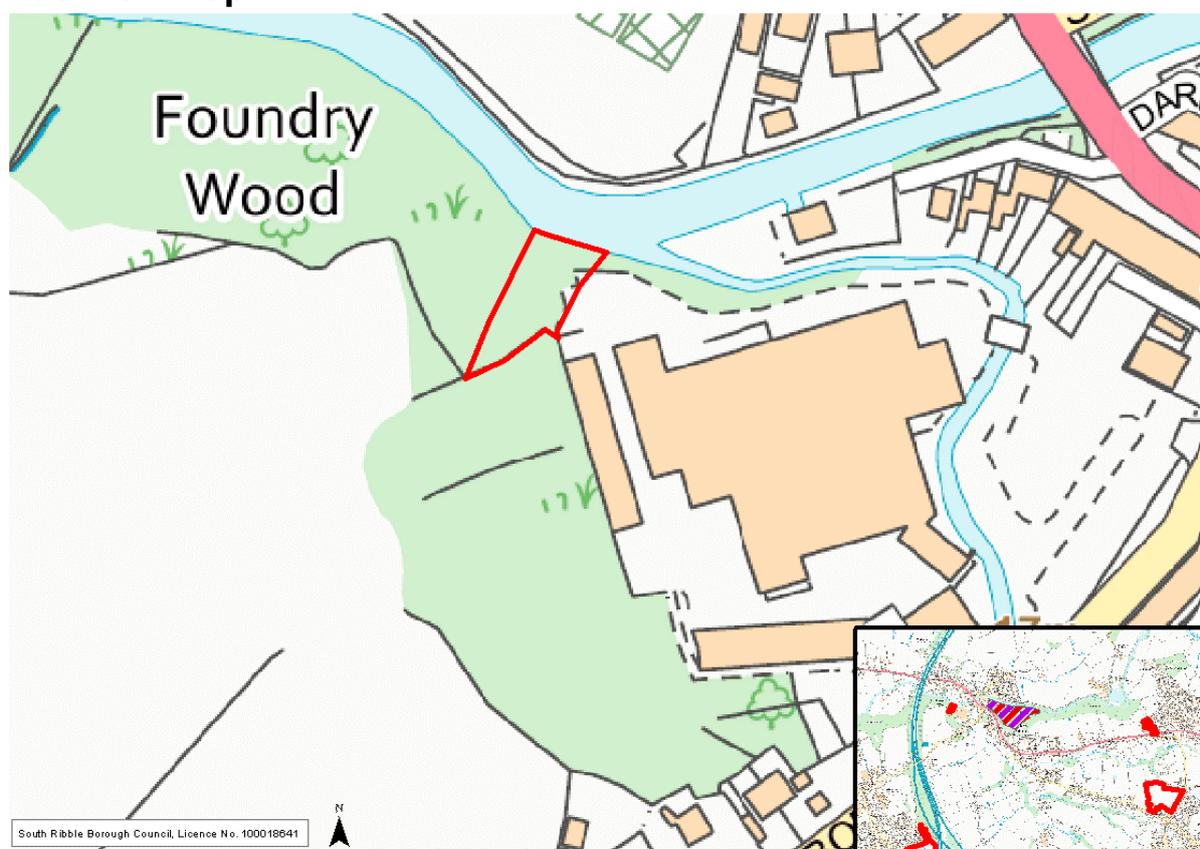
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 100

## Site Details

<b>SHELAA Reference(s)</b>	19S337a
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land North of Kittlingbourne Brow
<b>Settlement</b>	Higher Walton
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	0.08
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	The site appears to have very poor access and is constrained by trees.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	1
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Poor access. Tree coverage.

### Highways/Transport

#### LCC Access comments

No congestion issues, site is land locked, access would need to be via private road through the existing foundry. Site is within 400m of public transport stop. Good footways along Kittlingborne Brow, although narrow in parts. However, the site does not link directly to the adopted highway network – no footways or PRoW either. Site plan looks as if residents will need to walk through The Foundry to access adopted highway.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 1: Average commuter travel mode split and Metric 3: Access to proposed local transport schemes, and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

Not required, site withdrawn.

#### Environment Agency

The EA have listed the following constraints: Flood Zone 2, main river.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a medium percentage coverage of surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has mostly positive and neutral effects including positive effects for social infrastructure. The negative effects are on air quality and flood risk with the others being uncertain.

### **Habitats Regulations Assessment**

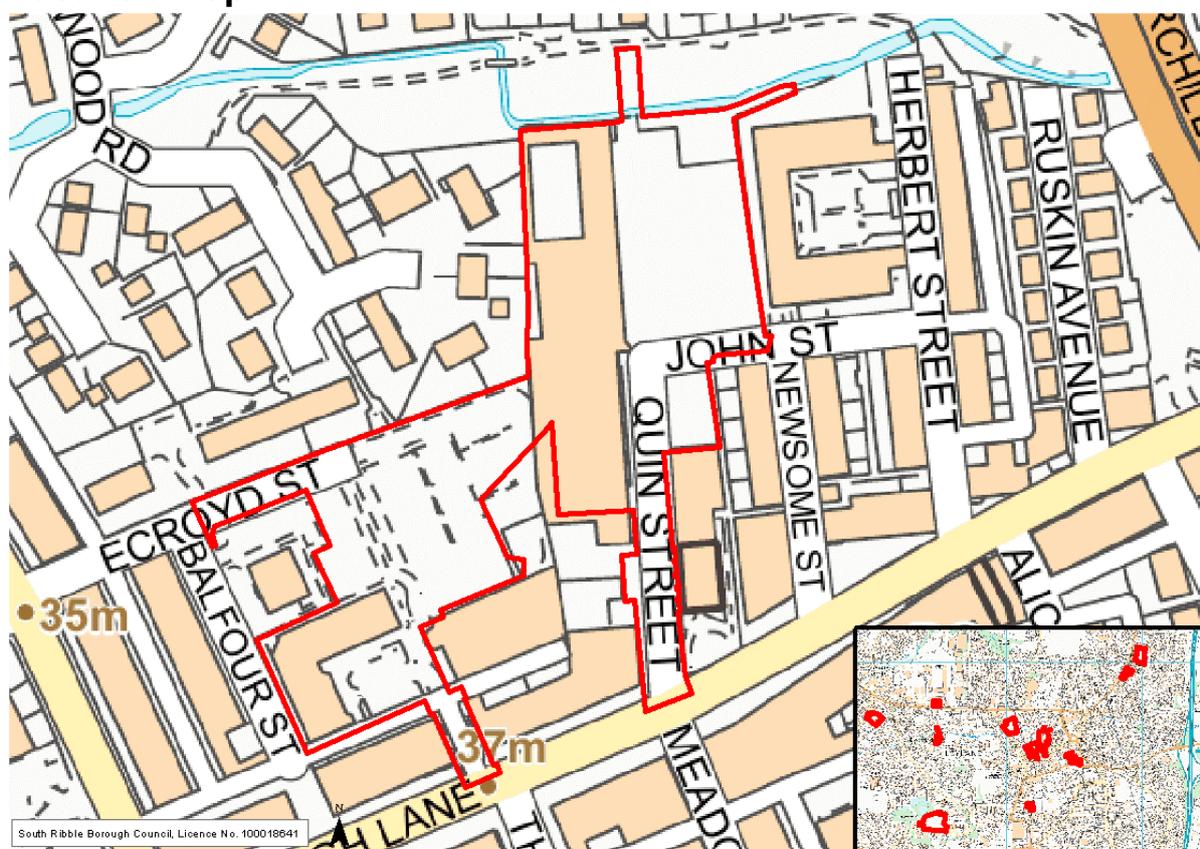
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 101

## Site Details

<b>SHELAA Reference(s)</b>	19S350
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Leyland Town Deal – Residential scheme
<b>Settlement</b>	Leyland
<b>Ward</b>	Leyland Central
<b>Size (Ha)</b>	1.87
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	47
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2022/00745/FUL, 07/2022/00748/FUL, 07/2022/00857/FUL, 07/2022/00810/FUL
Suitable	
Available	
Achievable	N – Under construction

### Constraints

U/C
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### Highways/Transport

<p><u>LCC Access comments</u> Permission (see Highways Comments) 07/2022/00745/FUL, 07/2022/00748/FUL, 07/2022/00857/FUL, 07/2022/00810/FUL Site is within 400m of public transport stop. Good pedestrian access. <u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors. All other metrics were amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Record of sewer flooding in the vicinity of the site. Site with a pressurised water main within the boundary. Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b. <u>Level 2 SFRA</u> Not required, site has permission and is under construction. <u>Environment Agency</u> The EA has identified the following constraints: Flood Zone 2, main river. <u>Lead Local Flood Authority</u> There have been no reports of flooding onsite with one report within 50m and two reports within 100m. There are no known ordinary watercourses onsite. There is medium/high percentage coverage of all surface water risk vulnerabilities.</p>
---

### Heritage/Archaeology

<p><u>LCC rating</u> <b>Amber</b> – C19 Ironworks. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered. <u>Historic England rating</u></p>
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Green – no comments.

### **Sustainability Appraisal Summary**

The site has mostly positive and neutral effects including minor positive for flood risk. The only negative is for air quality with the others being uncertain.

### **Habitats Regulations Assessment**

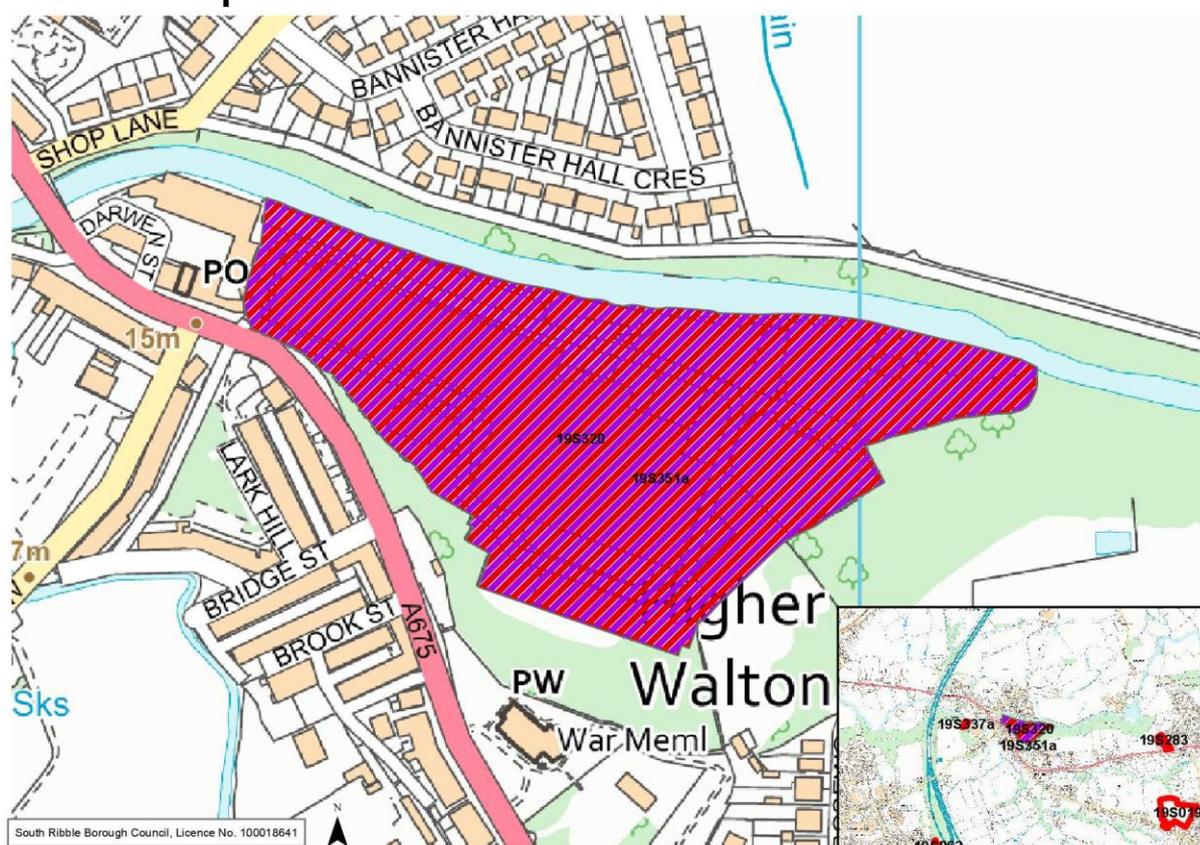
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 102

## Site Details

<b>SHELAA Reference(s)</b>	19S351a
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Higher Walton Mill, Cann Bridge St
<b>Settlement</b>	Higher Walton
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	3.54
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Duplicate of Site 96
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Mixed use: Housing and Employment
<b>Proposed number of dwellings</b>	40
<b>Proposed hectares of employment land</b>	1.77
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	
Available	
Achievable	

### Constraints

FZ2/FZ3/SWF

### Highways/Transport

#### LCC Access comments

See allocation 96 (same site). No congestion issues. Site is within 400m of public transport stop. Good footways along Cann Bridge Street but not clear how pedestrians would access the site.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and for Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All others were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.

