

**CENTRAL LANCASHIRE LOCAL PLAN
PREFERRED OPTIONS – PART ONE**

Representations by Redrow Homes Ltd

Appendices

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1.0 Introduction

- 1.1 These appendices are to be read in conjunction with the Redrow Homes Ltd (Redrow) representations to the Central Lancashire Local Plan Preferred Options Part One Consultation (CLLP).
- 1.2 The purpose of these appendices is to provide further information on each of the sites Redrow are promoting for residential development in the CLLP. The sites are available, suitable and achievable with a realistic prospect that housing could be delivered on them within five years, hence they are 'deliverable' in terms of the definition provided at Annex 2 of the National Planning Policy Framework (NPPF).
- 1.3 The following sites are covered within these appendices;
 - Tincklers Lane, Eccleston
 - Town Lane, Whittle-le-Woods
 - Harrison's Farm, Adlington
 - Land to the south of Flensburg Way, Farington
 - Land at Croston Road, Farington

2.0 Tincklers Lane, Eccleston (CH/HS1.38)

2.1 The land at Tincklers Lane, Eccleston is identified as a proposed site allocation under reference CH/HS1.38. Redrow supports the identification of this site for residential development. This chapter supports the allocation through demonstrating the site is available, suitable and achievable.

Available

2.2 Redrow is a major national plc housebuilder, with a proven track record of delivering high quality housing developments across Central Lancashire. Redrow control the vast majority of the proposed site allocation at Tincklers Lane and can therefore confirm it is available for development now. The small part of the proposed allocation not controlled by Redrow (land south of Hope Cottage) is also available for development and the owner has previously submitted a planning application which was found to be invalid. In our view, there are no legal or ownership impediments to development of CH/HS1.38 proceeding.

Suitable

2.3 The principle of housing development on the part of the land controlled by Redrow has been established through the grant of outline permission for up to 80 dwellings on appeal (20/013310/OUTMAJ). A reserved matters application was subsequently submitted to Chorley Council and a decision is currently pending (22/00748/REMAJ). There are no overriding constraints on the remainder of the land around Hope Cottage, which is also suitable for housing, most logically as an addition to the planned Redrow development.

Achievable

2.4 As indicated above, a large part of the allocation site already benefits from an outline planning permission and the NPPF states that sites with outline permission should be considered deliverable if there is clear evidence that housing completions will be achieved within five years. That is certainly the case here, as the land is controlled by a national housebuilder and a reserved matters application is pending determination. Redrow expect to commence development later this year.



3.0 Town Lane, Whittle-le-Woods (CH/HS1.53)

- 3.1 The land at Town Lane, Whittle-le-Woods is identified as a proposed site allocation under reference CH/HS1.53. Redrow supports the identification of this site for residential development. This chapter supports the allocation through demonstrating the site is available, suitable and achievable.

Available

- 3.2 Redrow is a major national plc housebuilder, with a proven track record of delivering high quality housing developments across Central Lancashire. Redrow control the vast majority of the proposed site allocation at Town Lane, Whittle-le-Woods and can confirm it is available for development now. A small parcel of land on the opposite side of Town Lane is not controlled by Redrow, but that land has no bearing on the development potential of the wider allocation site. In our view, there are no legal or ownership impediments to prevent the early development of CH/HS1.53.
- 3.3 Redrow have previously promoted the land on the northern side of Town Lane through the development plan process, most recently through a representation made to the CLLP Issues and Options consultation. Redrow are planning to bring its part of the allocation site forward immediately and are committed to delivering a high-quality new development.

Suitable

- 3.4 The site is in a suitable location for housing being located within Whittle-le-Woods, which is identified as a Tier 3 District Centre in the CLLP. The CLLP is clear that these are areas which are recognised to be suitable for residential development. The site is also located within close proximity to a range of services and facilities including a primary school, pharmacy, convenience store, children's nursery and bus routes.
- 3.5 The suitability of the land for housing was considered as part of a planning appeal for the construction of up to 250 dwellings on the land in February 2022 (20/01347/OUTMAJ). Although the appeal was dismissed, the proposal was only found to be defective on a narrow point concerning the details of a pedestrian and cycle link at the western end of the site. That matter has since been addressed through pre-app discussions with LCC Highways and a revised outline application is currently pending determination (22/01142/OUTMAJ).
- 3.6 Housing development at this location would consolidate the urban expansion of Whittle-le-Woods, which has progressively filled the gap between the A6 and the M61 over the past 60 years. Further development at Town Lane would be the logical next stage in the process of rounding off the settlement.
- 3.7 A number of technical studies have been commissioned by Redrow to support its proposals for the land on the northern side of Town Lane. These are summarised below.

