

**AVISON  
YOUNG**

# **Representations to the Central Lancashire Local Plan**

On Behalf of Taylor Wimpey and Homes England

14 April 2025

OFFICIAL

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**Status:** FINAL

**Draft date:** 9 April 2025

**For and on behalf of Avison Young (UK) Limited**

# 1. Introduction

- 1.1 These representations are made on behalf of Taylor Wimpey UK Limited and Homes England (herein referred to as 'The Developers') to respond to the Regulation 19 Consultation for the Central Lancashire Local Plan ('CLLP').
- 1.2 These representations are made with regards to The Developers' land interests at Pickering's Farm, Penwortham ("the site"), which is allocated under draft policy "SS6 (A+B): Strategic Site Allocation – Pickering's Farm, Penwortham". Homes England has made separate representations regarding SS6.B (Pickering's Farm South) and other land within its ownership across Central Lancashire. Taylor Wimpey have made separate representation regarding draft allocation HS2.26 'Land to the east of New Street Mawdesley' and other land within its control in Chorley.
- 1.3 The Developers control approximately two thirds of the total SS6.A proposed allocation site. Homes England has a freehold ownership of 17.04 ha of land and Taylor Wimpey control a further 35.19ha of land under two option agreements. A red-line plan showing the extent of their land interest is shown at **Appendix 1**. All of the land within the Developers' control benefits from the extant approved outline consents (LPA references 07/2021/00886/ORM and 07/2021/00887/ORM).
- 1.4 The remainder of these representations are structured as follows:
- Section 2: Background to the Site
  - Section 3: Comments on Draft Policy SS6.A
  - Section 4: Comments on the Aspinall Verdi Main Viability Report (CD13)

## 2. Background to the Site

### South Ribble Local Plan (2015) Allocation

- 2.1 The Pickering's Farm site has an extensive planning history dating back to the 1970's, when the site was identified for future housing development following the designation of Central Lancashire as a New Town. The location was identified for housing growth in the New Town's Plan and a number of sites were acquired by the Central Lancashire Development Corporation in the mid 1970's. These sites have subsequently passed into the ownership of Homes England, as the statutory successor to the Development Corporation.
- 2.2 South Ribble Borough Council (SRBC) safeguarded the site for residential development in 2003, prior to allocating it as a 'Major Site for Development' under Policy C1 of the South Ribble Local Plan ('SRLP') (2015) and referring to it as Site EE on the Local Plan policies map. The Pickering's Farm housing allocation is specifically referred to in the development plan, as being central to the delivery of the spatial strategy for both South Ribble and Central Lancashire. The site has therefore been a long-standing housing aspiration for the Council and for Homes England and its predecessor bodies. The land immediately to the south of allocation C1 and to the north of Chain House Lane was safeguarded for future development (site S2 on the Policies Map) under Policy G3 (Safeguarded Land for Future Development) of the SRLP. The Plan below shows the extent on sites C1 ('EE') and S2:



## Outline Planning Approvals

- 2.3 The Developers control approximately two thirds of the total C1 allocation site (proposed Site SS6.A). Homes England has a freehold ownership of 17.04 ha of land and Taylor Wimpey control a further 35.19ha of land under two option agreements. This is shown in Appendix 1.
- 2.4 In August 2021, two outline planning applications were submitted in outline with all matters reserved (including scale, layout, appearance and landscaping) except for the principle means of access. These application sites form the majority of the Major Development Site allocation (designated as 'site EE') under Policy C1 of the adopted South Ribble Local Plan 2015 ('SRLP') and proposed Site SS6.A in this Regulation 19 draft of CLLP.
- 2.5 The applications propose the demolition of certain existing buildings, and a residential led mixed-use development comprised of the following:
- 07/2021/00886/ORM: proposes a residential-led mixed-use development of up to 920 dwellings (Use Classes C3 and C2), a local centre including retail, employment and community uses (Use Classes E and Sui Generis), a two-form entry primary school (Use Class F), green infrastructure, and associated infrastructure following the demolition of certain existing buildings; and
  - 07/2021/00887/ORM: proposes up to 180 dwellings (Use Classes C3 and C2), green infrastructure and associated infrastructure.
- 2.6 The applications were refused at SRBC's Planning Committee meeting on 30<sup>th</sup> November 2021 and The Developers lodged Appeals, which were heard at a conjoined Inquiry lasting 4 weeks in August and September 2022.
- 2.7 The appeals were both allowed by the Secretary of State in January 2024.
- 2.8 The Appeals were promoted on the basis of:
- i) a masterplan document which provided an indication as to how Sites EE and S2 could be developed, albeit with considerably more detail provided as regards Site EE (the comprehensive masterplan);
  - ii) a free standing illustrative masterplan for the Appeal Sites;
  - iii) an Indicative Phasing and Implementation Plan; and
  - iv) a proposed package of infrastructure, specified in a series of planning obligations contained in a S106 Planning Agreement and a separate Unilateral Undertaking