#### Level 2 SFRA

Not required, site withdrawn.

#### Environment Agency

EA constraints: Flood Zone 2, Flood Zone 3, main river.

#### Lead Local Flood Authority

There have been no reports of flooding onsite and surrounding, nor are there any known ordinary watercourses. There is a medium percentage coverage of all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Amber** – C18 Mill site. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

The site has majority of positive effects including minor positive for flood risk and neutral effects. The site has minor negative effects for air quality with others being uncertain including biodiversity.

### **Habitats Regulations Assessment**

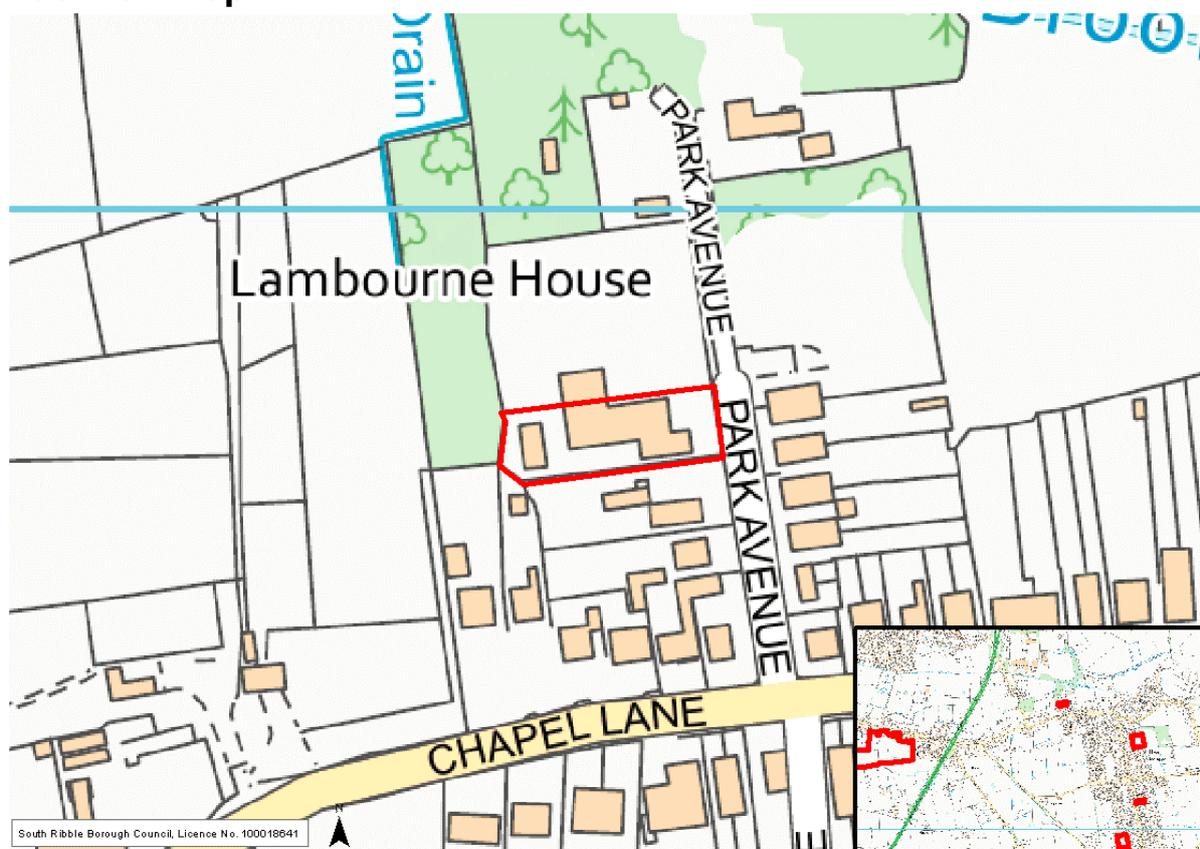
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 103

## Site Details

<b>SHELAA Reference(s)</b>	19S355a
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	The Brambles Rest Home, Park Avenue
<b>Settlement</b>	New Longton
<b>Ward</b>	New Longton and Hutton East
<b>Size (Ha)</b>	0.15
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Small brownfield site with few constraints, potentially capable of higher density residential development.
<b>Allocation reference</b>	HS3.17
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	4
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues. Access would be via a private shared drive, turning head within would be required. On street parking exists. The highway where the frontage exists is private. Ideally verge to be removed and replaced with footway. Site is within 400m of public transport stop.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 2: Proximity to current sustainable transport services, Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, and Metric 6: Proximity to key attractors. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required.

#### Level 2 SFRA

Not required, site withdrawn.

#### Environment Agency

The EA has reported no constraints.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. There is a low percentage coverage of all surface water risk vulnerabilities, with 100% coverage of very low risk.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

The site identifies mostly positive and neutral effects for the criteria including minor positive for flood risk and significant positive for health. Negative effects are identified for air quality and uncertain negative effects for biodiversity and geodiversity and landscape.

## **Habitats Regulations Assessment**

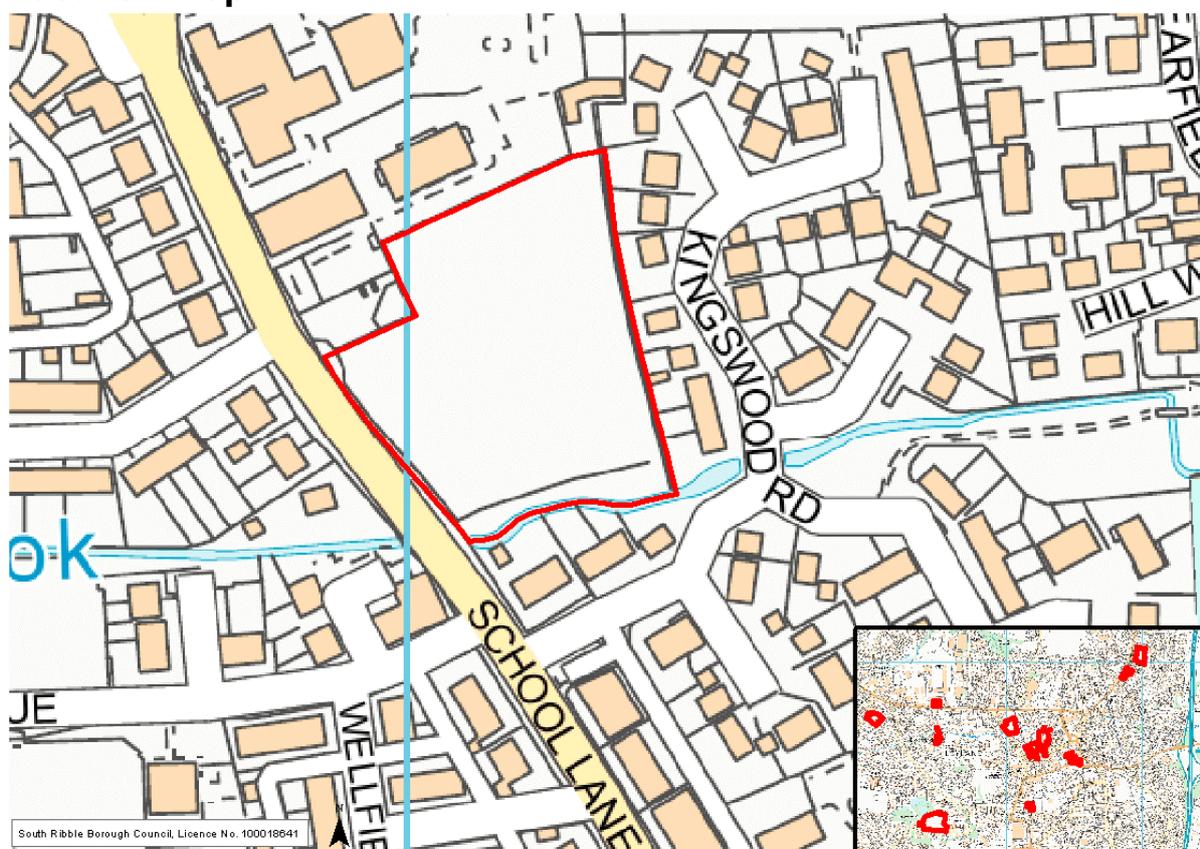
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 104

## Site Details

<b>SHELAA Reference(s)</b>	19S362
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land East of School Lane
<b>Settlement</b>	Leyland
<b>Ward</b>	Leyland Central
<b>Size (Ha)</b>	0.79
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site makes an important contribution towards the area's Green Infrastructure network.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	23
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	No
Available	N/A
Achievable	N/A

### Constraints

Green Infrastructure
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### Highways/Transport

<p>LCC Access comments</p> <p>Site frontage does experience congestion. On street parking exists, which will require managing. Contribute to congestion with some impact on Tiger junction. Site is within 400m of public transport stop. Well established area with suitable pedestrian provision.</p> <p><u>Central Lancashire Highways and Transport Strategy</u></p> <p>The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part green and part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. The site was rated green for Metric 6: Proximity to key attractors and Metric 7: Site vehicular accessibility. All other metrics were amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Sites with a gravity sewer within the boundary.
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### Flood Risk

<p><u>Level 1 SFRA</u></p> <p>Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u></p> <p>Not required, site withdrawn.</p> <p><u>Environment Agency</u></p> <p>The EA has identified the following constraints: Flood Zone 2, main river.</p> <p><u>Lead Local Flood Authority</u></p> <p>There are no flooding reports onsite or surrounding. There are no known ordinary watercourses onsite. There is a medium percentage coverage of all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u></p> <p>Green – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u></p> <p>Green – no comments.</p>
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### **Sustainability Appraisal Summary**

The site has positive or neutral effects for majority. The negative effects are significant for air quality and flood risk and minor negative effects for land resources.