Access and Highways

- 3.8 There is potential for safe vehicular access from Town Lane. This is proposed at the eastern end of the site and has been carefully considered taking into account site levels and visibility. Pedestrian and cycle movements to Town Lane can be accommodated through a new footpath within the site and also by the creation of an accessible pedestrian /cycle connection midway along the Town Lane frontage, close to the speed limit change from 40mph to 20mph. These connections will provide safe and convenient connections to the centre of Whittle-le-Woods. A range of off-site highway improvements are also proposed, including introducing priority working on a section of Town Lane, on-street parking improvements and additional signage.

Ecology

- 3.9 Ecology surveys have been carried out on the land for a number of years. These surveys have confirmed that the planned development will have no impact upon statutory designated sites for nature conservation. Indeed, there are opportunities to significantly enhance the biodiversity of this site, through enhancements to existing wildlife habitats. Existing hedgerows, ditches and trees would be retained and incorporated into the new development and a habitat enhancement zone created adjacent to the River Lostock.

Flood risk and drainage

- 3.10 The significant majority of the site falls within Flood Zone 1 – identifying the site as having the lowest probability of flooding. A small area adjacent to the River Lostock is located in Flood Zones 2 and 3, where the probability of flooding is greater, but no development is proposed in those areas. Surface water attenuation storage can be provided on-site to accommodate flows from a 1 in 100 year storm event, plus a 40% allowance for climate change.

Land quality

- 3.11 An agricultural land classification study has determined that the majority of the site comprises grade 3b land with some elements of grade 4. A ground report has also been undertaken, which determined that there is a low risk of contamination and ground gas.

Noise

- 3.12 A noise assessment has been undertaken and suitable noise mitigation can be provided within the site. Noise mitigation will only be required for homes closest to the M61 motorway. Those homes closest to the M61 would be orientated to reduce noise in their rear gardens and an acoustic barrier would be provided along the eastern boundary (earth bund and/or acoustic fence). When combined, these measures would achieve a satisfactory level of noise mitigation within the site.