- 2.9 The masterplans show a spine road running through the site in an east / west direction from Bee Lane Bridge across to Penwortham Way, together with roads linking Pickering's Farm with the S2 land (proposed allocation SS6.B) and a number of pedestrian and cycle links connecting the Pickering's Farm development, with the land to the south and the existing urban area to the north. The spine road is the subject of a broad specification which is included in the S106 Agreement and related obligations which provide for the delivery of those parts of the spine road which sit within the Appeal Sites.
- 2.10 The comprehensive Masterplan submitted addressed the requirements of adopted Policy C1 of the SRLP, demonstrating how the site would be brought forward in an integrated and comprehensive manner. In addition, by safeguarding land for a spine road through the site (sufficient to perform the role of the Cross Borough Link Road) and providing for the delivery of the spine road as it passes through the Appeal Sites, the proposals also addressed the requirements of adopted Policy A2 of the SRLP. The technical evidence submitted with the Appeals confirmed that the proposals could be accommodated without causing severe adverse impacts as regards the operation of the surrounding highway network, or unacceptable adverse impacts in respect of safety.
- 2.11 The completed S106 Agreement and Unilateral Undertaking contain a number of obligations in addition to those relating to the spine road. These include obligations in respect of:
- i) affordable housing (30% split 70% affordable or social rent and 30% intermediate);
  - ii) the safeguarding of the Primary School Land;
  - iii) the submission of an Infrastructure Delivery Plan;
  - iv) the delivery of an Interim and then a Permanent Village Centre;
  - v) the submission of a biodiversity enhancement and offset scheme and the carrying out of the works specified in the scheme to deliver a biodiversity net gain of at least 10%; the payment of a sports and recreation contribution;
  - vi) local employment and skills plan;
  - vii) estate management;
  - viii) the submission of air quality mitigation schemes and, possibly, the payment of a mitigation balancing sum;
  - ix) the submission of a sustainable travel scheme and the implementation of its proposals;
  - x) the setting up / funding of a Travel Plan Steering Group;
  - xi) the delivery of a Mobility Hub and the appointment of a Community Concierge;
  - xii) the submission of a sustainable public transport scheme, the implementation of its proposals and the monitoring of their effects;

- xiii) the setting aside of a flexible travel fund for use in the event that certain triggers are exceeded;
- xiv) the making of active travel payments;
- xv) the making of certain off-site highway improvements (the Bee Lane / Leyland Road junction and approaches);
- xvi) pedestrian and cycle route provision / improvements; and
- xvii) the submission of an off-site shared travel improvement scheme.

2.12 The Appeals provide a helpful guide as to what is and isn't required, in order to make the development of the Pickering's Farm site acceptable in planning terms. It is important to ensure that the wording of the CLLP is consistent with the outline consents in terms of what is required of the site to ensure that the policy is 'justified' and based on the proportionate evidence available.

### 3. Comments on CLLP Policy SS6.A

- 3.1 The CLLP allocates Pickering Farm (Policy SS6.A) for c. 1,350 dwellings. In principle, The Developers strongly support the continued allocation of the site for residential development and remain committed to delivering residential-led mixed use development across the site, in line with the outline planning consents.
- 3.2 Notwithstanding the above support, The Developers have a number of concerns with the detailed wording of draft Policy SS6A and have set out below a number of proposed modifications and our justification for requesting these changes. For ease of reference, we have set out the comments under the headings within the draft policy, with the requested changes annotated in red text and **Appendix 2** includes a full marked up version of the policy with our requested changes and a clean version including our proposed changes.

