

Central Lancashire Local Plan

Draft Policy SS5: Strategic Allocation Preston West

Site Topic Paper

September 2025



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1. Introduction

Overview and Background

- 1.1 This topic paper has been prepared by Preston City Council (PCC), the Harworth Group (Harworth) and Tallentine Ltd. to support the draft Local Plan Policy SS5: Strategic Site Allocation - Preston West. The topic paper outlines the issues and constraints, in the context of the draft Local Plan policy, and how these can be addressed to ensure the delivery of development at the site.
- 1.2 The topic paper, together with existing and supplemental evidence, will form the basis for the completion of a Masterplan which will guide development.
- 1.3 The site is located to the west of the Preston urban area adjacent to the recently completed Preston Western Distributor Road. The site is currently identified as open countryside in the adopted Preston Local Plan (2012-2026) but is proposed to be removed within the draft Central Lancashire Local Plan (2023-2041) (CLLP) and included within the settlement boundary of Preston.
- 1.4 The site is situated in a sustainable location, with good access to the strategic road network and opportunities to provide extensive public transport and active travel opportunities, particularly with the proposed delivery of the Cottam Parkway Train Station which represents a significant and fundamental infrastructure commitment for the area.
- 1.5 The site is in multiple ownerships, with the majority of the site controlled by Harworth, one of the leading land and property regeneration companies in the UK. Tallentine Ltd. also owns a large proportion of the site.
- 1.6 Harworth, alongside other landowners within the site, strongly support the allocation and consider that the site presents an opportunity to deliver a high-quality development in one of the most sustainable locations in Central Lancashire which will benefit from, and provide, a range of facilities, services, open spaces, and jobs, and facilitate extensive use of active travel and public transport.
- 1.7 The vision for the site comprises a sustainable residential-led mixed-use community with its own identity and character. Development of the site will create a new settlement, including community facilities, employment uses and the integration of green space which will complement the existing residential and employment development in the area. The allocation of the site will facilitate the long-term success of the area and secure economic growth in Preston and Central Lancashire more widely.

Site Selection

- 1.8 The site has been assessed through the Strategic Housing and Economic Land Availability Assessment (SHELAA) (HO14a) process. The site has been subject to detailed assessments including:
 1. Strategic Flood Risk Assessment (Level 1 & 2) (FR01, FR02 & FR03)
 2. Integrated Assessment (CD05 & CD06)
 3. Habitats Regulations Assessment (CD07)
 4. Highways and Transport Assessment (IT06a)
 5. Heritage Impact Assessment (HE01)
 6. Utilities access/ provision

- 1.9 The CLLP allocations were decided taking into account the findings of the detailed SHELAA stage 2 assessments and the evidence listed above, the proposed spatial strategy and the settlement hierarchy. The SHELAA summarises the justification for the selection of this site as: 'Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarch) where there is a good range of services and facilities'. A copy of the Site Profile is attached at Appendix A.

Publication Stage Consultation Responses

- 1.10 The key issues raised regarding this proposed allocation relate to the need for effective masterplanning of the site and the potential deliverability based on there being multiple landowners. Representations also mention potential constraints on the site which could affect delivery and viability considerations. The issues raised can be addressed and are not considered to be detrimental to the allocation or delivery of the site. The statutory consultees have not objected to the progression of the site to allocation.
- 1.11 A summary of the key issues raised is attached at Appendix B.

2. Technical Considerations – Physical

Transport

Transport Assessment

- 2.1 Edith Rigby Way (A582), William Young Way (B5467) and Cottam Link Road (B5468) are part of the 2023 Preston Western Distributor Road and East West Link Road scheme. These roads establish connections to proposed and existing residential and employment areas in northwest Preston. They connect the city and aim to reduce traffic congestion, ease transportation, and support development opportunities. They also promote cycling and walking and the proposed Cottom Parkway Station.
- 2.2 Under the Transforming Cities Funding, enhancements are planned to encourage the use of public transport, cycling and walking.
- 2.3 The Central Lancashire Local Plan Stage 0: Preliminary Transport Assessment (IT06a) undertook a high-level RAG assessment of each site against 7 metrics. The site was rated:

Green

- Access to proposed local transport schemes (Metric 3)
- Existing high-volume movement flows/capacity hot spots (Metric 4)
- High level analysis of trip rates (Metric 5)

Amber

- Average commuter travel mode split (Metric 1)
- Proximity to current sustainable transport services (public transport and bicycle) (Metric 2)
- Site vehicular accessibility (Metric 7)

Red

- Proximity to key attractors (Metric 6)

- 2.4 The RAG assessment demonstrated that the site is well rated, scoring green in 3 of the 7 metrics, amber in 3 metrics and was scored red in only one of the metrics (proximity to key attractors) which the site will improve by providing a number of community facilities within the site including a school, shops and community facilities.
- 2.5 The Stage 2A report (IT06 gi-gxi) and Stage 2B report note that development of the Local Plan allocations in northwest Preston will increase traffic volumes. In terms of junctions in proximity to the site, the assessment demonstrated that the increase in traffic volumes would result in the northbound overpass at J2 of the M55 and in particular the Edith Rigby Way approach reaching between 80% and 85% of its theoretical capacity. Whilst this demonstrates there would be residual capacity at the junction, at the time of writing the Stage 2A report, the junction was not built and therefore a detailed assessment of its operation will need to be undertaken to better reflect real world conditions. If required, a mitigation strategy has been developed in principle. The assessment did demonstrate that the impact of the additional trips on the operation of the strategic highway network, including the M55, would be negligible.
- 2.6 In northwest Preston, traffic increases, as a result of CLLP developments, are modelled to result in increases on William Young Way, Edith Rigby Way, Lea Road, and Avice Pimblett Way. The majority of these developments utilise the newly opened Edith Rigby Way to access the M55 and Riversway/A583, as well as Tom Benson Way (B6241) and Tag Lane/Woodplumpton Road for travel toward the city centre areas where traffic growth is also evident. Only a small proportion of traffic from the CLLP will use Eastway to access the A6, resulting in minor increases along that section.
- 2.7 The projected traffic increases at M55 J1 under the CLLP with a 'Sustainable Mitigation' scenario are primarily attributed to housing developments in northwest Preston, which access the M55 J1 via Eastway, and to other areas of Preston accessing it via the A6. The sustainable mitigation measures notably reduce traffic volumes on the A6 and at the J1 itself. Overall, the CLLP traffic is expected to have minimal impact on both M6 J32 and M55 J1.
- 2.8 The proposed Cottam Parkway Station is located within this allocation (further information is provided at paragraphs 2.15-2.19). The Stage 2 report notes that this has the potential to support modal shift towards public transport. The site also has potential to link into the guild wheel and support delivery of the LCWIP.
- 2.9 Although not linked to this site, the Stage 2 report also notes the long-term ambition for delivery of mass transit to Preston and South Ribble through the delivery of a new River Ribble Crossing. Although no firm plans exist for this at present, the route taken would be to connect from Edith Rigby Way in Preston across the River Ribble to the Penwortham by-pass in South Ribble.