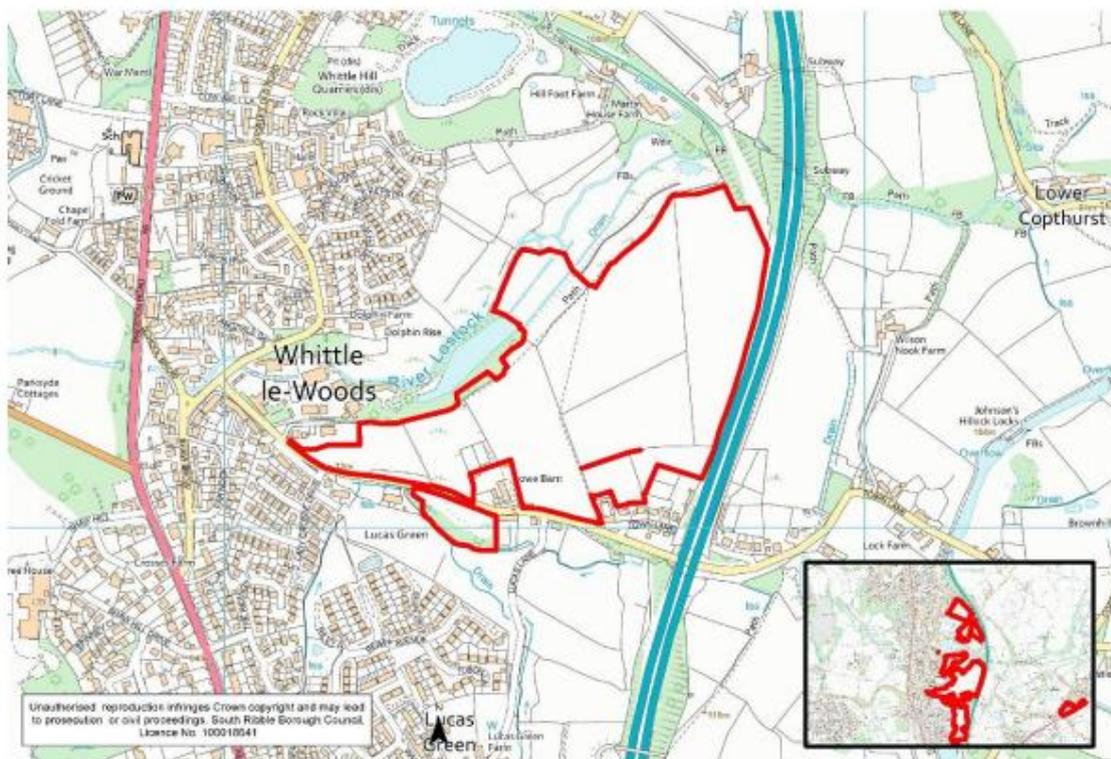
Site Masterplan

- 3.13 The technical studies undertaken demonstrate that there are no overriding constraints which would prevent the site being developed for housing and have been used to inform a conceptual masterplan for the site.

Achievable

- 3.14 No unsurmountable constraints have been identified which would preclude development taking place or suggest a requirement for significant abnormal costs. On that basis, Redrow believe the land is economically viable and that housing can be delivered quickly.

Location Map



4.0 Harrison's Farm, Adlington

- 4.1 This site is designated as Safeguarded Land in the adopted Chorley local plan. The site is located to the west of the centre of Adlington and has well defined boundaries comprising The Common to the west, Windsor Avenue to the north and Old School Lane to the south and east.
- 4.2 The CLLP states that all safeguarded land in Chorley has either been draft allocated for development or has been discounted due to constraints. This site has been discounted. Redrow dispute that the land has been properly assessed and discounted for the reasons set out below.
- 4.3 The Chorley site assessment profile published as part of the Part One consultation documents, identified that the site is suitable, available and achievable. Whilst some constraints were noted, for example utilities crossing the site and a requirement for an archaeological desk-based assessment, these are by no means insurmountable constraints which would preclude development. Therefore, it is unclear (and unexplained) why this parcel of safeguarded land has been discounted. Further details on the site's availability, suitability and achievability are provided below.

Available

- 4.4 Redrow is a major national plc housebuilder, with a proven track record of delivering high quality housing developments across Central Lancashire. Redrow are currently working with landowners who control part of the site and the remainder of the land is owned by Chorley Council. As such, there appear to be no legal/ownership reasons why the land could not be developed for housing, were it to be allocated in the CLLP.

Suitable

- 4.5 Redrow consider that the site is in a suitable location for housing. The site is located within Adlington, which is identified as a Tier 3 District Centre in the CLLP. The CLLP is clear that these are areas which are recognised to be suitable for residential development. The site is also well contained being surrounded by development on three sides and is located within close proximity to a range of services and facilities, including a primary school, train station, pub and retail services.
- 4.6 A number of technical studies and desktop information have been collated in respect of this site and these are summarised below.

Access and Highways

- 4.7 Safe vehicular access to the site can be provided by a new priority junction onto The Common. There is also potential to create additional pedestrian links to the centre of Adlington via Harrison Road.

Flood risk

- 4.8 The site lies within Flood Zone 1, where the risk of flooding is low.

Heritage

- 4.9 The Old School House is located at the southern most boundary of the site. This heritage asset is Grade II listed. To the east, Red House Bridge No 68 and the aqueduct over the River Douglas are also Grade II listed. These heritage assets do not preclude residential development on the site, but they would need to be sensitively considered to ensure their setting is respected and preserved.