#### **EN1 (Well Designed Places):**

~~*The site is in multiple land ownership. To ensure good placemaking, landowners should work collaboratively to identify how the site will be brought forward in a comprehensive and integrated manner. This should be demonstrated in subsequent applications for planning permission and approvals of reserved matters. A Design Code should be provided as part of any submission. Buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances.*~~

***The site is in multiple land ownership. To ensure good placemaking and to show how the site will be brought forward in a comprehensive and integrated manner, proposals must be brought forward generally in accordance with the HE / TW Masterplan and Design Code for the wider allocation approved within permissions 07/2021/00886/ORM and 07/2021/00887/ORM or any revised version of this Masterplan approved by the Local Planning Authority.***

- 3.3 The approved outline applications included an assessment of how the wider allocation could be comprehensively delivered as part of the application. The Developers are keen to progress with the delivery of the site and are at an advanced stage given that outline planning permission is granted. It would therefore be unjustified to prevent the approval of any future reserved matters application if other landowners are not yet in a position to collaborate. Policies that require a comprehensive or joined up approach when it might not be possible to achieve that and where it might not be necessary are neither sound nor justified. The revised wording of this site-specific principle set out above will ensure that proposals within the allocation will be brought forward in line with the approved Masterplan and Design Code which have been rigorously tested at appeal, or with a revised version of this approved by the Local Planning Authority.
- 3.4 The final sentence of the policy is also proposed for removal as there is no justification or policy basis for its inclusion. Reserved matters applications should be designed in accordance with the policy and guidance that exists at the time of their promotion.

## **ID2 (Planning Obligations):**

*A planning contribution may be required to help mitigate the impacts of development and secure affordable housing in line with policy ID2. **A suite of planning obligations are provided for in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for the land.***

- 3.5 A reference to the existing planning obligations secured by the Section 106 and Unilateral Undertaking is requested by The Developers to make the policy site specific. The planning obligations already secured by the outline planning permissions have been assessed as necessary, are directly related to the development and are fairly and reasonably related in scale and type of development. It would therefore not be appropriate to request further planning contributions at reserved matters stage.
- 3.6 Policy ID2 states that a monitoring fee will be charged by the Council to cover the cost of monitoring and delivery of S.106. It is imperative that the monitoring fees are fair and reasonable, and the sum paid cannot exceed the authority's estimate of its costs for monitoring over the lifetime of the planning obligation (Regulation 122 (2A) of the CIL Regulations 2010). Recognition of the specific requirements of the CIL regulations should be referenced within Policy ID2.

## **ST2 (Sustainable Travel):**

*A Cross Borough Link Road (CBLR), linking the A582 (Penwortham Way) with the B5254 (Leyland Road) at Bee Lane Bridge should be delivered in accordance with the masterplan **and specification** approved within permissions 07/2021/00886/ORM and 07/2021/00887/ORM and any subsequent master planning informed by it. At reserved matters, **developers of any phase containing the CBLR route should make direct or indirect provision towards the delivery of the part of the CBLR that falls within their phase.**—~~of any phase containing the CBLR route should make direct or indirect provision (through S106) towards delivery of the CBLR.~~ The site should link to the wider highways network via ~~multiple~~ access points **to the east and west**, including Penwortham Way **and should make provision of links for active travel**. Due to the scale of the site, contributions may also be sought for traffic management measures, **cycle provision** and/or pedestrian improvements on existing roads penetrating the site and roads just outside the allocation boundary. **A suite of such measures are provided for in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for the land.** ~~such as:~~*

- ~~• Railway crossings at Bee Lane and Flag Lane, and/or~~
- ~~• Tardy Gate District Centre.~~

*Provision should be made for buses to penetrate the site. There are several Public Rights of Way (PROW), including complete North/South routes linking Chain House Lane to Kingsfold Drive and Coot Lane to Sumpter Croft. New pedestrian routes should link to the site's existing PROW routes.*

- 3.7 Site-specific principle ST2 is not justified or sound as drafted and therefore amendments are requested by The Developers. The current adopted policy wording specifically does not require the allocation to deliver the CBLR in full, in particular any offsite link between Penwortham Way and Bee Lane Bridge.

The Approved Masterplan provides for a Spine Road and safeguarded land that can be used as the CBLR (save where it crosses third party land) if the Council require it in the future. The current proposed wording for ST2 as drafted is ambiguous, incorrectly suggesting that the full CBLR provision is a requirement of the allocation (a point proven not to be justifiable or evidenced as required at appeal). It would also appear to allow the Council to request further contributions towards the delivery of the CBLR at the reserved matters stage which is unjustified.