### **Habitats Regulations Assessment**

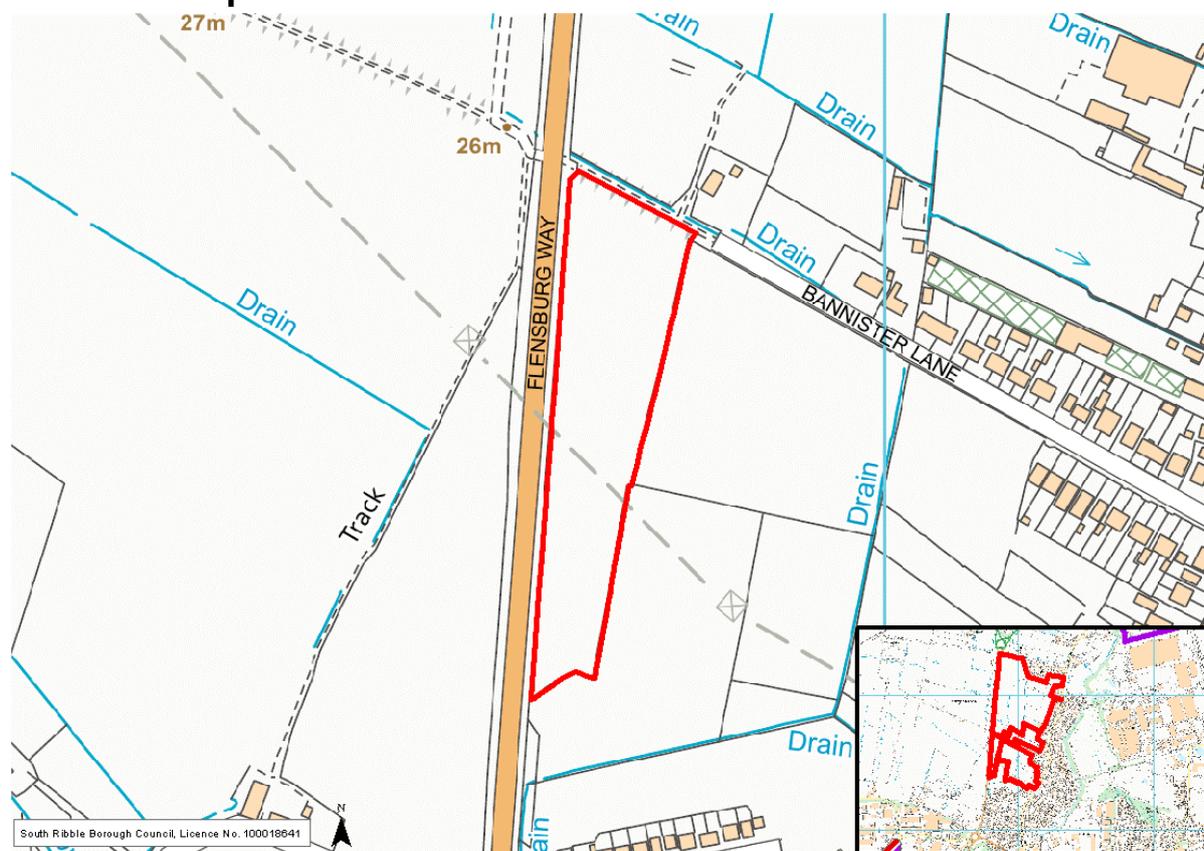
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 105

## Site Details

<b>SHELAA Reference(s)</b>	19S366
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land south of Bannister Lane, Farington Moss, Leyland, PR26 6RU
<b>Settlement</b>	Farington
<b>Ward</b>	Farrington West
<b>Size (Ha)</b>	1.72
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is surrounded by new development.
<b>Allocation reference</b>	HS3.13
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	46
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2028/29

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

No congestion issues but requires suitable access construction. Access should be via new housing estate and ideally not via Bannister Lane onto Croston Road. Bannister Lane should be truncated as part of the previous Croston Road development. Contribute to congestion at A582. Areas of influence for congestion include committed developments such as Pickerings Farm, Cuerden. Many sites south proposed south of Pickerings farm will compound impacts. Site is not within 400m of public transport stop. Pedestrian access benefits from nearby development in progress.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services and Metric 4: Existing high-volume movement flows/ capacity hot spots. The site was rated red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Sites with a gravity sewer within the boundary.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

This site is not required to pass part b) of the exception test, as it is not located within Flood Zone 3a. However, it must still be proven that the development can be safe for its lifetime, which is 100 years for residential development.

Based on current information, and the significant level of surface water risk, this site would ideally be left free of development and converted to open greenspace. This would allow the conveyance and storing of surface water and would provide amenity benefits.

#### Environment Agency

The EA has identified no constraints.

#### Lead Local Flood Authority

There have been no flooding reports onsite and two reports within 100m. There are no known ordinary watercourses onsite. Medium, low and very low surface water risk have a high percentage coverage. High risk has a medium coverage.

### Heritage/Archaeology

LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site has identified a positive effect for housing and health and negative effects for majority of criteria. The negative effects are identified for social infrastructure, air quality, flood risk and resources with the others uncertain. Both education and landscape were uncertain negative effects with sustainable transport as both positive and negative effects likely.

### **Habitats Regulations Assessment**

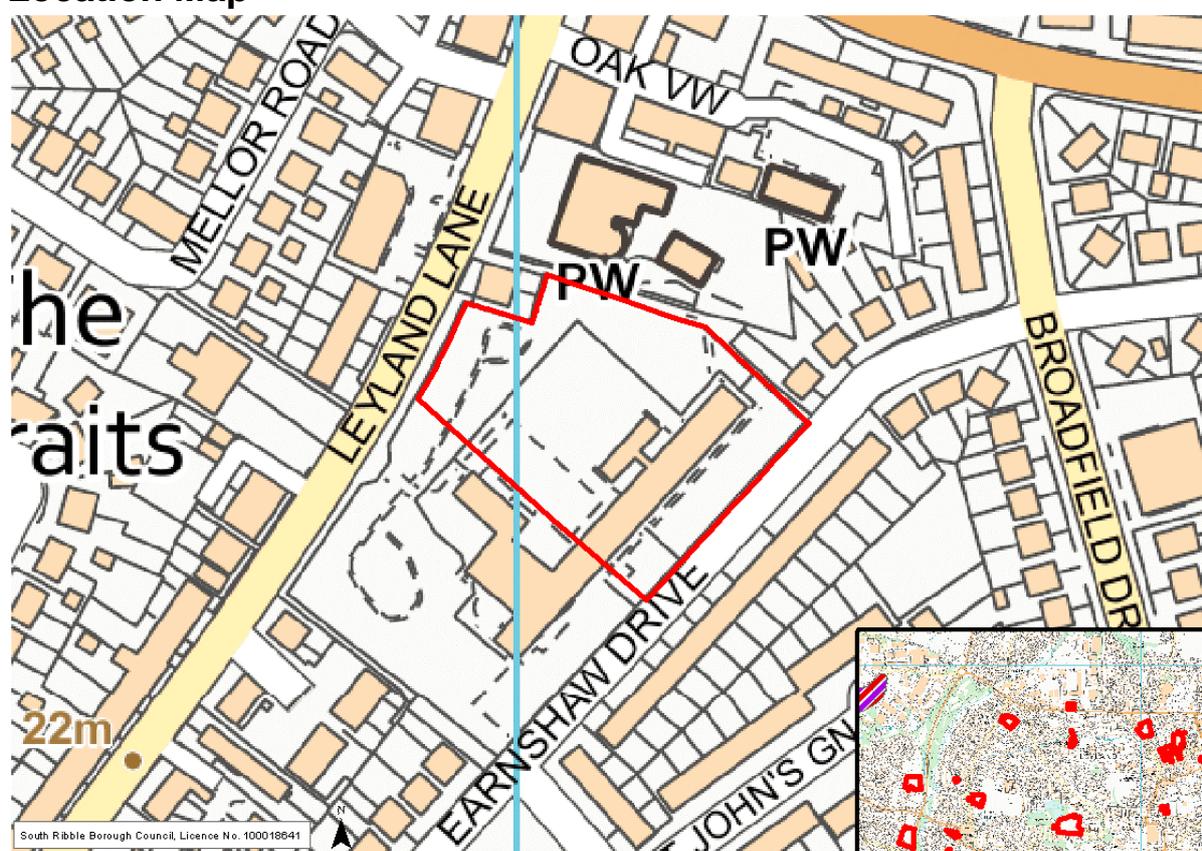
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 106

## Site Details

<b>SHELAA Reference(s)</b>	19S367
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land Adjacent to the Golden Hill School, Leyland Lane, Leyland, PR25 1QS
<b>Settlement</b>	Leyland
<b>Ward</b>	Earnshaw Bridge
<b>Size (Ha)</b>	0.69
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is Brownfield, surrounded by Green Infrastructure. A landscaping solution may be possible to retain any lost Green Infrastructure. The site has few constraints in other regards.
<b>Allocation reference</b>	HS3.15
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	20
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A

Anticipated delivery	2027/28 - 2028/29
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## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

Partly covered by Green Infrastructure
--

### Highways/Transport

#### LCC Access comments

No congestion issues, access options via both Leyland Lane or Earnshaw Drive possibly majority of units with private driveways. Contribute to congestion with some impact on Tiger junction. Site is within 400m of public transport stop. Well established pedestrian provision.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for Metric 3: Access to proposed local transport schemes and Metric 5: High level analysis of trip rates. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities. Record of sewer flooding in the vicinity of the site.
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### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Site was not assessed for SFRA Level 2.

#### Environment Agency

The EA has identified no constraints.

#### Lead Local Flood Authority

There have been no flooding reports onsite or surrounding nor are there any known ordinary watercourses onsite. There is a low percentage coverage of high and medium surface water risk, low and very low risk has a medium percentage coverage.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has positive effects including flood risk and neutral effects for most areas with negative effects for air quality with uncertain negative effects for biodiversity and geodiversity.

### **Habitats Regulations Assessment**

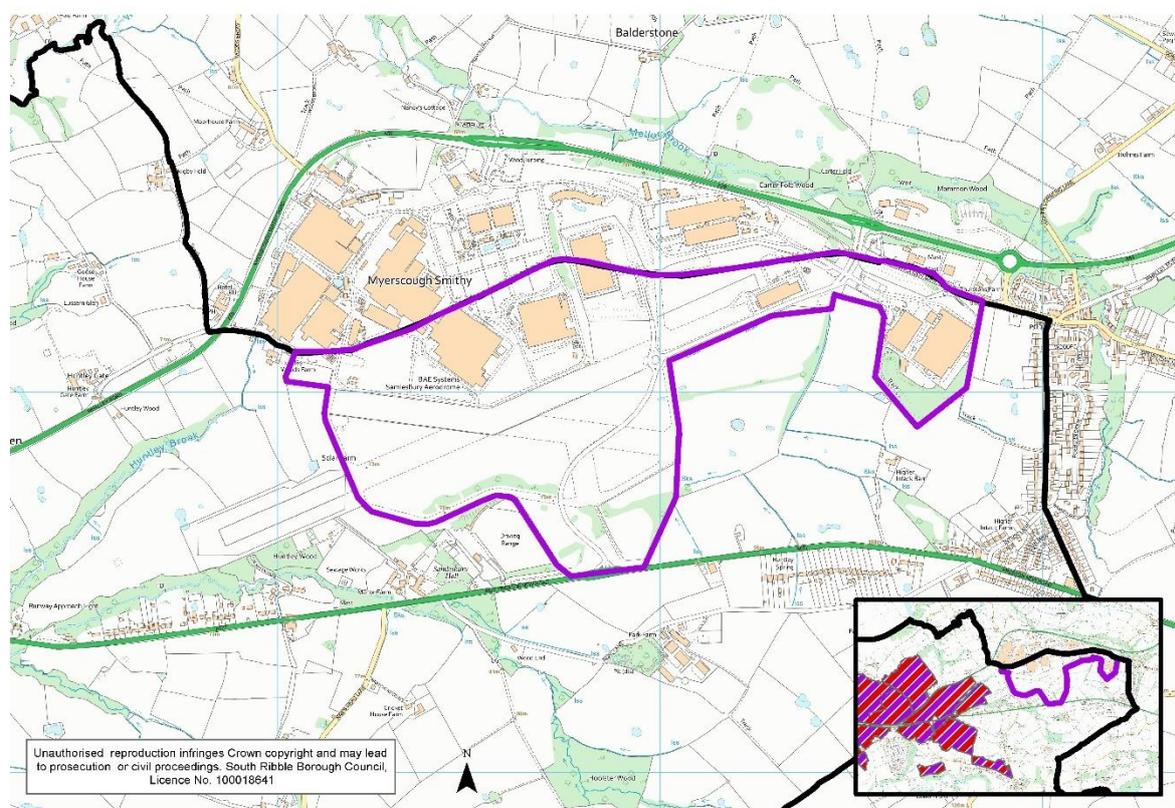
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 107

## Site Details

<b>SHELAA Reference(s)</b>	SRBC001
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Samlesbury Enterprise Zone
<b>Settlement</b>	Samlesbury
<b>Ward</b>	Samlesbury and Walton
<b>Size (Ha)</b>	142.96
<b>Current Use</b>	Mixed

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Development at the site is managed through a Local Development Order jointly prepared with Ribble Valley Council. Local Plan allocation is therefore not considered necessary.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Employment
<b>Proposed number of dwellings</b>	N/A
<b>Proposed hectares of employment land</b>	142.95
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

No significant constraints.