Trees and hedgerows

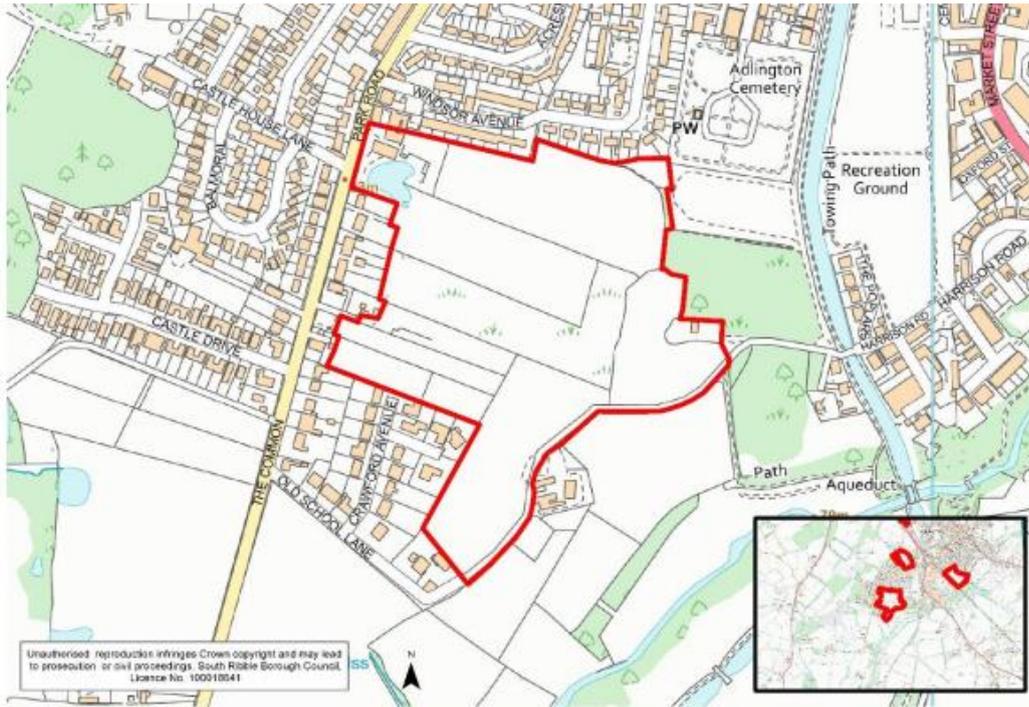
- 4.10 The existing trees and hedgerows on the site follow field boundaries and could be retained and incorporated into any development proposals as wildlife corridors or alongside footpath links. Additional enhancements to improve the biodiversity on the site would also be possible, to ensure a net gain is achieved.

Master planning

- 4.11 A comprehensive masterplan across the proposed site would provide the opportunity to secure the most efficient use of the land and a range of benefits for the site, including enhanced walking and cycling connections to Adlington, public open space and wildlife habitat improvements. The proposed site boundaries are shown below.

Achievable

- 4.12 There are no unsurmountable constraints identified through the technical studies which would indicate a requirement for significant abnormal costs. Redrow consider the land is ideally placed to contribute to meeting housing needs and would be economically viable. Furthermore, Redrow believe the land has the potential to deliver about 200 much needed new homes.



5.0 Land south of Flensburg Way, Farington

- 5.1 This site is currently designated as Green Belt within the adopted local plan. Redrow consider that the land should be removed from the Green Belt and allocated for housing or alternatively safeguarded to meet longer term development needs, for the reasons set out in our representations.
- 5.2 The retention of this site within the Green Belt is illogical. Planning permission for significant residential development has been granted on the land immediately south of this site (Farington Mews) and a further Green Belt release is proposed to the north of Flensburg Way (SR/EP1.3), consolidating development in this area. The Open Land Designations Study identified the site within parcel P62. Parcel P62 also includes the land to the north of Flensburg Way and the land to the east of Croston Road. Redrow's assessment of the role of this site in contributing to Green Belt purposes is set out below.