- 3.8 The requirement for the provision of the CBLR was assessed as part of the outline consents, and it was deemed appropriate, proportional and justified to require, through the S106 agreement, the delivery of only those parts of the CBLR that fall within the application sites, with no requirement to deliver the CBLR in full. The Policy must reflect the scheme that has been allowed at appeal and must not go beyond that. In regards to any future applications not within the remit of the outline consents, it is expected that contributions towards the delivery of the CBLR (which could include the safeguarding of the route and/or the delivery of a Spine Road sufficient to be used as the CBLR if the Council require as per the signed S106 and UU) would be confirmed at the outline permission stage and secured through a S106.
- 3.9 Similarly, the inclusion of text that allows for potential contributions towards a railway crossing and/or Tardy Gate District Centre is not sound as these have not been tested and there is no evidence to justify that these off-site works are necessary, including within the 'Review and Update of the Infrastructure Delivery Plan' published January 2025 which does not refer to these items. As noted at Paragraph 2.8 of this representation, the outline applications require certain improvements including the securing of certain off-site highway improvements (the Bee Lane / Leyland Road junction and approaches). Furthermore, it was noted by the SoS in the appeal decision (which considered the wider allocation as a whole) that:

*"the Secretary of State agrees that the proposed development makes adequate provision for highways improvements, primarily in the form of the significant majority of the Cross Borough Link Road and improvements to the Bee Lane bridge (IR348). As such he agrees that in these terms the proposal would comply with policies A1, A2, C1 and G17 of the LP, policy 17 of the CS, and paragraphs 111, 126 and 132 of the Framework (IR328). The Secretary of State agrees that overall, the masterplan and appeal proposals would successfully integrate the new development into the existing rural street network (IR348)<sup>1</sup>."*

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<sup>1</sup> SoS Letter refs APP/F2360/W/22/3295498 & APP/F2360/W/22/3295502 Appeals 2 January 2024, Paragraph 18

- 3.10 In the context that these improvements were not deemed to be required to approve the planning applications and are not included as specific items within the Councils Review and Update of the Infrastructure Delivery Plan (January 2025), which forms part of the CLLP evidence base, it is requested by The Developers in the suggested modification that this wording is deleted.
- 3.11 It is important to note that whilst The Developers are responding with regards to the land they control, the matter of the CBLR was considered in the context of the full allocation at the Appeals. The evidence at the Appeals clearly demonstrated that the delivery of the CBLR in full (including links and any associated rail works) was not a requirement for the allocation as a whole.

#### **ID1 (Infrastructure Planning Principles):**

*An infrastructure delivery schedule linked to the phases of development on the site will be required **as part of future outline applications**. ~~It is likely a new electricity substation will be necessary.~~*

- 3.12 The Developers do not object to the requirement for an Infrastructure Delivery Schedule, however the draft policy wording is unclear about when this should be provided and therefore text to provide clarity on this is suggested. It is noted that information on infrastructure delivery was provided during the Appeals and was deemed satisfactory by the Secretary of State. The Developers would therefore propose that any requirement for an Infrastructure Delivery Schedule could be a matter for a planning condition on future applications within the allocation.
- 3.13 Reference to the potential requirement for a new electricity substation is not justified and there is no evidence for this requirement. It is only necessary to determine what infrastructure is required and whether it is deliverable at the application stage. It is therefore requested by The Developers in the suggested modification that this sentence is removed.

#### **HS6: Housing Mix and Density and HS7: Affordable Housing**

***Subject to viability**, development of the site will be expected to accord with policies HS6 and HS7 delivering an appropriate mix and density of housing and the required percentage, tenure and mix of affordable housing. Early discussions with the Local Planning Authority are recommended.*

- 3.14 The Developers request the addition of the above wording to this site-specific principle to allow for the amount of affordable housing required in accordance with Policy HS7 be viability tested. The wording of draft Policy HS7 as drafted does not allow for viability testing, rather it states that residential developments of 10 or more dwellings 'must' deliver a minimum of 30% of the total number to be provided on sites in Tiers 1, 2 and 3 of the settlement hierarchy and minimum of 35% of the total number to be provided on sites in all other locations. The addition of wording to allow for viability testing is therefore required in the interest of soundness. This will ensure sustainable development can

be brought forward, provided that other robust market evidence on viability is submitted to justify any deviation from current need assessments.