### Highways/Transport

#### LCC Access comments

Linked to an LDO. Contribute to congestion at A59/M6 intersection, A59, A677. Site is not within 400m of public transport stop.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services. The site was rated red for

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site at risk of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

Not required, site has LDO and is partially built.

#### Environment Agency

No EA comments.

#### Lead Local Flood Authority

There have been no reports of flooding onsite or surrounding, nor are there any known ordinary watercourses. Medium percentage coverage of all surface water risk vulnerabilities.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site mainly has positive and neutral effects including positive for flood risk and neutral for air quality. The only negative effects are social infrastructure with uncertain including biodiversity.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 108

## Site Details

<b>SHELAA Reference(s)</b>	SRBC002 (19S084)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Carrwood Rd, Lostock Hall (Lancet Homes - The Copse)
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	1.83
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	61
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2020/00440/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No significant constraints.

### Highways/Transport

LCC Access comments  
Permission (see Highways comments) 07/2020/00440/FUL.  
Central Lancashire Highways and Transport Strategy  
The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility, and part green for Metric 2: Proximity to current sustainable transport services. All other metrics were rated amber.  
The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Site has access to all utilities.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water.  
Level 2 SFRA  
Not required, site complete.  
Environment Agency  
The EA identified no constraints.  
Lead Local Flood Authority  
There have been no flooding reports onsite or surrounding up to 100m. Neither are there any ordinary watercourses. There is a low percentage coverage of medium and low surface water risk.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### **Sustainability Appraisal Summary**

Site mainly has positive and neutral effects with negative effects on flood risk and air quality, other effects are uncertain.

### **Habitats Regulations Assessment**

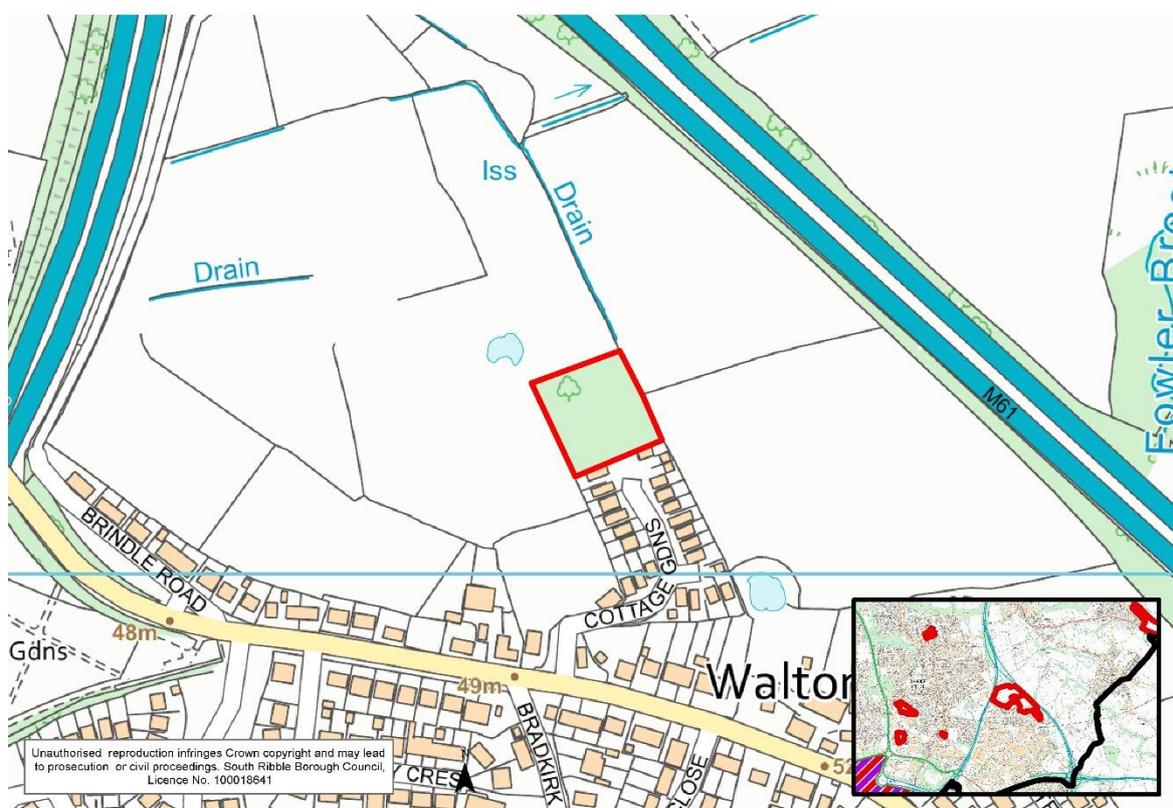
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 109

## Site Details

<b>SHELAA Reference(s)</b>	SRBC004
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Brindle Road (Land adj Cttg Gdns) - Dorbcrest Homes
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	0.36
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	11
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2020/00443/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Under construction

### Highways/Transport

LCC Access comments  
Permission (see Highways comments) 07/2020/00443/FUL  
Central Lancashire Highways and Transport Strategy  
The site was not assessed.

### Utilities

Site has access to all utilities.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water.  
Level 2 SFRA  
Not required, site under construction.  
Environment Agency  
No EA comments.  
Lead Local Flood Authority  
There have been no reports of flooding onsite or surrounding. There is one known ordinary watercourse onsite with a network of 71.89m. Medium percentage coverage all surface water risk vulnerabilities.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### Sustainability Appraisal Summary

Site mainly has neutral and positive effects with significant negative effects on flood risk and minor negative effects on air quality, other negatives are uncertain.

### Habitats Regulations Assessment

N/A – site not assessed in the HRA as it is not proposed for allocation.

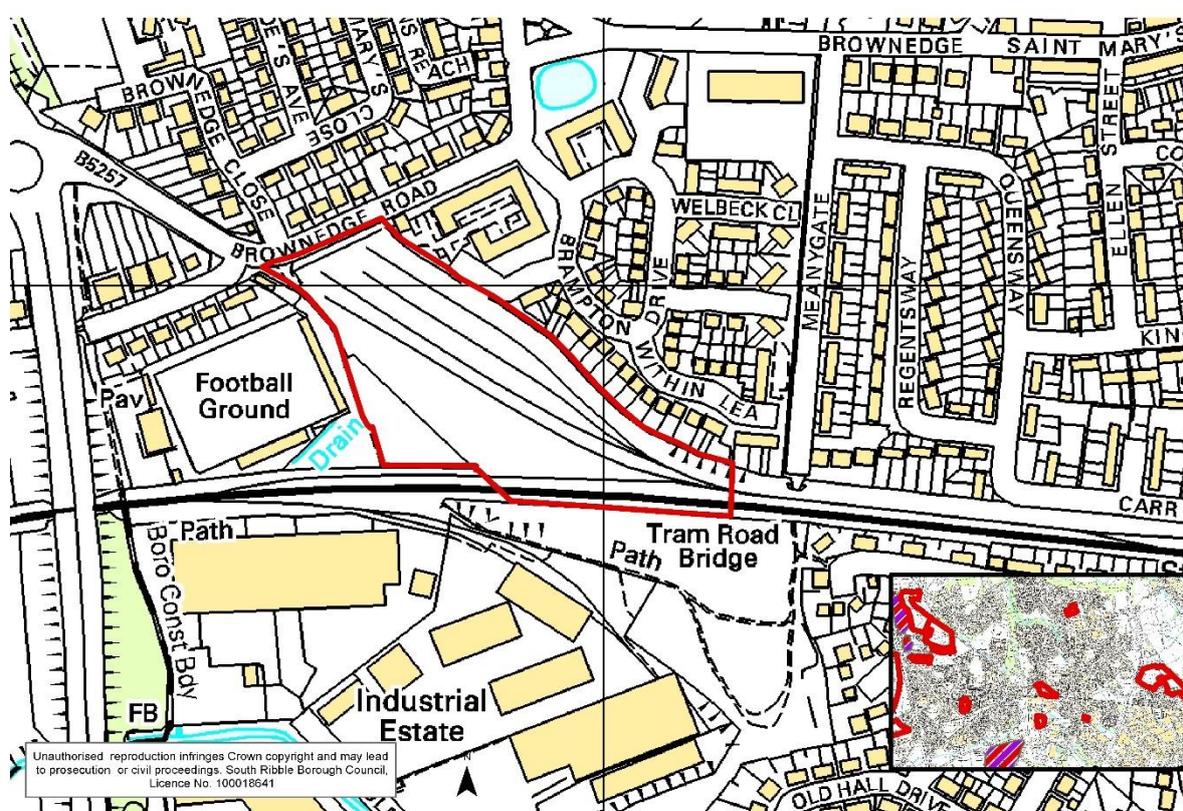


# Site Profile 110

## Site Details

<b>SHELAA Reference(s)</b>	SRBC005 (19S124)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land off Browndedge Rd/Railway Sidings
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Bamber Bridge East
<b>Size (Ha)</b>	2.7
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Duplicate of site 25
<b>Allocation reference</b>	HS3.12
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	60
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 to 2028/29

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

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### Highways/Transport

Duplicate of site allocation 25. See comments.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 4: Existing high-volume movement flows/capacity hot spots, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility, and part green for Metric 2: Proximity to current sustainable transport services. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

This site has access to all utilities. Record of sewer flooding in the vicinity of the site.

### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

This site could be allocated if development avoids the surface water ponding in the north of the site. These areas and other flow paths should be incorporated into the site design. A drainage strategy will be required for including investigation into the use of infiltration SuDS.

#### Environment Agency

Former railway sidings.

#### Lead Local Flood Authority

The only flood report has been recorded within 100m of the site. There are no known ordinary watercourses onsite. Zero percentage coverage of high and medium surface water risk with medium coverage of low/very low.

### Heritage/Archaeology

#### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

#### Historic England rating

**Green** – no comments.

## **Sustainability Appraisal Summary**

Site has vast positive effects with some neutral impacts. The only significant negative effect is on air quality, with uncertain negatives for biodiversity and geodiversity.