Purpose	Analysis in Open Land Designations Study	Redrow's assessment of this site
Purpose 1 – checking unrestricted sprawl	Moderate Contribution – land is partially contained although has some connectivity with the wider Green Belt to the west.	Limited/no contribution – this parcel is fully contained by the A582 and surrounding highway infrastructure. The site is also well connected to the existing urban area on its southern boundary. These boundaries are readily recognisable and likely to be permanent as required by paragraph 143 of the NPPF. The parcel has no connectivity to the wider Green Belt.
Purpose 2 – preventing neighbouring towns from merging	Significant Contribution – parcel lies in a very narrow gap which maintains separation between Leyland and Lostock Hall. The narrowness of the gap means it is performing a significant role in	Limited/no contribution - the A582 provides a strong defensible barrier to the west and north preventing towns from merging and ensuring that the development would be well contained. The impact on the gap

	preventing merging.	would be further diminished as a result of the planned expansion to the north of the Lancashire Business Park which has been carried forward from the South Ribble Local Plan (SR/EP1.5) and the proposed Green Belt release for employment land to the north of Flensburg Way (SR/EP1.3)
Purpose 3 – Assisting in safeguarding the countryside from encroachment	Moderate contribution – although large areas of the parcel have rural uses, the urbanising influence of nearby settlements means there are no strategically-sized areas of land that have strong distinction from all urban edges.	Limited/Moderate contribution – whilst much of the land is in agricultural use, there are strong urbanising influences as a consequence of the existing development to the south (including SR/HS1.3) and a number of dwellings and commercial enterprises within the site itself.
Purpose 4 – Preserving the setting and special character of historic towns	Limited/no contribution – the parcel does not contain land that contributes to the setting or special character of any historic town.	Limited/no contribution - agreed
Purpose 5 – Assisting in urban regeneration	Equal contribution	Equal contribution - agreed

5.3 The study concludes that Purpose 2 is likely to be the most significant consideration when determining the potential release of land for development within the parcel.

5.4 The land to the north of Flensburg Way (Farington Moss, land at Lodge

Lane, Flensburg Way and Penwortham Way (ref: SR/EP1.3) has been allocated for employment in the CLLR and is also contained within P62. However, an equal consideration of the significance of Purpose 2 has not been applied to the land to the south of Flensburg Way. This appears to be unjustified and irrational.

- 5.5 The remainder of this chapter will explain why Redrow consider that the land to the south of Flensburg Way is available, suitable and achievable.

Available

- 5.6 Redrow is a major national plc housebuilder, with a proven track record for delivering high quality housing developments across Central Lancashire. The site has also been promoted by the landowners through various Call for Sites exercises, evidencing that the site is available for development.

Suitable

- 5.7 Redrow consider that the site is in a suitable location for housing. The land is located within Farington Moss, which is identified as a Tier 2 Main Urban Area in the CLLP. The CLLP is clear that these are areas which are recognised to be suitable for residential development and that growth in these centres is of strategic importance. Therefore, if Green Belt releases are required during the plan period, or in order to meet longer term development needs, the land south of Flensburg Way would provide a sustainable pattern of development as required by paragraph 142 of the NPPF.
- 5.8 Analysis of desktop information is sufficient to evidence the suitability of this site for residential development.

Access and Highways

- 5.9 Vehicular access to the site could be provided via Goldcrest Avenue or Croston Road. Pedestrian and cycle connections could be provided to the development to the south at Farington Mews and also towards Farington to improve accessibility across the area.

Flood risk

- 5.10 The site is located in Flood Zone 1 and therefore has a low probability of flooding.

Trees and hedgerows

- 5.11 The existing trees and hedgerows on site follow existing field boundaries. These could be retained and incorporated into any development proposals, as appropriate. Other enhancements to improve biodiversity on the land would also be possible, to ensure a net gain is achieved.