Mitigation

- 2.10 The Stage 2 Report (IT06gi) identifies mitigation measures to reduce the impact of development upon the local transport network. The main part of this mitigation consists of sustainable transport measures to reduce the need for vehicle trips. A list of mitigation options is included at Appendix A of the Report (IT06gii). This list has fed into the Infrastructure Delivery Schedule (IDS).
- 2.11 In the response to the Regulation 19 consultation, Lancashire County Council (LCC) advised, the 'decide and provide' approach used (more vision-led, similar to Vision and Validate), rather than a more conventional 'Predict and Provide' model (predicting future demand for travel based on recent trends and then providing appropriate transport supply to meet that demand), should be

more resilient to future uncertainties around travel. The recently published guidance by LCC, 'Decide and Provide: Transport Assessments in Lancashire' (April 2025) will be applied to any future Transport Assessments prepared to support the site.

- 2.12 Further site-specific transport assessment work will be carried out to inform the necessary mitigation. It is expected that this will continue the focus on modal shift and prioritise walking, cycling and public transport improvements. The masterplan will be developed working with stakeholders, notably the Local Highways Authority (LHA) and National Highways to maximise the sustainability opportunities at the site and to design in any necessary mitigation. The future planning application will be supported by a Transport Assessment and Travel Plan, both of which will be scoped with key stakeholders in advance of submission.

Access

- 2.13 There are a large number of potential access opportunities between all phases of the site and the existing built environment (supporting wider connectivity). The LHA has advised that vehicular access from Edith Rigby Way (A582) would be supported, however, access would need to be signalised with RT storage or a roundabout. Some locations on Edith Rigby Way would require earthworks due to ground level differences. Access could also be provided off B5468 from the north of the site for a modest number of units. There are constraints along Lea Road, therefore there is limited scope for additional vehicular access in this direction. Creation of cul-de-sacs should be avoided where possible and opportunities to integrate the site with existing development will be taken by including extensive foot and cycle ways and creating public transport routes through the site (possibly with the introduction of bus gates).
- 2.14 The LHA provide guidance on the completion of Transport Assessments for large sites and for internal roads.¹ A 'Decide and Provide' approach to modal shift will be used, however, multiple scenarios will also be considered to ensure the impacts of additional traffic from the development are fully assessed. Constraints within the local and strategic highway network will be addressed and mitigated as necessary, potential rat runs addressed and connectively enhanced. Transport and highway evidence and discussion with the LHA will inform the masterplan for the site.

Rail

- 2.15 The site includes the Cottam Parkway Station which benefits from planning permission (planning application ref: LCC/2022/0049). Cottam Parkway is a new railway station proposed as part of the adopted Central Lancashire Transport Masterplan, which represents a fully integrated, multi-modal plan to deliver major housing and employment growth to the north and west of Preston, an area of nationally significant levels of housing growth. The plan includes road access from Edith Rigby Way, a restricted access from Lea Road, a car park with around 250 spaces (including electric charging points) which will facilitate a new park and ride provision. Work is progressing on the scheme, and it is expected that development will commence prior to the expiry of the permission in September 2028. A copy of the approved site plan is included at Appendix C.
- 2.16 Funding for the station has been agreed by LCC with the government. This comprises a £28m funding allocation, subject to the approval of a business case which is currently being developed and requires approval from the Department for Transport (DfT). The delivery of the station is not reliant on any other external funding or funding through contributions from potential planning applications within the Preston West allocation.
- 2.17 The station will deliver journey times of around 5 minutes to Preston and to Manchester City Centre in under an hour, providing a new and improved access point to the national rail network for approximately 17,000 households on opening, rising to 22,000 by 2035. Timetable assessment

¹ [Roads, parking and travel - strategies, policies and plans - Lancashire County Council](#)

shows that at-least two train services per hour will call at the new station providing direct, frequent services to Preston and Blackpool North, Central Manchester and Manchester Airport. As a parkway station, it will generate substantial new demand for rail travel and associated revenue, while also helping to reduce the number of car journeys into Preston city centre, thereby alleviating congestion and lowering carbon emissions.

- 2.18 The road access approved for Cottom Parkway Station can facilitate access, subject to the location and detailed design. Discussions will continue with the LHA to consider potential access points. The station will facilitate modal shift towards the use of public transport from and to the site
- 2.19 The timing for the implementation of the station will ensure that it is available as a public transport mode during the early phases of development of the site. Residential occupiers will have the ability to travel by rail from the outset thus supporting modal shift. It will also present an opportunity to support use of public transport to access the employment uses on the site.

Connectivity (Pedestrian and Cycling)

- 2.20 While existing pedestrian and cycling infrastructure is limited on some existing routes through the site (i.e. Darkinson Lane), extensive provision of new pedestrian and cycling connections throughout the site as part of the access strategy is expected. Integration with existing areas around the site and pedestrian and cycle connectivity will form fundamental elements of the proposed scheme to ensure good levels of accessibility to schools, employment, existing and proposed local centres and public transport.
- 2.21 A Linear Park is being created through the North West Preston / Bartle (draft Policy SS3 – Strategic Allocation). This will create pedestrian and cycle linkages around north Preston and links to the Guild Wheel (a walk/cycleway around Preston) linking to the City Centre. It is expected that the development of the site will create linkages into this extensive network.
- 2.22 A masterplan will seek to maximise the sustainability credentials, creating connectivity, permeability, ease of movement and legibility through the site for cycling and walking in accordance with draft Policies SS5 and ST2. It will also consider and provide appropriate linkages to wider walking and cycling routes including those identified through the Central Lancashire Local Cycling and Walking Infrastructure Plan (LCWIP).
- 2.23 Copies of maps showing existing and proposed linkages in the LCWIP are included at Appendix D.