## **Habitats Regulations Assessment**

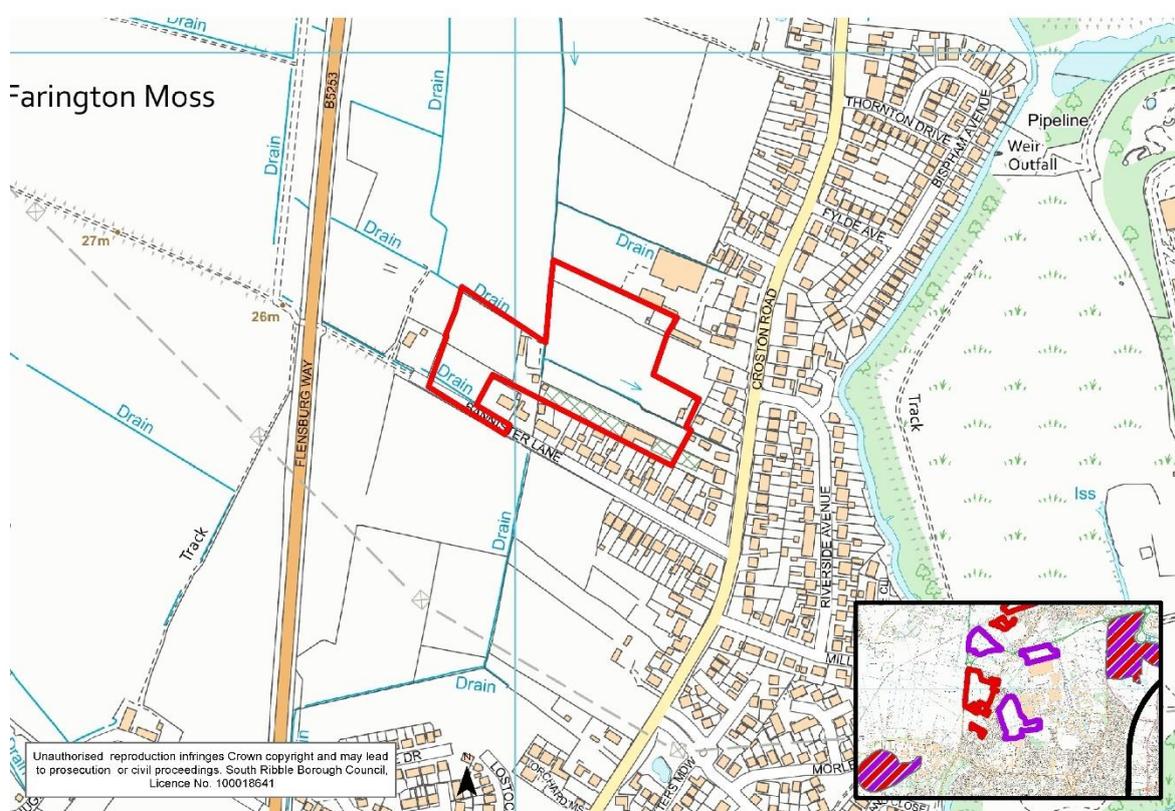
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 111

## Site Details

<b>SHELAA Reference(s)</b>	SRBC006
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	North of Bannister Ln and rear of 398 - 414 Croston Road
<b>Settlement</b>	Farington Moss
<b>Ward</b>	Farington West
<b>Size (Ha)</b>	2.78
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is unavailable.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	70
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

None
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### Highways/Transport

<p><u>LCC Access comments</u> No congestion issues but requires suitable access construction. Access should be via new housing estate and ideally not via Bannister Lane onto Croston Rd. Bannister Lane should be truncated as part of the previous Croston road development. Contribute to congestion at A582. Areas of influence include committed developments such as Pickerings Farm, Cuerden. Mant sites south proposed south of Pickerings Farm will compound impacts. Pedestrian access benefits from nearby development in progress.</p> <p><u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated part red for Metric 2: Proximity to current sustainable transport services and part red for Metric 3: Access to proposed local transport schemes. The site was rated green for Metric 7: Site vehicular accessibility. All other metrics were amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u> Recommend for withdrawal as site is within FZ3b.</p> <p><u>Level 2 SFRA</u> Not required, site withdrawn.</p> <p><u>Environment Agency</u> No EA comments.</p> <p><u>Lead Local Flood Authority</u> There have been no flood reports onsite but 4 reports within 100m. There are 7 known ordinary watercourses, creating a network of 447.88m. Medium percentage cover of all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.</p> <p><u>Historic England rating</u> <b>Green</b> – no comments.</p>
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**Sustainability Appraisal Summary**

Site has a mix of positive, neutral and negative effects including positive for housing and negative for flood risk.

**Habitats Regulations Assessment**

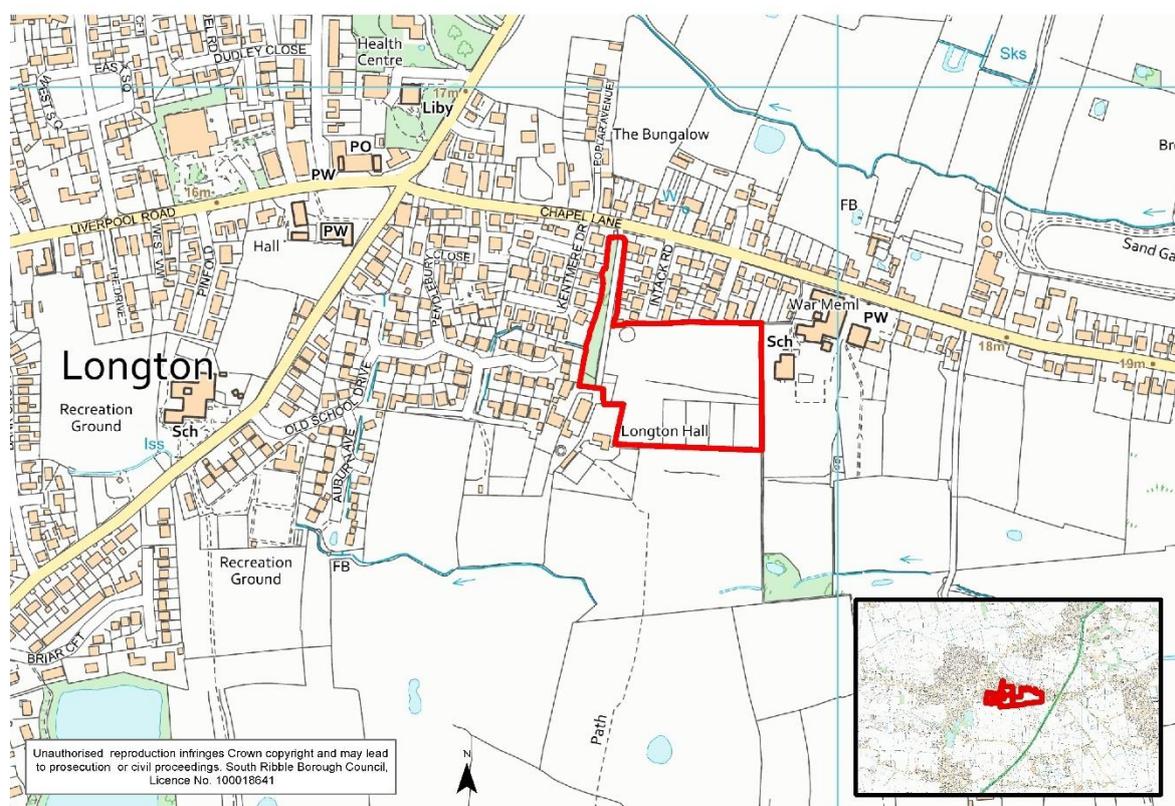
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 112

## Site Details

<b>SHELAA Reference(s)</b>	SRBC007 (19S164)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land adjoining Longton Hall Farm, South of Chapel Lane
<b>Settlement</b>	Longton
<b>Ward</b>	Longton & Hutton West
<b>Size (Ha)</b>	2.4
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is a continuation of a previous allocation.
<b>Allocation reference</b>	HS3.3
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	60
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2028/29 - 2033/34

## Site Assessment

### Overview

Existing planning permission?	No
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

#### LCC Access comments

Chapel Lane suffers from congestion. Old farm access is not suitable for a site access. Current use of farm access already exceeds kerb line. Access could be used for peds/cyclists/emergency vehicles only. Needs to link into wider strategy with other sites all masterplanned. Contribution to congestion at A59 Liverpool Road/Longton Bypass impacts – known to suffer from significant congestion. Site is within 400m of public transport stop. Adequate pedestrian access.

#### Central Lancashire Highways and Transport Strategy

The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 3: Access to proposed local transport schemes and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were rated amber.

The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site.
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### Flood Risk

#### Level 1 SFRA

Strategic Recommendation B – Level 2 SFRA required due to surface water.

#### Level 2 SFRA

It should be appropriate to develop this site for more vulnerable purposes given its location in Flood Zone 1 and the majority of the site being at very low surface water flood risk.

Given the scattered nature of risk across the site, a drainage strategy would be required to ensure there is no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on layout plans and detailed design and full consultation with the LLFA.

Any FRA should consider modelling the Hall Pool watercourse to determine the level of fluvial flood risk it presents to the site.

#### Environment Agency

The EA has identified no constraints.

#### Lead Local Flood Authority

There has been one flood report onsite, one within 50m and 3 with 100m. There are no known ordinary watercourses onsite. There is a medium percentage coverage of all surface water risk vulnerabilities.

## Heritage/Archaeology

### LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

### Historic England rating

**Amber** – there is a heritage asset adjacent to the site. Longton Hall Farmhouse has now been delisted and the Heritage Impact assessment indicates that subject to suitable design it is anticipated that limited harm would arise to the non-designated heritage asset as a result of residential development on the site.

## Sustainability Appraisal Summary

Site mostly has positive effects including sustainable transport, social infrastructure and health and neutral effects including air quality with a significant negative effect on flood risk and few negative effects which are uncertain.

## Habitats Regulations Assessment

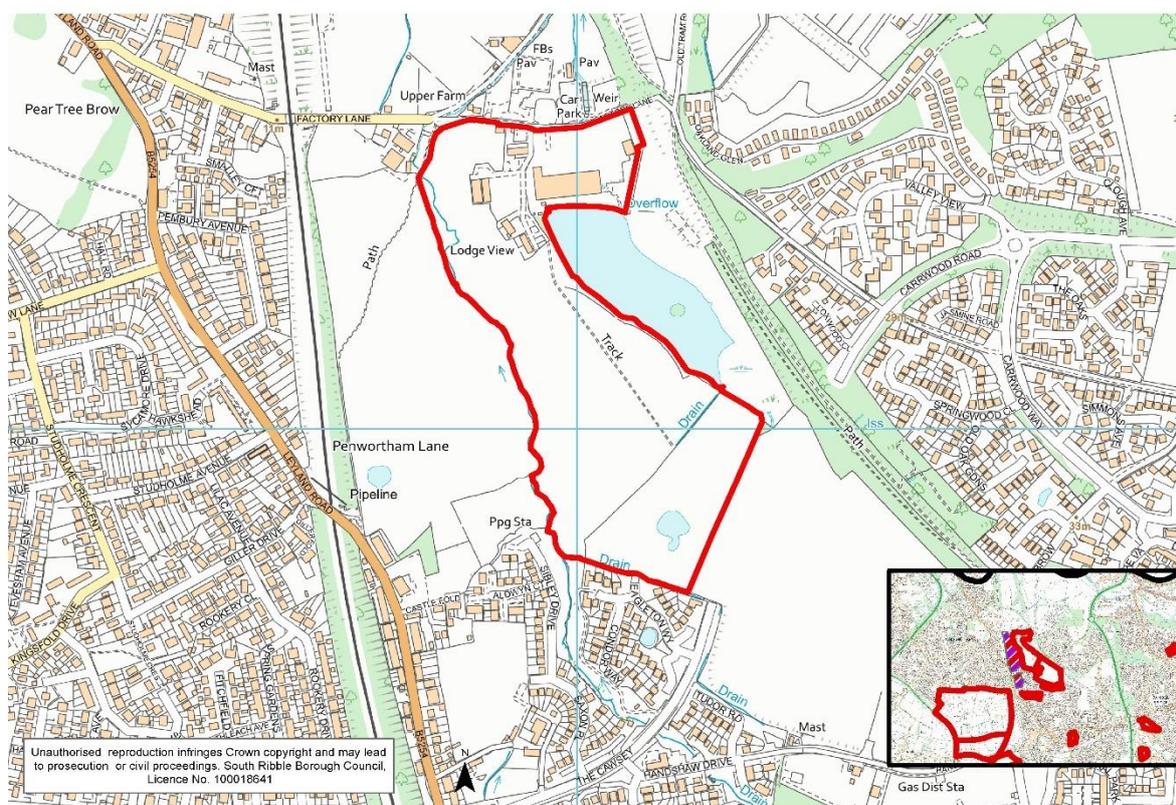
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 113