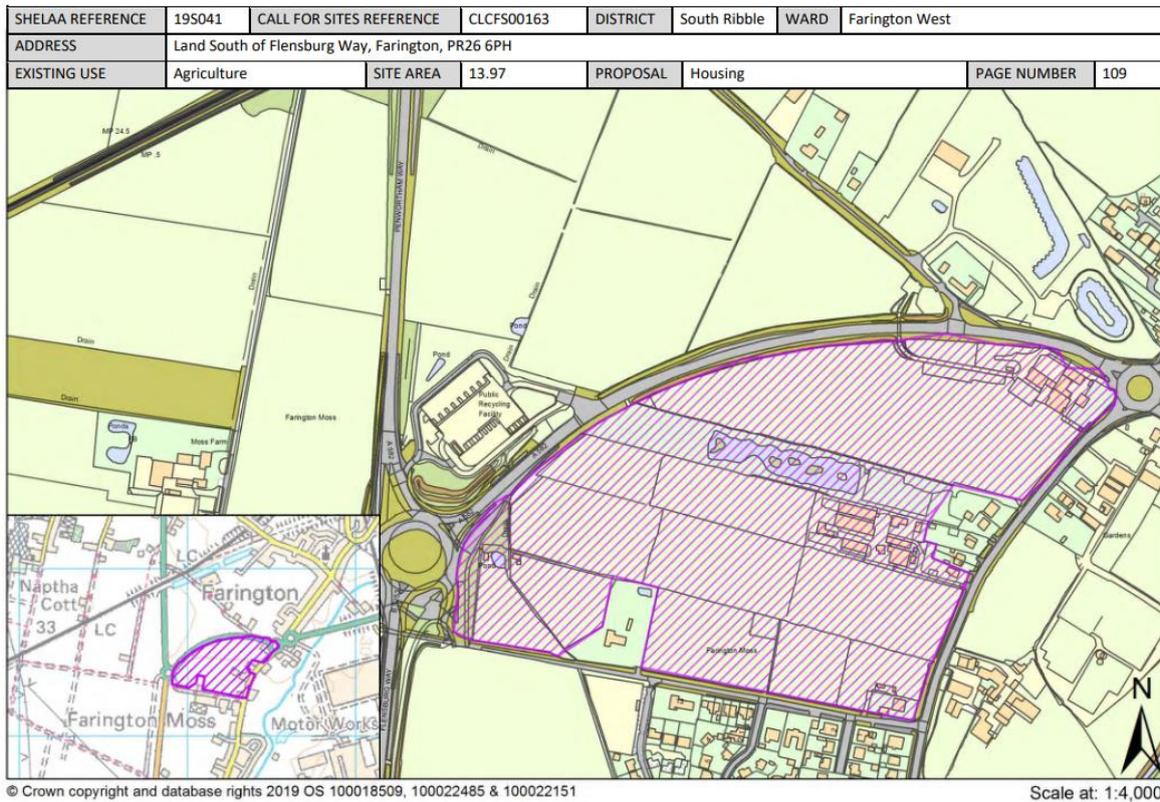
Master planning

- 5.12 A comprehensive master plan across the proposed site would provide the opportunity to secure a range of benefits for the site, including enhanced

walking and cycling connections to Farington Moss and Farington. The proposed site boundaries are shown below.

Achievable

- 5.13 There are no unsurmountable constraints identified through the technical assessment which would indicate a requirement for significant abnormal costs associated with the development. Redrow consider that based on the information set out above, the land south of Flensburg Way would be viable and deliverable.



6.0 Land at Croston Road, Farington

- 6.1 This site is currently designated as Green Belt within the adopted local plan. Redrow consider that the land should be removed from the Green Belt and allocated for housing or alternatively safeguarded to meet longer term development needs, for the reasons set out in these representations.
- 6.2 The retention of this site within the Green Belt is illogical. Planning permission for significant residential development has been granted to the immediate west of this site (Farington Mews) and a further Green Belt release is proposed to the north of Flensburg Way (SR/EP1.3), further consolidating development in this area. The land to the east, north of Lancashire Business Park, is also allocated for employment (ref: SR/EP1.5). The Open Land Designations Study identified the site within parcel P62. Parcel P62 also includes the land to the north of Flensburg Way and the land to the south of Flensburg Way. Redrow's assessment of the role of this site in contributing to the Green Belt purposes is set out below.