Flood Risk and Drainage

- 2.24 A Level 2 Strategic Flood Risk Assessment (SFRA 2) was completed in February 2025 for Preston West (SHLAA Ref 19P031). This formed key evidence in the site selection process of the Central Lancashire Local Plan. The SFRA 2 for the site was updated in June 2025 based on the Environment Agency Flood Map for Planning (May 2025) and the Risk of Surface Water Map (RoFSW).
- 2.25 SFRA 2 identifies 6% of the site, along the southern boundary with Savick Brook as Flood Zone 3b. This area is also identified as at risk in the event of reservoir failure. The majority of the site (96%) is at either low or very low surface water flood risk. The SFRA 2 concludes that there is no risk of groundwater emergence across the site. The Lancaster Canal bisects the site and there are three tributaries of Savick Brook which run through the site into the brook at the south of the site.

2.26 The SFRA 2 sets our recommendation for the site including:

1. Further assessment work to update the present day and climate change modelling through a site-specific FRA.
2. A detailed drainage strategy is carried out.
3. No development within Flood Zone 3b and for an 8m buffer zone for all main rivers. These areas should be used as blue/green corridors.
4. Developments are incentivised to provide wider betterment and contribute to a reduction in flood risk downstream.

2.27 During consultation the Environment Agency suggested redrawing site to remove the area at risk (flood zone 3b). However, retaining the areas within the site presents opportunities to reduce flood risk and enhance biodiversity.

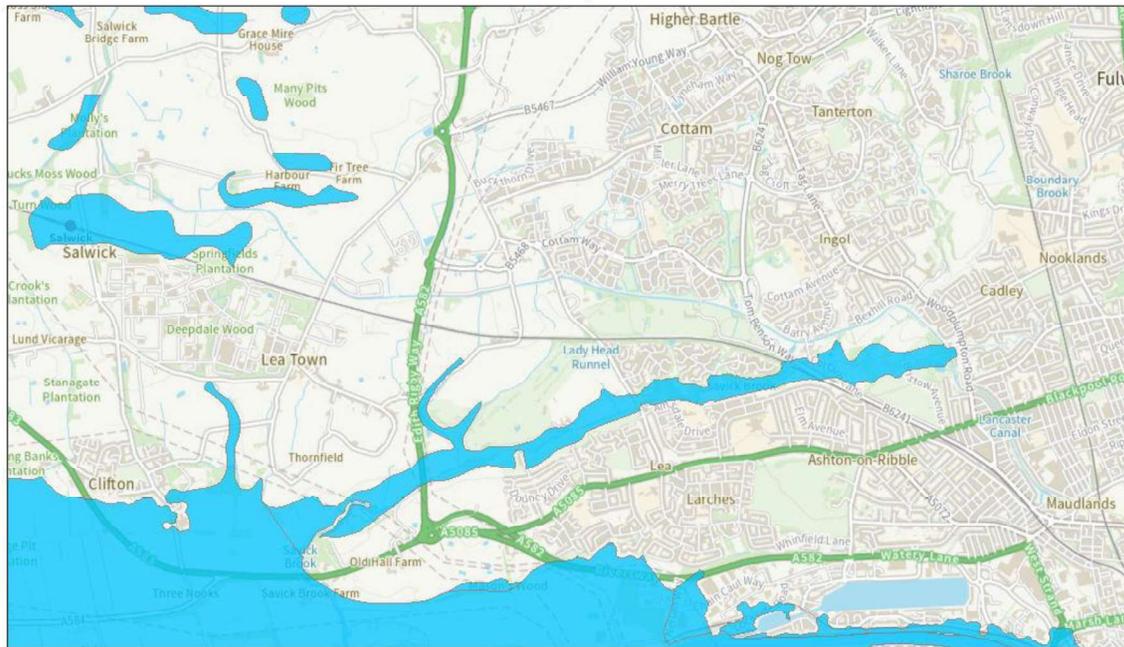
2.28 There is sufficient land within the site to allow for development to be sequentially located to avoid areas at flood risk from Savick Brook, its tributaries, the canal, reservoirs and surface water. The layout of the site and the use of appropriate SuDS can avoid/mitigate risk and provide multifunctional benefits.

2.29 The updated SFRA 2 (June 2025) can be found in Appendix E.

Ground Conditions

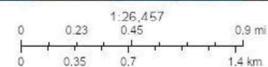
2.30 A mineral safeguarding area is located along the southern part of the site along and either side of Savick Brook and two of the tributaries. The British Geological Survey indicates a mix of clay, silt, sand and gravel superficial deposits through the mineral safeguarding area on the site. The area is expected to form a later phase within the development. These materials can therefore be extracted prior to or as part of development within an appropriate timescale. The mineral safeguarding area will not present a constraint which would prevent development of the site.

Lancashire County Council Map



02/07/2025, 11:32:08

Mineral Safeguarding Areas



Lancashire County Council
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- 2.31 The remainder of the site is identified as till and the bedrock is identified as sandstone. There is no peat across the site. The Uk Soil Observatory maps identify the site as a mixture of slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils and medium to light (silty) to heavy. The SFRA 2 Ground Emergence Map indicates that the ground conditions may be suitable for infiltration SuDS. The ground conditions are therefore not considered to present a constraint to development of the site.

Contamination

- 2.32 The area was historically farmland, some of which has been retained and some now used as a golf course. There are infilled ponds across the site, therefore there is the potential for contamination / ground gas depending on what infill material was used. There is also a railway line, an old station, a canal and a new road, all of which are potential sources of contamination, although these are likely to be negligible. There are no known landfills within 250m and apart from the above there's no history of any industrial use.
- 2.33 Any contamination is likely to be in local hotspots. Contaminated land investigations and an accompanying geo-technical assessment will be undertaken to identify any such hotspots. If found, contamination is likely to be in small areas and capable of being mitigated without adversely affecting the developability of the site.

Springfield Detailed Emergency Planning Zone

- 2.34 The Springfield Fuels Limited sites are designated as an upper tier establishment as defined by the Country of Major Accident Hazards Regulations 2015. It is surrounded by a Detailed Emergency Planning Zone (DEPZ) which varies between 300m to 1.4km from the boundary of the Springfield site. The DEPZ extends over part of the western side of the site. It is intended to review the DEPZ

in the future with the aim of redrawing the boundary along the new road (Edith Rigby Way).² Once completed this will remove the site from within the DEPZ.