## Site Details

<b>SHELAA Reference(s)</b>	SRBC008
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Vernon Carus Site/Penwortham Mills, Factory Lane excluding Sumpter Horse Site
<b>Settlement</b>	Penwortham
<b>Ward</b>	Middleforth/Walton-le-Dale West
<b>Size (Ha)</b>	18
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	301
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

None
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### Highways/Transport

<p>Existing Planning Permission (see Highways comments). <u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 1: Average commuter travel mode split. The site was rated green for Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility, and part green for Metric 4: Existing high-volume movement flows/ capacity hot spots. All other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

<p>Record of sewer flooding in the vicinity of the site. Site within close proximity to wastewater treatment works. Site at risk from reservoir flooding. A detailed assessment will be undertaken. Site is located near to a wastewater treatment works which could affect the principle of the development, the layout or the need for mitigating measures at the wastewater treatment works.</p>
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b. <u>Level 2 SFRA</u> Not required, site has permission and construction started. <u>Environment Agency</u> No EA comments. <u>Lead Local Flood Authority</u> LLFA - There have been no flood reports onsite or surrounding. There are four known ordinary watercourses onsite with a network 420.18m. Medium percentage coverage of all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> Green – no archaeological interest. <u>Historic England rating</u> Green – no comments.</p>
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### Sustainability Appraisal Summary

<p>Site mainly has positive effects with some neutral and one minor negative for air quality with other effects being uncertain.</p>
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## Habitats Regulations Assessment

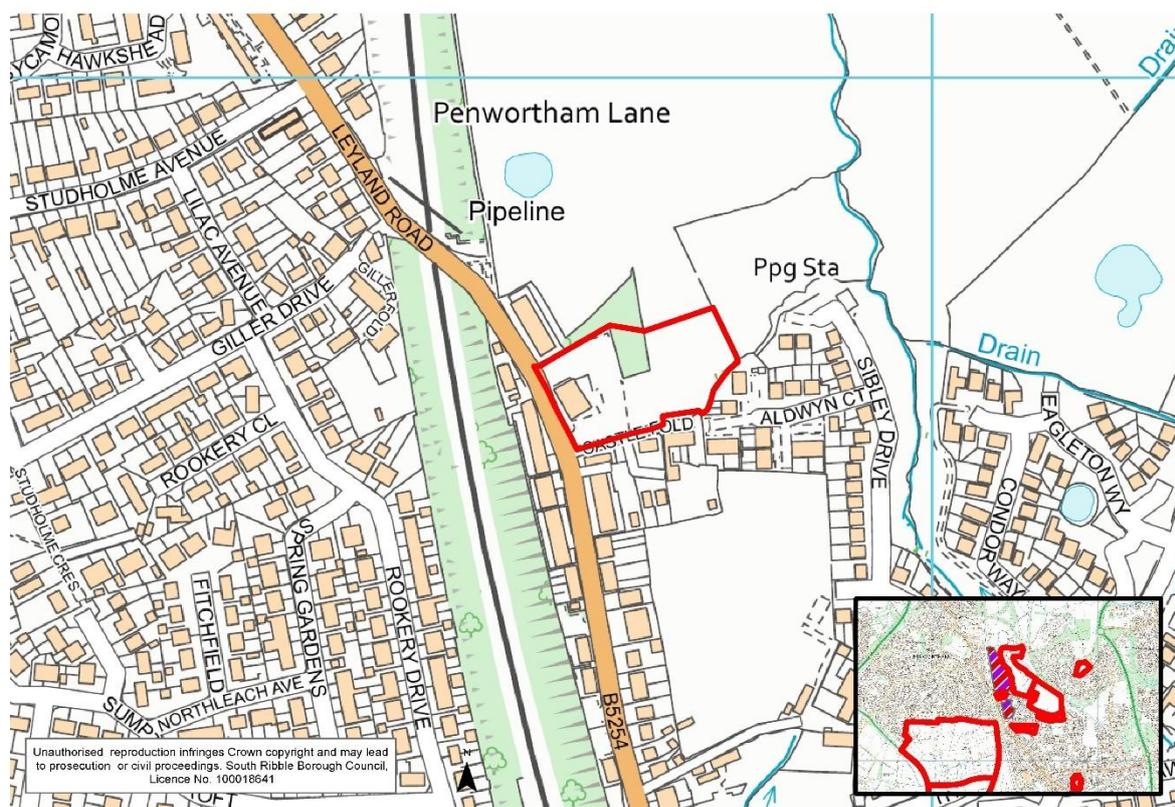
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 114

## Site Details

<b>SHELAA Reference(s)</b>	SRBC009 (19S162, 19S266)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Sumpter Horse (linked to Vernon Carus Site/Penwortham Mills, Factory)
<b>Settlement</b>	Penwortham
<b>Ward</b>	Middleforth/Walton-le-Dale West
<b>Size (Ha)</b>	0.96
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site was safeguarded for future development and is now released for housing. It has few constraints.
<b>Allocation reference</b>	HS3.4
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	25
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2025/26- 2030/31

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2020/01035/FUL
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None
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### Highways/Transport

<p>Planning Permission (see Highways comments) 07/2020/01035/FUL <u>Central Lancashire Highways and Transport Strategy</u></p> <p>The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 1: Average commuter travel mode split. The site was rated green for Metric 3: Access to proposed local transport schemes, Metric 5: High level analysis of trip rates, Metric 7: Site vehicular accessibility, and part green for Metric 4: Existing high-volume movement flows/ capacity hot spots. All other metrics were amber.</p> <p>The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation B – Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u> This site was included within the wider Land south of Factory Lane site for the level 2 SFRA. The key findings of the Level 2 SFRA were as follow, however it should be noted that most comments relate to the wider site and not specifically to the Sumpter Horse site.</p> <ul style="list-style-type: none"><li>- An update to the Penwortham Lane 2006 model should be used to update this Level 2 SFRA at the earliest opportunity to provide a robust strategic assessment of flood risk to this site and the surrounding areas. This should be based on up to date hydrology, terrain data and channel and structure survey to inform on safe site design and layout.</li><li>· It would be acceptable to use updated modelling to suitably assess risk through a site-specific FRA, as well as/instead of a Level 2 SFRA update.</li><li>· There should be no development within the functional floodplain. There should also be no development within 8m of the unnamed watercourse adjacent to the eastern boundary of the site. The EA recommend for an 8m no development buffer for all main rivers to enable access for maintenance activities. This should be converted to a blue / green corridor to provide ecological, amenity and social value.</li></ul>
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- Based on current information, this site could be allocated if development avoids the area at modelled fluvial risk along the eastern boundary of the site.
- Were this site to be allocated based on current information, the LPA must make it clear that this site cannot be developed until the required information detailed in this SFRA on flood hazard information from the Penwortham Lane model is fully ascertained.
- A detailed drainage strategy will be required given the large area of this site being converted from open space to development. The use of infiltration SuDS should be investigated.

Environment Agency

Ordinary watercourse down eastern edge of site small areas of Flood Zone 2 and 3 along the eastern edge. Pond on site.

Lead Local Flood Authority

There have been no reports of flooding onsite and surrounding nor are there any known ordinary watercourses. All surface water risk vulnerabilities have a low percentage coverage, with very low having 100% coverage.

**Heritage/Archaeology**

LCC rating

**Green** - On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

**Green** – no comments.

**Sustainability Appraisal Summary**

Site has a mix of positive effects including social infrastructure and sustainable transport, neutral effects and negative effects including air quality and flood risk. Other effects are uncertain.

**Habitats Regulations Assessment**

The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

The HRA Screening also identified potential adverse effects from the development of this site allocation in relation to physical damage and loss of functionally linked land. An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a wintering bird survey is required for this site to assess the presence of any winter bird species, determine whether these bird species or their food sources are at risk, and where necessary identify mitigation measures. In response to this recommendation, this

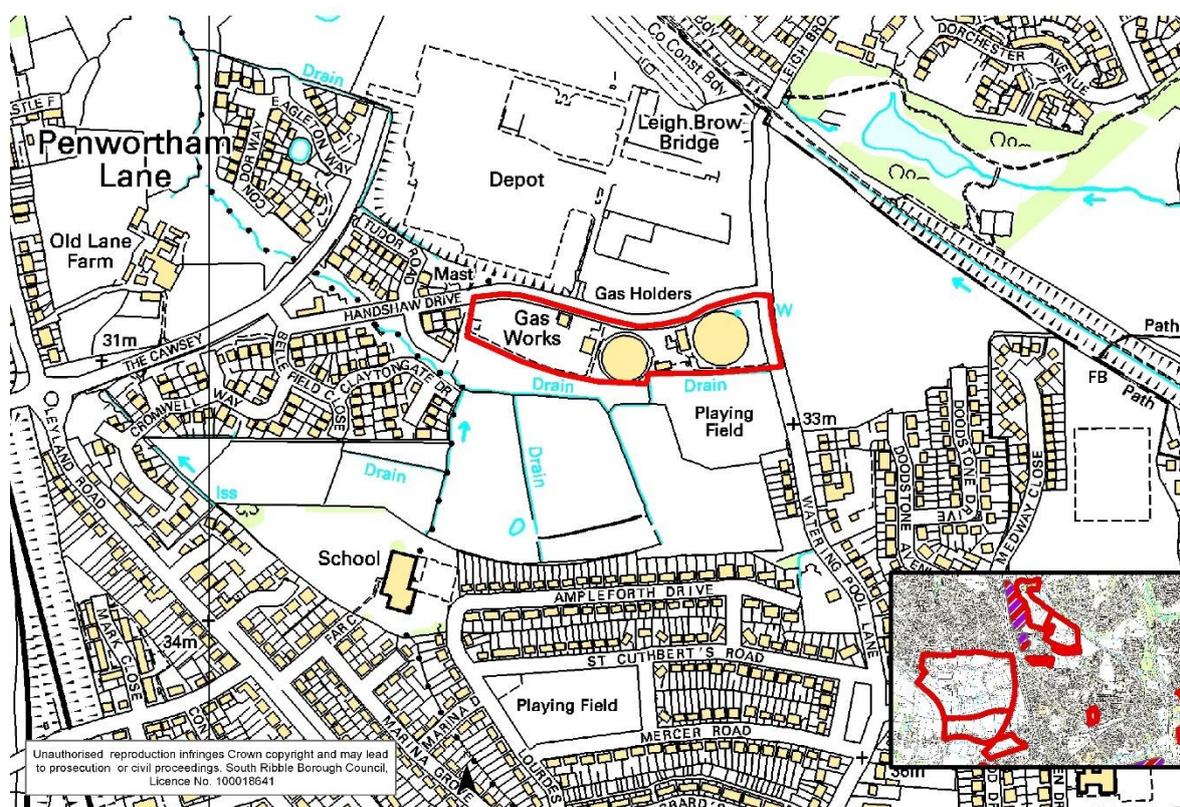
requirement has been added to Policy EN7 and will apply to any future planning applications on this site.