#### **EN16: Agricultural Land Classification**

~~*An Agricultural Land Classification report may be required as part of a planning application if the land is best and most versatile.*~~

- 3.15 The matter of Agricultural Land Classification has already been addressed for Pickering's Farm, through its allocation in a previous Development Plan and outline planning permission. The site has an ALC Grade 3b and Other (urban) which would not be considered best and most versatile land (that is Grade 3a and above). Therefore it is not necessary or justified to include this requirement as part of the policy wording for the allocation.

## 4. Comments on the Aspinall Verdi Main Viability Report (CD13)

4.1 The Developers have reviewed the Main Viability Report prepared by Aspinall Verdi (CD13) which forms part of the CLLP evidence base and makes comments on the viability and deliverability of each strategic allocation within the CLLP. With regards to the viability and deliverability of the Pickering's Farm allocation, the report summarises on Page 123 that:

*"At this stage there is poor transparency from the site promoters on the option agreements and minimum land values, and no cost information has been provided on strategic infrastructure costs. Therefore as the financial viability of the site is currently shown as unviable, and no external funding has been identified, the site is currently RAG rated, but this should be reviewed as more detailed information becomes available."*

4.2 The above text implies that the allocation is not viable because information regarding land values and costs has not been shared with Aspinall Verdi. Whilst The Developers accept that limited information has been provided, when asked to provide detailed financial information, The Developers have continually clarified to Aspinall Verdi that there are contractual requirements in place, which are commercially sensitive and subject to CMA rules which prevents the ability to share any commercially sensitive information with third parties and particularly those who could release this information into the public domain. If The Developers were to breach their development contracts or break CMA rules by sharing commercially sensitive information this could result in either loss of control of the development site or fines calculated at a percentage of company GDV, neither would be a reasonable request for "proportionate evidence".

4.3 The viability of the outline applications was rigorously tested at the appeal stage and therefore the appeal decisions should provide sufficient comfort that the outline consents are viable and deliverable.

4.4 It is also relevant that the land subject to the outline consents is controlled by Homes England who are the government's housing and regeneration agency and Taylor Wimpey who are one of the UK's major PLC house builders.

4.5 Homes England have extensive experience of delivering housing on greenfield development sites across Central Lancashire. They have a track record of successfully bringing land to market whilst achieving positive land values and being policy compliant on all Homes England consented City Deal sites with developer contributions. Their promotion and disposal of similar greenfield residential sites have attracted strong market interest and multiple, compliant bids from developers.