2.35 The DEPZ is an area where the local authority (LCC) is required to have an emergency plan in place in case of an incident. It does not prevent development.

2.36 A plan of the DEPZ is attached at Appendix F.

Archaeology

2.37 LCC archaeological advisors have comments as follows.

2.38 The sites recorded on the Historic Environment Record as lying within the allocation are numerous (around 35 in total) and varied, and include Listed structures, the Roman road from Ribchester to Poulton-le-Fylde, 18th century Lancaster Canal, the former Preston & Wyre railway, other mainly agricultural features recorded on mid-late 19th century Ordnance Survey mapping, both demolished and extant non-designated built heritage assets and metal-detected finds.

2.39 Two areas have been subject to trial trenching – Cottam Parkway Railway Station (LCC/2022/0049) in 2023 and Land West of Lea Road (06/2022/1101) in 2024. Both investigations encountered nothing of archaeological significance, and no evidence for the postulated Roman road. Although only a small part of the overall allocation site area, it does perhaps indicate only a low potential for previously unknown sites of archaeological significance to be found within the allocation.

2.40 Mitigation may be necessary and may involve preservation in situ. However, even in the worst-case scenario (unexpected finds of a national importance), they would realistically only occupy a limited and tightly-drawn area of interest (those areas of the very highest significance), which might be able to be preserved within a proposed area of open-space, or even still developed, if the necessary non-destructive construction methods (such as piled or rafted foundations) could be utilised alongside other protections measures if necessary. It is more likely, that mitigation in the form of archaeological excavation and recording will be the appropriate means of dealing with anything that might be found. There are therefore unlikely be any constraint on the delivery of the allocation, hence there is no objection to the masterplanning of the allocations being taken forward.

2.41 An Archaeological Desk Based Assessment will be required with an application. The results of this assessment will inform the requirement for future archaeological assessment/investigation and mitigation.

Utilities

2.42 National Grid Electricity Transmission assets affect the site (either through the site or adjacent): ZX ROUTE TWR (248R – 444R): 400Kv Overhead Transmission Line Route: HEYSHAM-HUTTON-PENWORTHAM 1 & HEYSHAM-HUTTON-PENWORTHAM 2 (Rep D5 at publication stage). The layout of the site can be set out to create the necessary buffer underneath and either side of the overhead lines. This provides an opportunity to extend the linear park that is being developed through the North West Preston / Bartle Strategic site (SS5).

2.43 The area's electricity supply network requires significant capacity upgrades, including a primary substation. This can be addressed through early dialog with Electricity North West and ensuring the necessary infrastructure is included within the scheme.

² [springfield-depz-determination-report.pdf](#)

- 2.44 United Utilities identified the following constraints for this site in their publication stage representation (Rep D15):
1. Pressurised water main within the boundary: Land West Cottam East Western Distributor A (90mm)
 2. Gravity sewer within the boundary: Land West Cottam East Western Distributor A (foul sewer 300mm)
 3. Easements: Land West Cottam East Western Distributor A (Sewer easement R553 & R307 – L&S)
 4. Near to flooding incident – SS5 Cottam.
 5. Reservoir Flood risk – SS5 Land West Cottam East Western Distributor A
 6. Modelled sewer flood risk at SS5
- 2.45 The layout of the site can be designed to address these issues, and the development presents an opportunity to reduce flood risk in accordance with the NPPF.

3. Technical Considerations – Environmental

Landscape

- 3.1 LUC Open Land Designation Study (2022) identifies the area as ‘15d The Fylde’ Coastal Plain (Figure 4.1 Landscape Vale assessment findings). The key characteristics of the wider Landscape Character Area are:
1. It has been formed of boulder clay deposits which lie on soft Triassic sandstones and mudstones and is naturally poorly drained.
 2. Field Ponds are a particularly characteristic feature of this area and provide important wildlife habitats.
 3. The predominant land use is dairy farming on improved pasture and lowland sheep farming with a small amount of arable on the freer draining soils.
 4. Red brick nineteenth century two storey farmsteads with slate roofs and red brick barns are dominant built features of this landscape character area; occasional windmills also reflect the historic importance of the area for corn milling.
 5. Field size is large and field boundaries are low clipped hawthorn, although hedgerow loss is extensive.
 6. Blocks of woodland are characteristic, frequently planted for shelter and/or shooting and views of the Bowland fells are frequent between the blocks.
 7. There are many man-made elements; electricity pylons, communication masts and road traffic are all highly visible in the flat landscape.

3.2 The LUC Value evaluation at Appendix A covers:

Natural Heritage – the land to the south of the M55 begins to rise gradually and is more gently undulating. As a result of intensive management, semi-natural vegetation is mainly limited to field boundaries and watercourse edges. The Lancaster Canal traverses the area, taking a sinuous course across the Landscape.

Cultural Heritage – The wider LCA is characterised by a large, regular field pattern. However within this specific area, fields tend to be smaller and more irregular in form. The majority of the surviving field pattern is identified by Lancashire HLC (2000) as ‘ancient enclosure’ (enclosed prior to 1600AD). To the South of the M55 less ancient enclosure survives due to the expansion of Preston (Cottam and Lea) and urban fringe development such as Ashton Lea Golf Course and the UCLAN Sports Arena. The numerous marl pits found across the area are characteristic features and provide evidence of historic agricultural land management practices.

Landscape Condition – There is limited woodland cover, but hedgerow trees and trees along watercourses are important features within the landscape. In the south of the LCA, further semi-natural coverage has been lost due to development. Here, hedgerows bordering the road network are generally well maintained, but those between fields have become gappy and/lost in places.

Distinctive – The most distinctive characteristics are the areas waterways and wetland features such as marl ponds, network of drainage ditches and the Lancaster Canal. Due to the density of brooks and the presence of the Canal, there are frequent bridges. The area does not provide a strong setting to the city of Preston. Views from settlements into the surrounding countryside are generally foreshortened due to a combination of the flat topography and field boundary vegetation.

Recreational – there is an accessible towpath along the length of the Lancaster Canal. The canal provides a resource for water sports such as canoeing.

Perceptual aspects – The landscape on the edge of Preston to the south of the M55, is strongly influenced by the adjacent urban area and infrastructural elements (major transport routes including the M55 and overhead powerlines). It therefore has an urban-fringe character and relatively low levels of tranquillity.