# Site Profile 115

## Site Details

<b>SHELAA Reference(s)</b>	SRBC010
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Gas Holders Site (Morris Homes) (aka Land off Wateringpool Lane)
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	1.9
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	Yes
<b>Justification</b>	Site is brownfield and a continuation of an existing allocation.
<b>Allocation reference</b>	HS3.14
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	22
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	2027/28 - 2028/29

## Site Assessment

### Overview

Existing planning permission?	No 07/2018/9534/FUL - Awaiting signature of S106 agreement.
Suitable	Yes
Available	Yes
Achievable	Yes

### Constraints

None

### Highways/Transport

07/2018/9534/FUL  
Central Lancashire Highways and Transport Strategy  
The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was rated red for Metric 1: Average commuter travel mode split and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 7: Site vehicular accessibility, and part green for Metric 4: Existing high-volume movement flows/ capacity hot spots. All other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.

### Utilities

Record of sewer flooding in the vicinity of the site.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water.  
Level 2 SFRA  
Not assessed for SFRA Level 2  
Environment Agency  
No EA comments.  
Lead Local Flood Authority  
No reports of flooding have been recorded onsite although one has been recorded within 50m and another within 100m. There are no known ordinary watercourses onsite. There is 0% coverage of high surface water risk, with medium coverage for other surface water risk vulnerabilities.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

## **Sustainability Appraisal Summary**

Site mainly has positive effects with some neutral. The site has a negative effect on air quality and some uncertain negatives including biodiversity and geodiversity.

## **Habitats Regulations Assessment**

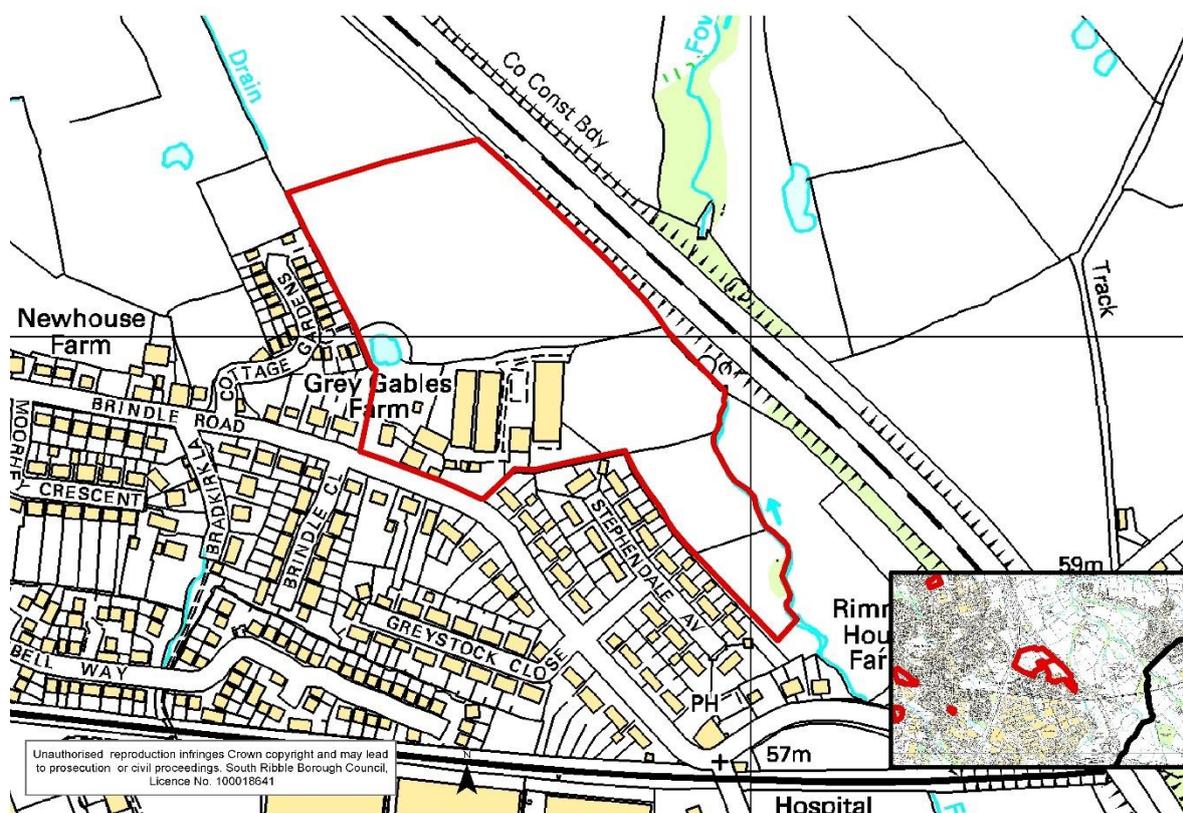
The HRA Screening identified potential adverse effects from the development of all site allocations in relation to noise, vibration and lighting disturbance of functionally linked land (land that plays a vital role in supporting the biodiversity and ecological processes of nearby internationally protected Habitat Sites). An Appropriate Assessment was undertaken to assess these effects in more detail and recommended in order to provide certainty that there would be no adverse effects, a Construction Environmental Management Plan is required for all site allocations to demonstrate the provision of suitable best practice construction measures. In response to this recommendation, this requirement has been added to Policy EN14 and will apply to any future planning applications on all site allocations.

# Site Profile 116

## Site Details

<b>SHELAA Reference(s)</b>	SRBC013
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Brindle Rd, Bamber Bridge (Bellway - Grey Gables Farm) - Phase 2
<b>Settlement</b>	Bamber Bridge
<b>Ward</b>	Coupe Green & Gregson Ln
<b>Size (Ha)</b>	6.39
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permissioned and complete.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	193
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2017/2900/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

N/A
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### Highways/Transport

<p><u>LCC Access comments</u> Planning Permission (see Highways comments) 07/2017/2900/FUL <u>Central Lancashire Highways and Transport Strategy</u> The Stage 0 Transport Assessment undertook a high-level RAG assessment of each site against 7 metrics. The site was red rated for Metric 1: Average commuter travel mode split, Metric 3: Access to proposed local transport schemes, and part red for Metric 2: Proximity to current sustainable transport services. The site was rated green for Metric 4: Existing high-volume movement flows/ capacity hot spots and Metric 7: Site vehicular accessibility. All other metrics were rated amber. The overall Strategy highlights areas where further investment is needed and presents a framework of improvements needed which will be addressed through the Local Plan.</p>
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### Utilities

Site has access to all utilities.
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### Flood Risk

<p><u>Level 1 SFRA</u> Strategic Recommendation A – Recommend for withdrawal as site is within FZ3b. <u>Level 2 SFRA</u> Not required, site complete. <u>Environment Agency</u> No EA comments. <u>Lead Local Flood Authority</u> There have been no flooding reports onsite or surrounding the site up to 100m. There is one known ordinary watercourse, creating a network 113.42m. All surface water risk vulnerabilities have a medium percentage coverage.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u> <b>Green</b> – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation. <u>Historic England rating</u> <b>Green</b> – no comments.</p>
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### **Sustainability Appraisal Summary**

Site mostly has neutral and positive effects with a significant negative for flood risk and minor negative effect on air quality (a few other negative effects are uncertain).

### **Habitats Regulations Assessment**

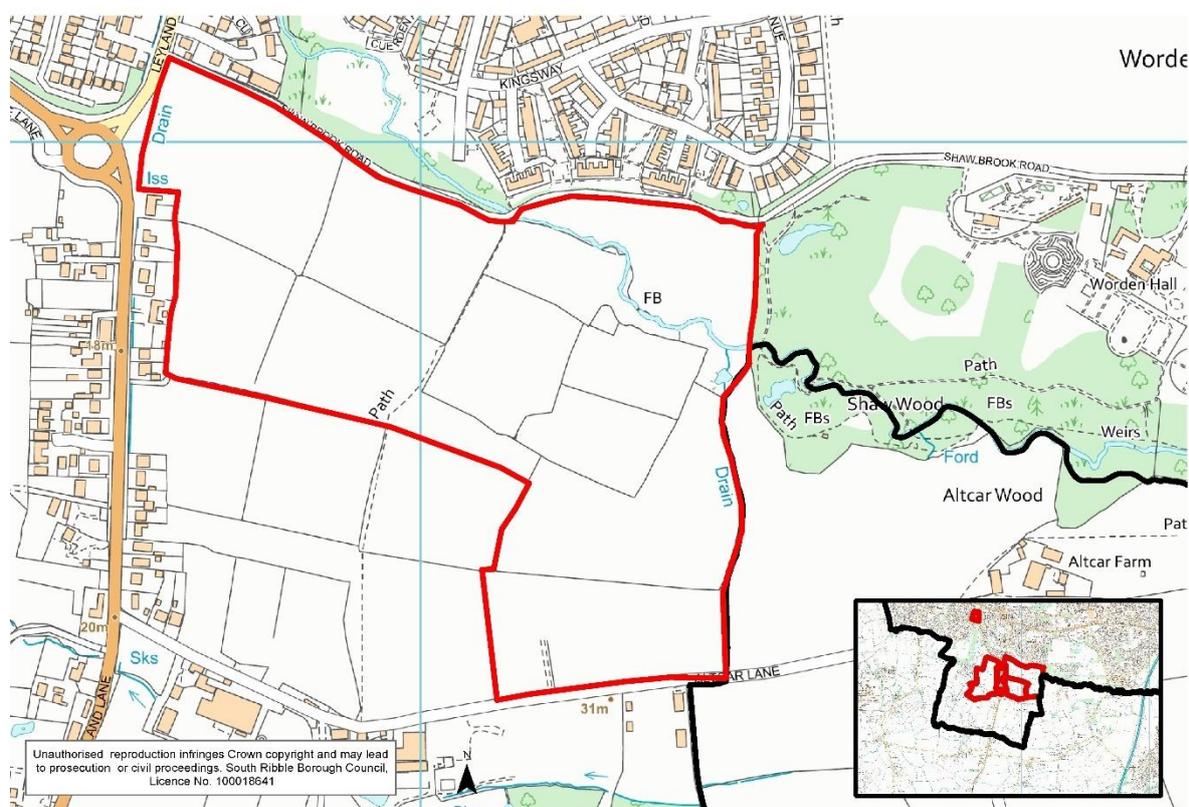
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 117

## Site Details

<b>SHELAA Reference(s)</b>	SRBC018 (19S058)
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Land between Altcar Ln and Shaw Brook Rd (Wade Hall) (Redrow) aka Worden Gardens
<b>Settlement</b>	Leyland
<b>Ward</b>	Seven Stars
<b>Size (Ha)</b>	20.36
<b>Current Use</b>	Greenfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	N/A
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	390
<b>Proposed hectares of employment land</b>	N/A
<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	N/A

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2021/01247/REM, 07/2020/00935/REM, 07/2019/0300/REM, 07/2018/1674/REM
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

Under construction

### Highways/Transport

LCC Access comments  
Planning Permission (see Highways comments) 07/2021/01247/REM,  
07/2020/00935/REM, 07/2019/0300/REM and 07/2018/1674/REM  
Central Lancashire Highways and Transport Strategy  
This site was not assessed in the Stage 0 Transport Assessment.

### Utilities

Site has access to all utilities.

### Flood Risk

Level 1 SFRA  
The site has not been considered as part of the Level 1 SFRA. While part of the allocation boundary is within Flood Zone 2/3, the site already has planning permission. A Level 2 SFRA is still required to identify any flood risk mitigation measures necessary to make the allocation safe without increasing risk elsewhere. In the absence of a Level 2 SFRA, the LPA does not have the evidence to demonstrate the allocation can be safely developed without increasing flood risk elsewhere. We would recommend using the approved FRA for applications 07/2016/0591/OUT and 07/2021/01247/REM to inform the Level 2 SFRA.