Purpose	Analysis in Open Land Designations Study	Redrow's assessment of this site
Purpose 1 – checking unrestricted sprawl	Moderate Contribution – land is partially contained although has some connectivity with the wider Green Belt to the west.	Limited/no contribution – this parcel is wholly contained by existing roads and the River Lostock and is well connected to the existing urban area on its southern boundary. These boundaries are readily recognisable and likely to be permanent as required by paragraph 143 of the NPPF.
Purpose 2 – preventing neighbouring towns from merging	Significant Contribution – parcel lies in a very narrow gap which maintains separation between Leyland and Lostock Hall. The narrowness of the gap means it is performing a significant role in preventing merging.	Limited/no contribution - the A582 provides a strong defensible barrier to the north preventing towns from merging and ensuring that development would be well contained. The impact on the gap would be further diminished as a result of the planned

		expansion to the north of the Lancashire Business Park (SR/EP1.5) and the proposed Green Belt release for employment land to the north of Flensburg Way (SR/EP1.3).
Purpose 3 – Assisting in safeguarding the countryside from encroachment	Moderate contribution – although large areas of the parcel have rural uses, the urbanising influence of nearby settlements means there are no strategically-sized areas of land that have strong distinction from all urban edges.	Limited/Moderate contribution – whilst much of the land is in agricultural use there are strong urbanising influences as a consequence of the adjacent development and a number of dwellings and commercial enterprises within the site itself.
Purpose 4 – Preserving the setting and special character of historic towns	Limited/no contribution – the parcel does not contain land that contributes to the setting or special character of any historic town.	Limited/no contribution - agreed
Purpose 5 – Assisting in urban regeneration	Equal contribution	Equal contribution - agreed

- 6.3 The Open Land Designation Study concludes that Purpose 2 is likely to be the most significant consideration when determining the potential release of land for development within the Parcel. In that regard, the land to the north of Flensburg Way (Farington Moss, land at Lodge Lane, Flensburg Way and Penwortham Way ref: SR/EP1.3) has been allocated for employment use. This land was also included in P62. However, equal consideration of the significance of Purpose 2 has seemingly not been applied to the land at Croston Road. This appears to be unjustified and irrational.
- 6.4 The remainder of this chapter will set out why Redrow consider that the Land at Croston Road is available, suitable and achievable.

Available

- 6.5 Redrow is a major national plc housebuilder, with a proven track record for delivering high quality housing developments across Central Lancashire. The Company is currently working with the landowners at Croston Road, who have previously promoted the land for development through various Call for Sites exercises, demonstrating that the site is available for development.

Suitable

- 6.6 Redrow consider that the site is in a suitable location for housing. The site is located within Farington Moss, which is identified as a Tier 2 Main Urban Area in the CLLP. The CLLP is clear that these are areas which are recognised to be suitable for residential development and their continued growth accords with the overall strategy. Therefore, if Green Belt releases are required during the plan period, or in order to meet longer term development needs, the land at Croston Road would provide a sustainable pattern of development as required by paragraph 142 of the NPPF.
- 6.7 Analysis of desktop information is sufficient to evidence the suitability of this site for residential development.

Access and Highways

- 6.8 A satisfactory vehicular access to the site can be provided from Croston Road to the west of the site. Additional pedestrian and cycle connections can be provided to the towards Farington to improve accessibility to goods and services.

Flood risk

- 6.9 The site is primarily located in Flood Zone 1 and therefore has a low probability of flooding. Small parts of the site are located in Flood Zones 2 and 3, but these areas are associated with the banks of the River Lostock and would not be developed.