- 3.3 The LUC report breaks the character area into subsections. The subsection which contains this site is 15d ii (lea and Cottam Urban Fringe). Overall, this sub-area is not considered to have ‘above ordinary’ landscape value. Masterplanning of the site and creation of a layout and design which creates a transition between the urban edge and the open countryside will ensure development responds to the landscape context.

Ecology

- 3.4 The Habitats Regulation Assessment (HRA) (CD07) identifies the site as having potential to impact pathways to Habitat Sites and likely significant effects cannot be ruled out. There is potential for likely significant effects to occur in relation to Ribble and Alt Estuaries SPA and Ramsar site, Morecambe Bay and Duddon Estuary SPA and Ramsar site, Martin Mere SPA and Ramsar site from physical damage and loss of functionally linked land, noise, vibration and lighting of functionally linked land and due to recreation pressure as a result of the Local Plan. The HRA concludes a wintering bird survey is required for the site together with appropriate mitigation, if the

survey concludes this is necessary. No likely significant effect is predicted from increased demand for water, increased waste water or direct pollution.

- 3.5 Lancaster Canal runs across the northern parcel of the site. The whole of the Lancashire section of the canal is designated a Biological Heritage Site. The Local Nature Recovery Strategy identifies areas that could become of importance in various locations across the site. These include protection of Atlantic salmon by working with landowners to reduce agriculturally based pollution, creating more connected pollinator wildflower-rich habitat and enhancing habitat corridors to support species migration. The development of the site provides the opportunity to remove agricultural based pollution and create habitat corridors alongside the canal, within the flood zones alongside Savick Brook and its tributaries and within a buffer alongside the railway.
- 3.6 The HRA concludes that the local plan policies adequately address the issues identified. The policy for the site acknowledges the potential for the loss of functionally link land and requires a wintering bird survey to be carried out to ensure that development will not adversely affect the integrity of the SPA and Ramsar sites. An ecological assessment is also expected which will identify species and habitats and influence mitigation and the layout and design of the site. Draft policies EN7 and EN14 set out the criteria to ensure development avoids adverse impacts on designated sites, enhances environmental quality and protects species.
- 3.7 The HRA highlights to potential for recreational disturbance to habitat sites from this site and cumulatively with other sites. This has been addressed in the Statement of Common Ground between Central Lancashire Authority's (CLA's) and Natural England (CLA02). A commitment has been made by CLAs to work with neighbouring authorities who are working on strategic mitigation for Morecambe Bay. This will be sufficient to avoid adverse effects on the Morecambe Bay habitats. It has been agreed that mitigation is not required for the Sefton Coast habitats.
- 3.8 The potential links to protected sites and the presence of the ecological network through the site are not considered to prevent delivery of development. Subject to the appropriate surveys in respect of wintering birds, ecology, noise, vibration and lighting, mitigation can be put in place to ensure that the layout and design of the development protects or enhances ecology in accordance with paragraph 192 and 195 of the NPPF.

Biodiversity Net Gain

- 3.9 The development will be subject to the mandatory requirement to deliver 10% biodiversity net gain. While the national requirement allows for the provision of gain off-site nationally and via biodiversity credits, draft Policy EN6 sets out a hierarchy that seeks to focus provision on site. This policy alongside policies such as EN5 (Green Infrastructure) and EN8 (Trees, Woodlands and Hedgerows) which set out principles prioritising the protection, quality and connectivity and multi-functionality of existing green infrastructure and for the contribution of improvements will ensure the site delivers biodiversity net gain.

Arboriculture

- 3.10 There are trees and hedgerows running through the site. The site is of sufficient size that the layout of development can be designed to incorporate existing trees and hedgerows wherever possible and supplement them to create improved habitats. BNG creates an incentive to do this, due to the credits within existing trees and hedgerows and the credits necessary if they are to be replaced.
- 3.11 An arboriculturally report will be necessary assess the trees on the site. Where trees and/or hedgerows do require removal, draft Policy EN8 sets out criteria for mitigation.

Air Quality

- 3.12 The area is outside Preston's defined smoke control area. The nearest Air Quality Management Area (AQMA) is at the junction of Blackpool Road and Plungington Road, some distance away. Development of the site is therefore unlikely to impact this area. However, due to construction works arising from development and the inevitable increase in vehicle-use in the area once built, an air quality assessment will be expected to be carried out and submitted with any application to mitigate for dust and exhaust gases etc. where required. Such mitigation is generally standard practice and will not affect the development or delivery of the site.

Noise

- 3.13 The main sources of noise likely to impact any residential development is from the road network, the railway line, the new Cottam Railway Station and the employment development on the site. The UCLAN sports arena is also in the vicinity, but this is likely to be too far away to have any impact for noise or light (floodlights). There are pylons across the site that buzz/hum (corona discharge) which varies with the weather conditions. A stand-off distance to development will be required which will reduce the impact. The noise impact of the pylons will need to be assessed along with the railway/station, roads and employment in a Noise Impact Assessment. These noise emitters will not prevent development and will be capable of mitigation with the use of an appropriate design and layout.

Heritage

- 3.14 A Heritage Impact Assessment (HIA) (HE01) has been carried out for the site.

- 3.15 The Heritage Assets identified on site are:

Leyland Bridge Farmhouse – A Grade II listed building located within the proposed allocation. First listed in 1986, the farmhouse was constructed in 1651, it is now used as a house. List entry Number [1073513](#)

Canal bridge Number 18 – A Grade II public road bridge, first listed 1986. List entry Number [1073512](#)

Canal Bridge Number 19 Quaker's bridge – A Grade II public road bridge, first listed 1986. List entry number [1165066](#).

Clock House – A Grade II listed building, formerly known as Lea Lodge, was first listed in 1986. List entry Number [1165091](#).