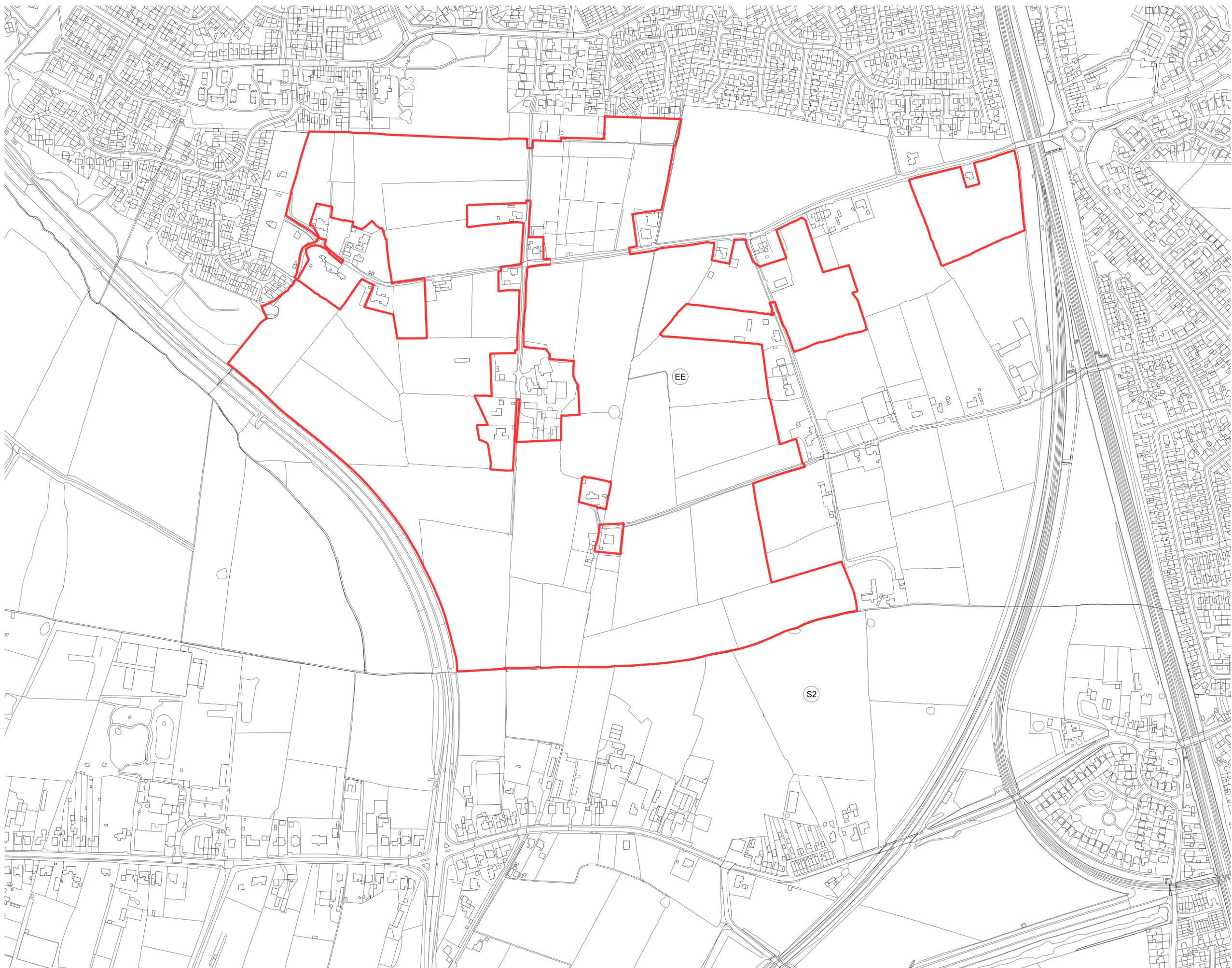
- 4.6 Likewise, Taylor Wimpey is one of the leading house builders in the UK and also have strong evidence of housing delivery, building over 15,000 homes a year.
- 4.7 The involvement of these two partners should give confidence to the attractiveness of the market and support for the delivery of development on this site.
- 4.8 The Developers are willing to cooperate with the preparation of the CLLP evidence base and are happy to liaise further with Aspinall Verdi, in so far as providing updates, which are non-commercially sensitive, including with regards to the progress of future applications. As with any project, The Developers reserve the right to explore viability in more detail throughout the lifetime of the project including the construction phase.

## 5. Summary

- 5.1 In summary, The Developers strongly support the principle of the site's allocation within the emerging CLLP. These representations have requested a series of modifications to the detailed wording of Policy SS6A, which relates to the allocation of Pickering's Farm, Penwortham. The requested policy changes are to ensure that the CLLP is sound and fully justified.
- 5.2 The Developers welcome further discussions with the Central Lancashire Authorities to support the delivery of this Site and also wish to appear at the Examination in Public Hearing Sessions in support of the allocation.
- 5.3 The Developers will continue to engage as appropriate and look forward to continuing a positive and collaborative working relationship with the Central Lancashire Authorities as the CLLP and future applications move forward.

# Appendix I

Location Plans for approved schemes - application references 07/2021/00886/ORM and 07/2021/00887/ORM



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 This drawing is a preliminary drawing and should not be used for construction purposes. All dimensions and levels shall be based on the datum shown on the drawing.  
 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no such or unusual hazards have been identified, other to relevant Risk Assessment/Design/Work Assessment.