Trees and hedgerows

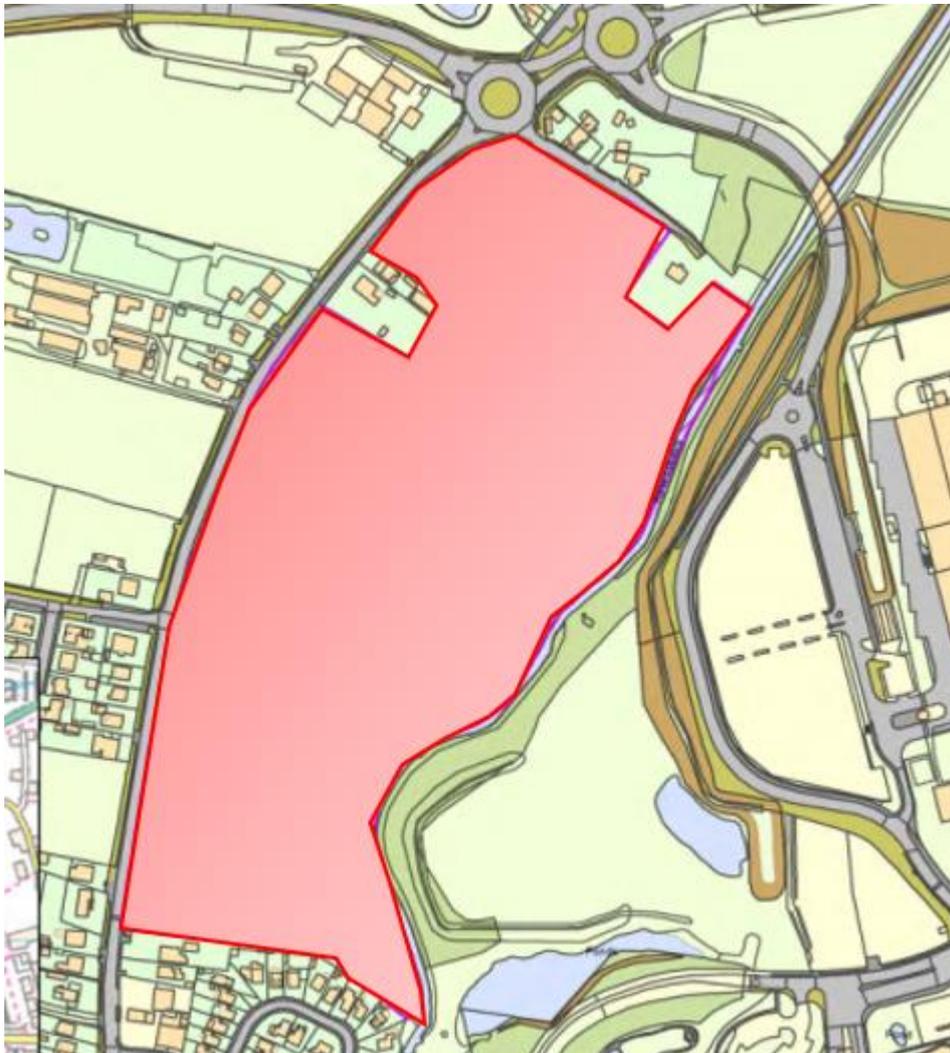
- 6.10 The existing trees and hedgerows follow field boundaries and the banks of the River Lostock. These natural assets can be retained and incorporated into the planned development. Further tree and hedgerow planting is possible to achieve a biodiversity net gain.

Master planning

- 6.11 A comprehensive master plan across the proposed site would provide the opportunity to secure a range of benefits for the site, including enhanced walking and cycling connections to Farington, public open space and BNG. The proposed site boundaries are shown below.

Achievable

- 6.12 In Redrow's opinion, there are no constraints identified through the technical assessment which would indicate a requirement for significant abnormal costs associated with development here. Therefore, the land at Croston Road would be economically viable housing and capable of delivered in the early years of the plan period.



7.0 Conclusion

- 7.1 These appendices should be read in conjunction with the representations made to the CLLP by Redrow.

Proposed Site Allocations

- 7.2 Redrow supports the draft residential allocations at Tincklers Lane, Eccleston and Town Lane, Whittle-le-Woods.

Additional Site Allocations

- 7.3 Redrow's representations demonstrate that the housing requirement in the CLLP should be increased to support economic growth, better reflect market demand and increase the affordable housing supply. Consequently, additional housing allocations should also be identified in Chorley and South Ribble to accommodate further growth and the land at: Harrison's Farm, Adlington, South of Flensburg Way, Farington and at Croston Road, Farington are ideally suited. Additional safeguarded land should also be identified in the CLLP to provide greater flexibility and to ensure that Green Belt boundaries will not need to be altered again at the end of the plan period.
- 7.4 Redrow also consider that the draft Growth Option at Samlesbury/Cuerdale would be harmful to the Green Belt and unsustainable. As set out in these representations, there are alternative options for accommodating immediate or longer-term growth and these warrant further consideration.