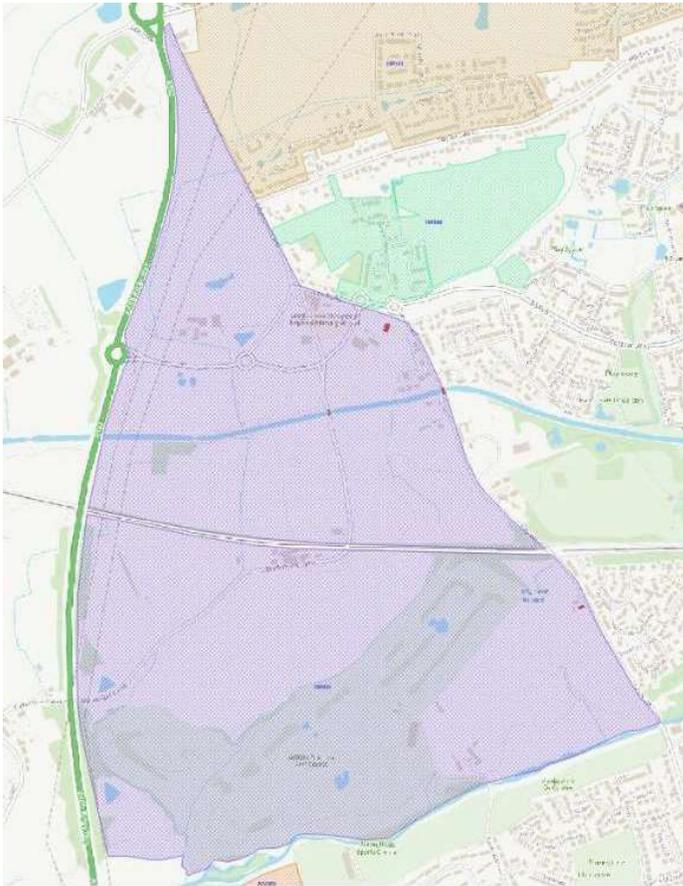
- 3.16 There are no conservation areas or scheduled monuments within the site.

- 3.17 The following Historic Landscape Characters are within the site:

- Post Medieval Enclosure
- Ancient Enclosure
- Modern Recreation

- 3.18 The HIA contains a full description of the assets.

3.19 The Map below is taken from the HIA identifying the heritage assets in red.



3.20 The HIA identifies the potential for moderate harm to the setting of Leyland Bridge Farmhouse and the Clock House. It concludes that potential heritage impacts can be successfully mitigated through design and material treatment. Mitigation measures should include (amongst other things):

1. Open space around the assets, with development set back to help maintain its setting.
2. A landscape buffer between the open space around the asset and new development.
3. Development to be of an appropriate scale and massing and layout suitable for the asset.
4. Density closest to the assets should reflect their significance – open and farmland.
5. Use of appropriate materials.
6. Views of the assets should be maintained in the development.
7. Landscaping to reflect the rural nature of the sites.
8. Opportunity to enhance the assets through removal of inappropriate buildings.

4. Other Considerations

Education

- 4.1 Lea Endowed Church of England School (primary) is located within the boundary of the site. The closest secondary school is Ashton Community Science College, approximately 0.5 miles from the southeast point of the site. LCC as Education Authority has identified a need for additional schools to meet the education requirements (IT04a). The Infrastructure Delivery Plan identifies a requirement for a 6-form entry primary school at Preston West and a total Preston need for an additional 6.5 form entry secondary school. The primary school requirement in this location is being addressed with the inclusion of 2 new primary schools in the strategic site at North West Preston / Bartle (draft Policy SS3) and an extension to Cottam primary school.
- 4.2 The policy requires land to be set aside to deliver a new primary and secondary school on the site. PCC and stakeholders will work with LCC Education Authority to determine the appropriate size and location for the provision of the schools within the site. As the primary school requirement provision is being addressed, this school may not be required on the site. This will be kept under review and if it is found to be no longer necessary as the delivery of the site progresses, there will be an opportunity to provide additional housing. Contributions for new school places, will be sought in accordance with the LCC Education Contribution Methodology, taking into account the provision of land. The methodology has been produced in line with government guidance provided by the Department of Education³.
- 4.3 It is anticipated that the land to be provided for new schools will be located in proximity to each other, the local centre and open/recreation spaces. The location will be considered as part of the masterplan process.

Health

- 4.4 The Lancashire and South Cumbria Integrated Care Board stated in their representation to the Regulation 19 Consultation of the Central Lancashire Local Plan that 'Utilising the Office for National Statistics average household size (2017) of 2.4 persons per household would see a potential increase in population in this area of 4,440 persons. The nearest primary care practices to this development are Ingol Health Centre, The Park Medical Practice and Briarwood Medical Practice, all are also impacted by the North West Preston / Bartle (Policy SS3) development. All are also beyond the ideal travelling distance for patients requiring access to primary care services of 1.1 miles, access via car is 7 minutes or via bus 30 minutes'. The Infrastructure Delivery Schedule identifies an extension to Ingol Health Centre, this work has been completed.
- 4.5 NHS Property Services responded at Regulation 19 that Policy ID2: Developer Contributions accounts for health care needs to be addressed through contributions. However, S106 contributions have not been historically sought due to alternative funding mechanisms for NHS facilities (government capital budgets, private finance e.g. most GP surgeries are privately owned). There has also been a lack of evidence available from the NHS to show the funding gap and that the requests meet the CIL tests. Engagement will continue between the NHS, PCC and stakeholders to ensure the NHS can plan for an increase in demand and, if sufficient evidence is available which shows NHS funding requests meet the tests, contributions will be considered.

³ LCC Education Contribution Methodology - [Appendix A.pdf](#)

Local / Neighbourhood Centre

- 4.6 A local centre is located approximately 0.8 miles east of the northern tip of the site, along William Young Way at the junction with Sandy Lane. The centre includes a small supermarket and a children's nursery. There is also a petrol station with shop and takeaways adjacent to the roundabout at the northern end of the site. A further parcel of land has been secured at the northeastern side of the above junction to provide additional community centre uses.
- 4.7 The policy includes a requirement to include retail and community facilities in a new local centre and neighbourhood centres to serve day-to-day needs. This provision is expected to address needs arising from the development and will be of a type, size and location to ensure that there is not an adverse impact on existing retail centres within PCC or adjacent local authority areas.