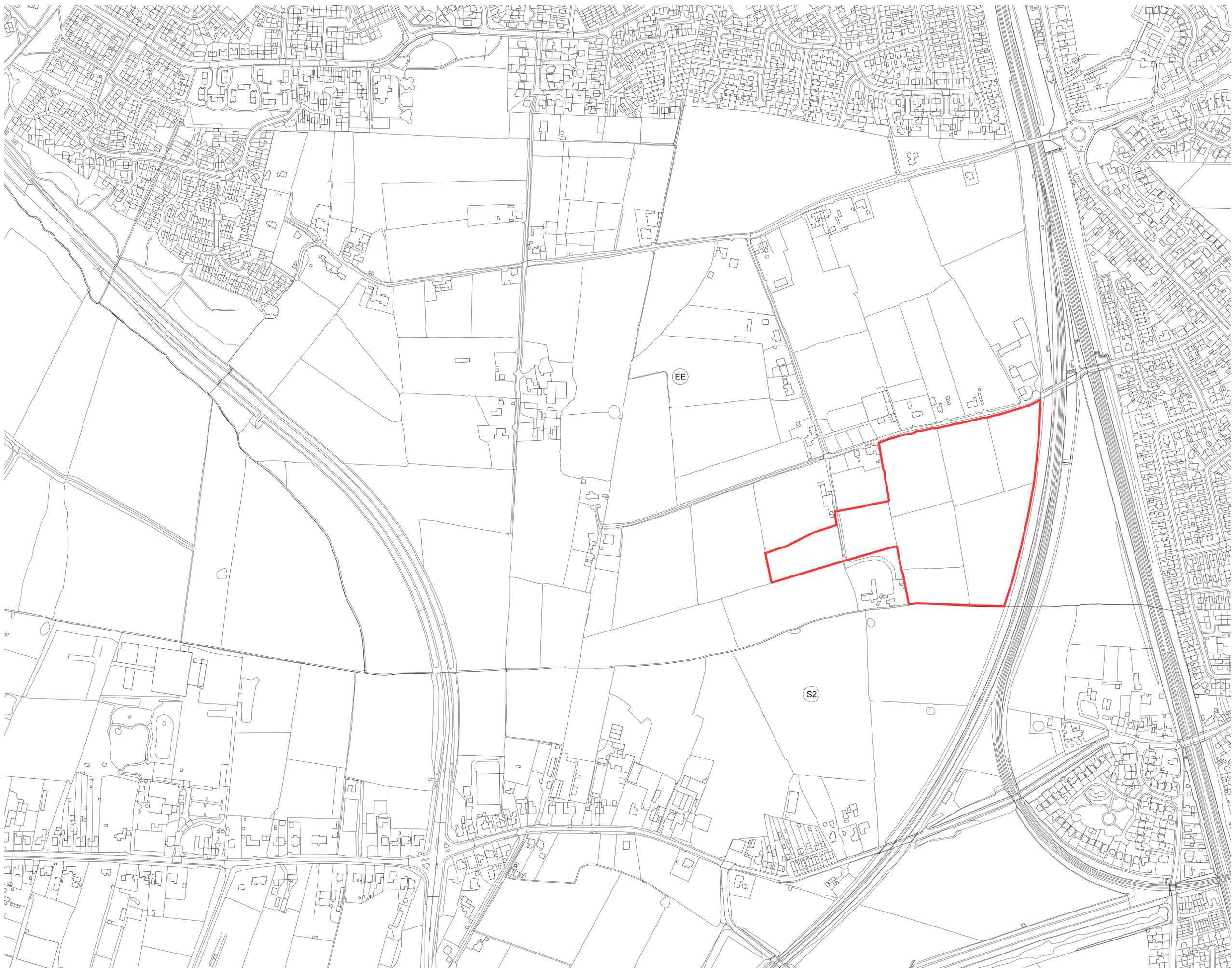
KEY PLAN:  
 Application Site Boundary

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

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

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

PROJECT: 05745  
 DRAWING NO: MP\_00\_1000  
 REV: 101



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 This drawing is for information only and should not be used for any other purpose. All dimensions and levels shall be based on the datum shown on the drawing.  
 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no special measures have been identified, other to relevant Code of Practice/Design Code of Practice.