Level 2 SFRA  
The site not assessed for SFRA Level 2.

Environment Agency  
Hall Carr Watercourse, main river, forms northern edge of site. Small area of Flood Zone 3 in NW corner.

Lead Local Flood Authority  
There have been no reports of flooding onsite, although 3 have been recording within 50m and 4 within 100m. There are four known ordinary watercourses onsite, creating a network of 223.74m. There is a low percentage coverage of medium and low surface water risk, with a medium percentage coverage of high and very low SW risk.

### Heritage/Archaeology

LCC rating

**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.

Historic England rating

**Green** – no comments.

### **Sustainability Appraisal Summary**

Site mainly comprises of neutral and positive effects. Many of the highlighted significant negative effects are uncertain and negatives on air quality and flood risk.

### **Habitats Regulations Assessment**

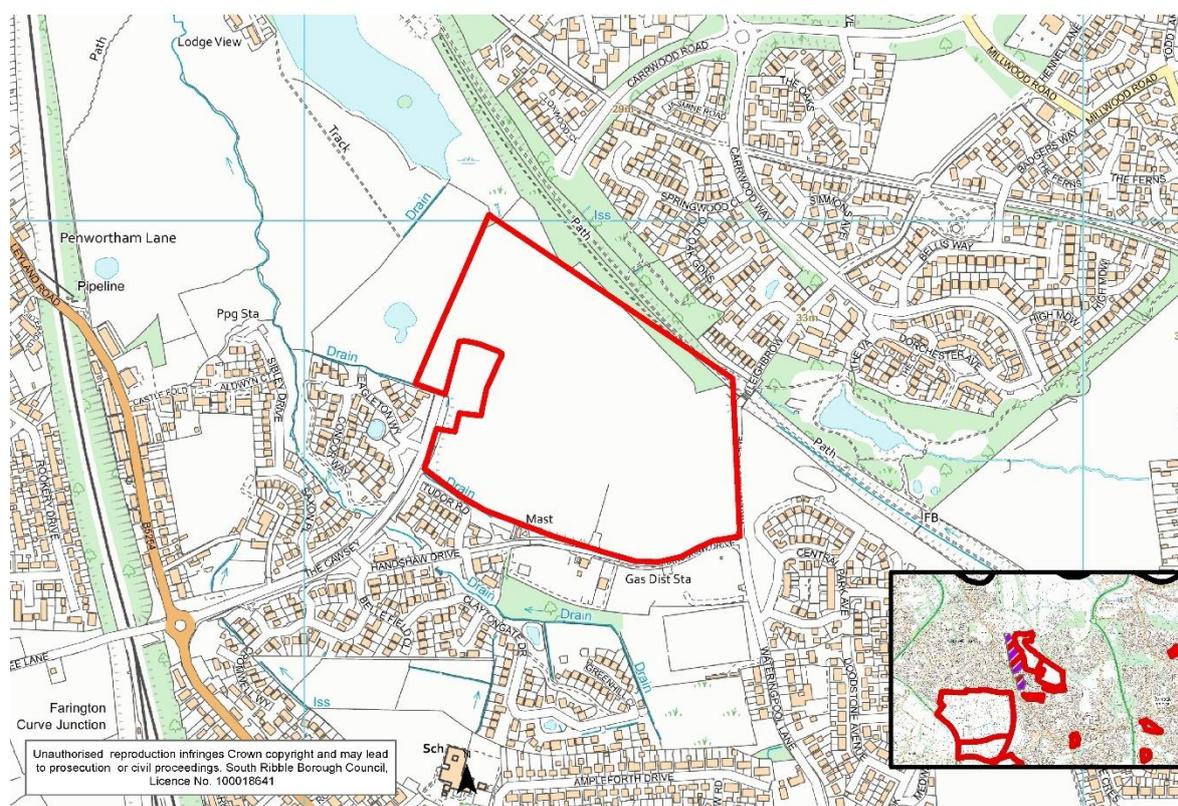
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 118

## Site Details

<b>SHELAA Reference(s)</b>	SRBC020
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Lostock Hall Gas Works, Leyland Rd/The Cawsey/Land at Leyland Rd (Morris Homes - St Mary's Park) aka Land between Lyme Rd and The Cawsey
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	12
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	281
<b>Proposed hectares of employment land</b>	N/A

<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2015/0315/REM
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No significant constraints
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### Highways/Transport

<p><u>LCC Access comments</u></p> <p>Planning Permission (see Highways comments) 07/2015/0315/REM</p> <p><u>Central Lancashire Highways and Transport Strategy</u></p> <p>This site was not assessed within the Stage 0 Transport Assessment.</p>
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### Utilities

Site has access to all utilities. On-site modelled sewer flood risk. Record of sewer flooding in the vicinity of the site.
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### Flood Risk

<p><u>Level 1 SFRA</u></p> <p>Strategic Recommendation B – Level 2 SFRA required due to surface water.</p> <p><u>Level 2 SFRA</u></p> <p>Not required – site is under construction.</p> <p><u>Environment Agency</u></p> <p>No EA comments.</p> <p><u>Lead Local Flood Authority</u></p> <p>There have been no flooding reports onsite, with two reports within 50m and two within 100m. There are three known ordinary watercourses, making a network of 131.92m. There is a medium percentage coverage of all surface water risk vulnerabilities.</p>
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### Heritage/Archaeology

<p><u>LCC rating</u></p> <p><b>Amber</b> – Demolished farmstead on 1st Edition OS 1:10560 mapping, Lancashire Sheet 69, surveyed 1844-6. The site could be put forward for allocation, but any planning application to develop the site will need to be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation. The development will in all likelihood require a level of as yet unknown archaeological</p>
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mitigation, which might take the form of preservation in situ, or by record, depending on the significance of the features encountered.

Historic England rating

Green – no comments.

### **Sustainability Appraisal Summary**

Site has many positive effects including flood risk with some neutral and one certain negative minor effect which is air quality, with other negatives being biodiversity and landscape but are uncertain.

### **Habitats Regulations Assessment**

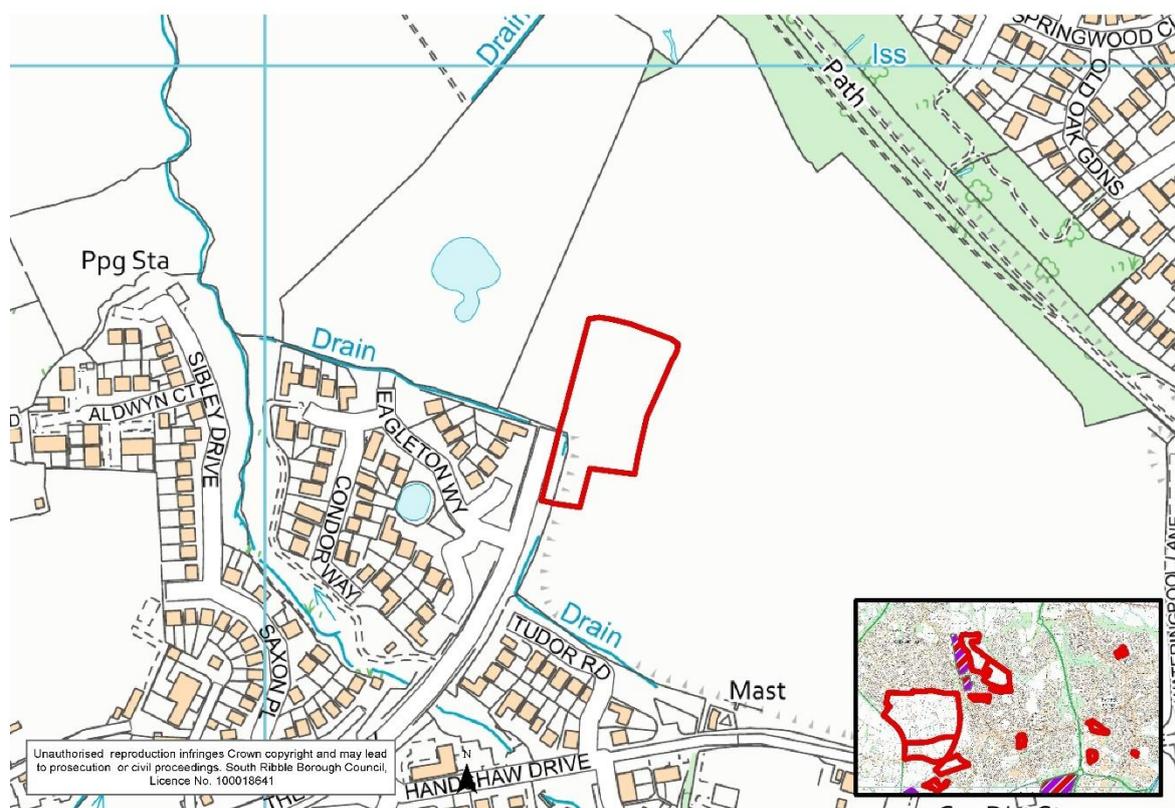
N/A – site not assessed in the HRA as it is not proposed for allocation.

# Site Profile 119

## Site Details

<b>SHELAA Reference(s)</b>	SRBC021
<b>Local Authority</b>	South Ribble Borough Council
<b>Site Name</b>	Lostock Hall Gas Works, Leyland Rd/The Cawsey/Land at Leyland Rd (Morris Homes - St Mary's Park) aka Land between Lyme Rd and The Cawsey - additional area
<b>Settlement</b>	Lostock Hall
<b>Ward</b>	Walton-le-Dale West
<b>Size (Ha)</b>	0.52
<b>Current Use</b>	Brownfield

## Location Map



## Proposed Allocation

<b>Selected as allocation?</b>	No
<b>Justification</b>	Site is fully permitted and under construction already.
<b>Allocation reference</b>	
<b>Proposed use</b>	Housing
<b>Proposed number of dwellings</b>	12
<b>Proposed hectares of employment land</b>	N/A

<b>Proposed hectares for other uses</b>	N/A
<b>Anticipated delivery</b>	

## Site Assessment

### Overview

Existing planning permission?	Yes 07/2020/00365/FUL
Suitable	Yes
Available	No
Achievable	N/A

### Constraints

No significant constraints.

### Highways/Transport

LCC Access comments (see Highways comments) 07/2020/00365/FUL

Central Lancashire Highways and Transport Strategy

This site was not assessed under the Stage 0 Transport Assessment.

### Utilities

Site has access to all utilities. Site at risk of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities. Site has a record of sewer flooding which will need to be carefully considered in the design and master planning process for any development at this site. The site promoter will be required to engage with United Utilities.

### Flood Risk

Level 1 SFRA  
Strategic Recommendation B – Level 2 SFRA required due to surface water.

Level 2 SFRA  
Not required, site under construction.

Environment Agency  
No EA comments.

Lead Local Flood Authority  
There have been no flooding reports onsite or surrounding up 100m. There are two known ordinary watercourses onsite, creating a network of 46.39m. There is zero coverage of high and medium surface water risk.

### Heritage/Archaeology

LCC rating  
**Green** – On the basis of the information currently held in the HER the proposed allocation site does not contain any known sites of archaeological interest, or the site is not

considered to have an archaeological potential. The site can be allocated without any further archaeological investigation.  
Historic England rating  
**Green** – no comments.

### **Sustainability Appraisal Summary**

Site mainly has positive effects with some neutral and negative effect for air quality with both positive and negative effect on health and well-being. The significant negative effect biodiversity is uncertain along with other uncertain effects.

### **Habitats Regulations Assessment**

N/A – site not assessed in the HRA as it is not proposed for allocation.