Open Space and Recreation

- 4.8 Sport England has commented that the site includes playing field or sports facilities and any loss which would prejudice their use would be inconsistent with the NPPF and Sport England's Playing Fields Policy. It should be noted however, that a golf course does not fall within the definition of a playing pitch within the Town and Country Planning (Development Management Procedure) (England) Order 2015 (golf is not listed as a sport included within the playing pitch definition at Schedule 4, (z) (j)(ii).
- 4.1 The golf course is in private ownership (Tallentine Ltd) and it is currently let to Ashton & Lea Golf Club. The lease, granted to the Club on 12th February 2007, runs to 1st February 2045. Discussions with the Club have already taken place in respect of a potential earlier surrender of the lease and these discussions are expected to continue between Tallentine and the Club. Legal mechanisms exist to terminate the golf club's interest in the land at the expiration of the lease.
- 4.2 The development of the site will provide a variety of open space and recreation opportunities in accordance with Policy HS4: Open Space and Playing Pitch Requirements in New Housing Developments, taking into account the findings of the Central Lancashire Playing Pitch and Outdoor Sports Strategy. This provision will continue the delivery of the Linear Park across north and west Preston. These spaces will be publicly available and include playing pitches which will enhance provision. The resulting scheme will therefore accord with the NPPF.
- 4.3 Sport England has also raised issues of noise/ball strike from adjacent playing field on Dodney Drive. However, this can be address through the completion of a noise assessment and an appropriate design should mitigation be necessary.

5. Deliverability

Masterplan

- 5.1 It is intended that all stakeholders will continue to work together to create a masterplan for the site, similar to the North West Preston Masterplan.

- 5.2 The masterplan will ensure that development of the site fully addresses:
1. The requirements of policy SS5.
 2. The requirement of other relevant policies.
 3. The site circumstances and constraints.
 4. The delivery of the necessary infrastructure.
 5. The creation of a sense of place with a layout and design that positively responds to the surroundings.
- 5.3 The masterplan will be informed by the evidence and information referred to throughout this topic paper and additional site-specific evidence where it is required. For example, a wintering bird survey, noise assessment and transport evidence. Work is already taking place to provide additional supporting evidence.
1. The requirements of policy SS5
 2. The requirement of other relevant policies
 3. The site circumstances and constraints
 4. The delivery of the necessary infrastructure
 5. The creation of a sense of place with a layout and design that positively responds to the surroundings
- 5.4 The vision for Preston West is to deliver a residential led mixed use development. The assumptions made within draft Policy SS5 regarding the proportion of land expected to deliver residential and employment uses is indicative, stating circa 1,850 dwellings and up to / circa 63.3 hectares of employment land. The mix of land uses will be determined through the Masterplanning process based on more detailed evidence of the constraints, market and logistics. There is considered scope to be flexible in the amount of land expected to accommodate residential, employment and/or other uses, provided that the resulting development creates an accessible and mixed-use sustainable settlement and contributes to meeting identified needs.
- 5.5 The Cottam Parkway Station provides opportunities for sustainable travel to and from the site and any future Masterplan will identify locations for the creation of a local employment hub, residential and a local centre. Effective use of land for employment development, for example, multiple storeys or levels of parking which reflect sustainable travel options at the site, could support a reduction in the scale of land needed while providing an appropriate supply of floor space for employment development.

Infrastructure Delivery Plan

- 5.6 The Community Infrastructure Levy (CIL) contributes towards the Lancashire City Deal and is spent on infrastructure items approved within the Infrastructure Delivery Plan (IDP) (IT04a). This relates predominantly to the highway network, public transport and active travel. These matters are addressed in the transport section of this topic paper.

5.7 A bespoke infrastructure delivery schedule will be developed for the site and included within the masterplan. This will utilise the IDP and IDS (IT04b), and other evidence where necessary as a basis and will address:

1. Transport
2. Utilities
3. Education
4. Health and Social Care
5. Green and Blue Infrastructure
6. Waste and Recycling
7. Social and Community Facilities
8. Emergency Services

5.8 The IDS and the policy identify the following infrastructure projects that relate to development in Preston West:

1. New Cottam Parkway Rail Station
2. Active Preston proposals
3. East Ingol Cycle Route and link to schools
4. Extensive cycle network linking NW Preston to schools and the city centre
5. Ingol to Preston City Centre
6. A 6 form entry secondary school provision
7. Continuation of the Linear Park
8. Upgrading of canal towpath to provide enhanced walking/cycling
9. Drainage and SuDS

5.9 The infrastructure will be delivered as a combination of on-site provision, financial and off-site delivery secure by S106 agreements and CIL.

Phasing

5.10 The CLLP anticipates only approximately 450 homes to be delivered within the plan period. Of this amount, 280 already have planning permission (see 5.14). The CLLP expects the remainder to be delivered after 2041, reflecting the understanding of the mixed ownership of the site (including the lease available to the golf club) at the time the policy was drafted. There is, however, the potential for development outside of the golf course land to come forward earlier than anticipated and within the plan period.

5.11 A comprehensive phasing plan will be prepared as part of the masterplan preparation, and it is intended that this process will be led by Harworth in conjunction with the Council and other landowners on the site.

5.12 It is anticipated that initial phases of development will focus on the northern parcel of the site (to the north of the railway) and will be centred around the proposed Cottam Parkway Train Station. Later stages will comprise development on the southern parcel of land, with the golf course land expected to fall within the last phase of development. Only the golf course land is subject to a long lease which would limit the timing of delivery. A plan showing the golf course land is attached at Appendix H.

Viability

- 5.13 The Central Lancashire Local Plan Viability Main Viability Report (IT05) identifies the site as RAG rating Red. They identify the site as medium in terms of Location/value zone.
- 5.14 Risk Mitigation for the site is identified as:
1. The site is located in a Medium Value zone, although it is not far from the High Value zone, so given both the scale of development, and the likelihood of place-making premiums, there is potential for values to increase, particularly across the life of the Plan period.
 2. Improvements to the net to gross ratio and/or density could have a significant positive impact on viability, as well as pragmatic approaches to profit.
 3. Employment land receipts could improve viability.
 4. We have had to use a generic cost of £20,000 per dwelling for infrastructure costs. Future work will involve refining cost estimates and ensuring compliance with conditions outlined during the planning appeal process
 5. Bringing in a Master Developer with the right experience and knowledge of developing strategic sites of this nature will give the opportunity to further mitigate risks and ensure the site is deliverable.
- 5.15 There has been a considerable amount of development in this part of Preston indicating that there is an appetite to develop in this location and that development can be viably achieved.
- 5.16 Planning permission (Ref: 06/2022/1101) has recently been granted and development is in the process of commencing at the south-east corner of the site. This is a hybrid permission including a full permission for 161 dwellings (northern parcel) and an outline permission for up to 120 dwellings (southern parcel). A copy of the site plan is attached at Appendix G. The S106 obligation secures 20% on site affordable housing and the transfer of 3.24 hectares of land for the provision of Cottam Parkway Station for £1. A CIL payment will also be made. The transfer of land for Cottam Parkway Station represents a significant additional contribution, hence the reduced affordable housing provision in this case. The progress on this scheme indicates a demand for development and that it is deliverable.
- 5.17 The site has willing landowners with agents working on their behalf. The Harworth Group have an option on Phase 1 of the site. Harworth Group are an established property company with a track record of delivering strategic sites. This level of interest suggests that there is a market for the site and developers are likely to bring it forward either as a whole or as incremental.