KEY PLAN:  
 Application Site Boundary

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

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

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

PROJECT DRAWING NO: 05745 MP\_00\_2000  
 REV: 102

# Appendix II

Policy SS6.A Tracked Change and Clean Version

## Policy SS6-A: Pickering's Farm, Penwortham

Policy	Detail
Well-designed places (EN1)	<p>The site is in multiple land ownership. To ensure good placemaking, <u>and to show how the site will be brought forward in a comprehensive and integrated manner, proposals must be brought forward generally in accordance with the HE / TW Masterplan and Design Code for the wider allocation approved within permissions 07/2021/00886/ORM and 07/2021/00887/ORM or any revised version of this Masterplan approved by the Local Planning Authority.</u></p> <p><del>landowners should work collaboratively to identify how the site will be brought forward in a comprehensive and integrated manner. This should be demonstrated in subsequent applications for planning permission and approvals of reserved matters. A Design Code should be provided as part of any submission. Buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances.</del></p>
Planning Obligations (ID2)	<p>A planning contribution may be required to help mitigate the impacts of development and secure affordable housing in line with policy ID2. <u>A suite of planning obligations are provided for in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for the land.</u></p>
Sustainable Travel (ST2)	<p>A Cross Borough Link Road (CBLR), linking the A582 (Penwortham Way) with the B5254 (Leyland Road) at Bee Lane Bridge should be delivered in accordance with the masterplan <u>and specification</u> approved within permissions 07/2021/00886/ORM and 07/2021/00887/ORM and any subsequent master planning informed by it. At reserved matters, <u>developers of any phase containing the CBLR route should make direct or indirect provision towards the delivery of the part of the CBLR that falls within their phase</u></p> <p><del>developers of any phase containing the CBLR route should make direct or indirect provision (through S106) towards delivery of the CBLR.</del> The site should link to the wider highways network via <u>multiple</u> access points <u>to the east and west</u>, including Penwortham Way <u>and should make provision of links for active travel.</u></p>

	<p>Due to the scale of the site, contributions may also be sought for traffic management measures, <u>cycle provision</u> and/or pedestrian improvements on existing roads penetrating the site and roads just outside the allocation boundary. <u>A suite of such measures are provided for in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for the land. such as:</u></p> <ul style="list-style-type: none"> <li><del>• Railway crossings at Bee Lane and Flag Lane, and/or</del></li> <li><del>• Tardy Gate District Centre.</del></li> </ul> <p>Provision should be made for buses to penetrate the site.</p> <p>There are several Public Rights of Way (PROW), including complete North/South routes linking Chain House Lane to Kingsfold Drive and Coote Lane to Sumpter Croft. New pedestrian routes should link to the site's existing PROW routes.</p>
Infrastructure Planning Principles (ID1)	<p>An infrastructure delivery schedule linked to the phases of development on the site will be required <u>as part of future outline applications. It is likely a new electricity substation will be necessary</u></p>
Trees, Woodland and Hedgerows (EN8) Ecology (EN9)	<p>Historic agricultural use has embedded a field pattern often bounded by mature hedgerow and/or water courses. Development should, consequently, seek to protect and adapt to these features.</p> <p>Many of the mature hedgerows contain Tree Preservation Orders, necessitating a Tree Survey</p>
Designated Sites for Nature Conservation (EN7)	<p>To provide certainty that the loss of functionally linked land within the site allocation will not adversely affect the integrity of SPA and Ramsar sites, a wintering bird survey is required alongside any planning application in accordance with Policy EN7.</p>
Amenity (EN4)	<p>The site is bounded by the West Coast main line railway to the east. The A582 (Penwortham Way) bounds the west of the site, where there is an aspiration to upgrade this road to a dual carriageway.</p> <p>To ensure acceptable level of amenity for housing near these routes, a buffer should be included. If necessary, the Council will also seek a Noise Impact Assessment, including mitigation secured</p>

	<p>by condition and/or obligation.</p> <p>The stability of operational railway land should also be protected.</p>
Flood Risk (EN10)	Sporadic areas within the site are at low risk of surface water flooding. The risk should be manageable through careful consideration of site layout.
Drainage (EN11) and Utilities	It is understood that the site has access to some utilities but not gas. The site is at risk of sewer flooding which will need to be given careful consideration in any subsequent applications. Early dialogue with United Utilities is recommended prior to submission of development proposals. Attention will be required to drainage within and from the site to ensure that there is no impact on surrounding watercourses.
Heritage assets and archaeology (EN13)	An Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation will be necessary for any parts of the site which do not have planning permission. The development may require a level of archaeological mitigation, in the form of preservation in situ, or by record, depending on the significance of any features encountered.
Housing mix and density (HS6) and affordable housing (HS7)	<del>Subject to viability, dD</del> Development of the site will be expected to accord with policies HS6 and HS7 delivering an appropriate mix and density of housing and the required percentage, tenure and mix of affordable housing. Early discussions with the Local Planning Authority are recommended.
Open Space and Playing Pitch requirements (HS5)	Development of the site will be expected to accord with Policy HS5, providing an appropriate level of open space to meet the recreational needs of the development.
<del>Agricultural land (EN16)</del>	<del>An Agricultural Land Classification report may be required as part of a planning application if the land is best and most versatile.</del>

# Contact details

## Enquiries

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