Conclusions

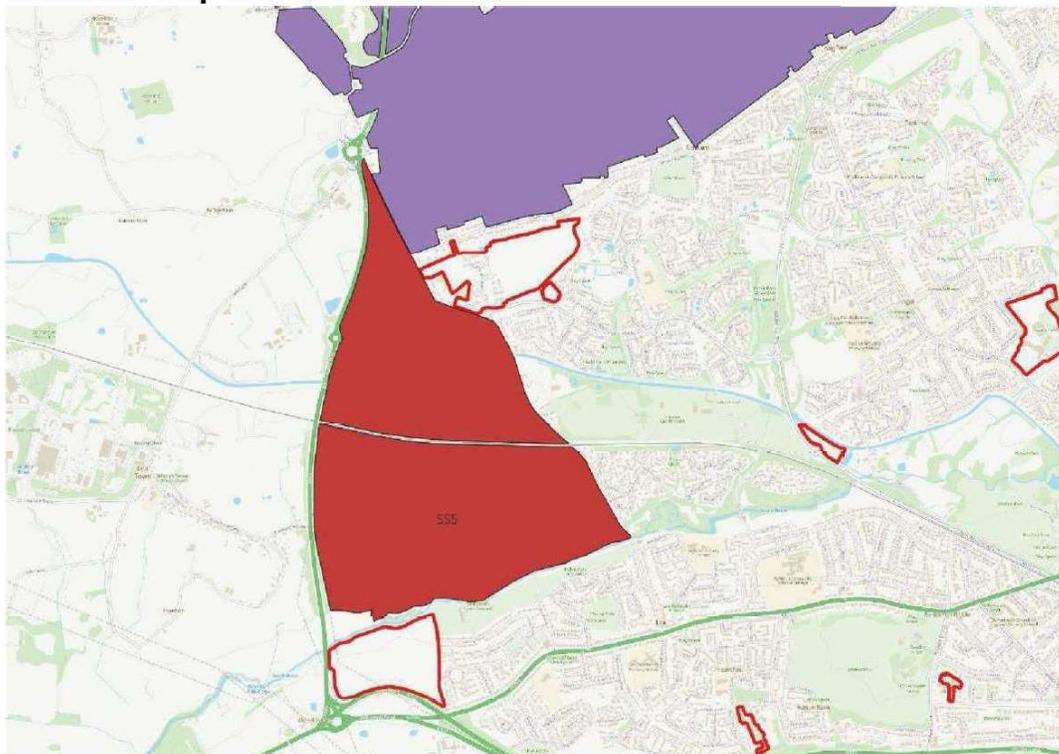
- 5.18 The content of this topic paper identifies the constraints, issues pertaining to this site and the ways in which they can be addressed. There are no constraints or issues that have the potential to prevent or adversely affect delivery of development of the scale and within the timescale envisaged by Policy SS5.

Appendix A: SHELAA Site Profile

Site Profile 6

Allocation Reference	SS5	SHELAA Ref(s)	19P031
Site Address	Land West of Cottam and East of Preston Western Distributor.		
Ward	Lea and Cottam	Settlement	Preston Main Urban Area
Total Site Area (Ha)	155.5	Dwelling Capacity	1850
Site Area for Employment (Ha)	77.75	Site Area for Housing (Ha)	77.75

Location Map



Site Details

Current Use	Greenfield
Adjoining/Surrounding Uses	Residential, Golf Course, UCLan Cottam Campus
Current Allocations/Designations?	Mainly EN1 Open Countryside, with areas of EN2 Green Infrastructure, EN10 Biodiversity and Nature Conservation, EN10 Wildlife corridor, EN10 Biological Heritage sites, and Mineral safeguarding areas in the 2012 Local Plan
Known Developer Interest?	No
Timescale	5-15+
Existing Planning Permission?	Part of site has permission (06/2022/1011 – subject to S106)

Employment - Site Assessment

Access to labour/services	Good service availability with good quality environmental setting
----------------------------------	---

Market attractiveness	Good proximity to strategic highway network and local routes. A highly flexible site.
Potential future use(s)	E(g), B2, B8
Proximity to urban area	Within Preston Main Urban Area
Compatibility with Adjoining/Surrounding Uses	Adjacent to new and existing housing development. Adjacent to UCLan Cottam Campus. Proposed new train station within the site.

Infrastructure

Highways/Transport

LCC Highways – large number of access opportunities (e.g. A582, B5468) but require necessary works. Public transport frequency and accessibility distances depend on the location within the site. Poor footways on some existing routes.

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 one of the metrics – 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

The site has access to all utilities.

United Utilities – On-Site Modelled Sewer Flood Risk and record of sewer flooding in the vicinity of the site. Site at risk from reservoir flooding. A detailed assessment should be undertaken.

Heritage/Archaeology

A Heritage Impact Assessment has been completed for this site.

LCC - Amber - On the basis of the information currently held in the HER the proposed allocation site either contains a known site of archaeological interest (of a local or regional significance i.e. a non-designated heritage asset) and therefore is not considered likely to be a constraint to development, or the allocation is considered to have a potential to contain previously unknown archaeological deposits by virtue of its location, close proximity to a site of known archaeological interest, or its size (c.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 likely require a level of archaeological mitigation.

Historic England - Amber - Lots of Grade II assets nearby

Flood Risk

Level 1 SFRA Strategic Recommendation A - Recommend for withdrawal as site is within Flood Zone 3b.

Level 2 SFRA – See detailed flood risk assessment.

Lead Local Flood Authority – 16 known ordinary watercourses onsite (4643.27m). 1.99% of the site is covered by high surface water risk.

Environment Agency – no comments

Flood Zone Coverage

Flood Zone 1 (Area %)	94.47
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3b (Area %)	5.53

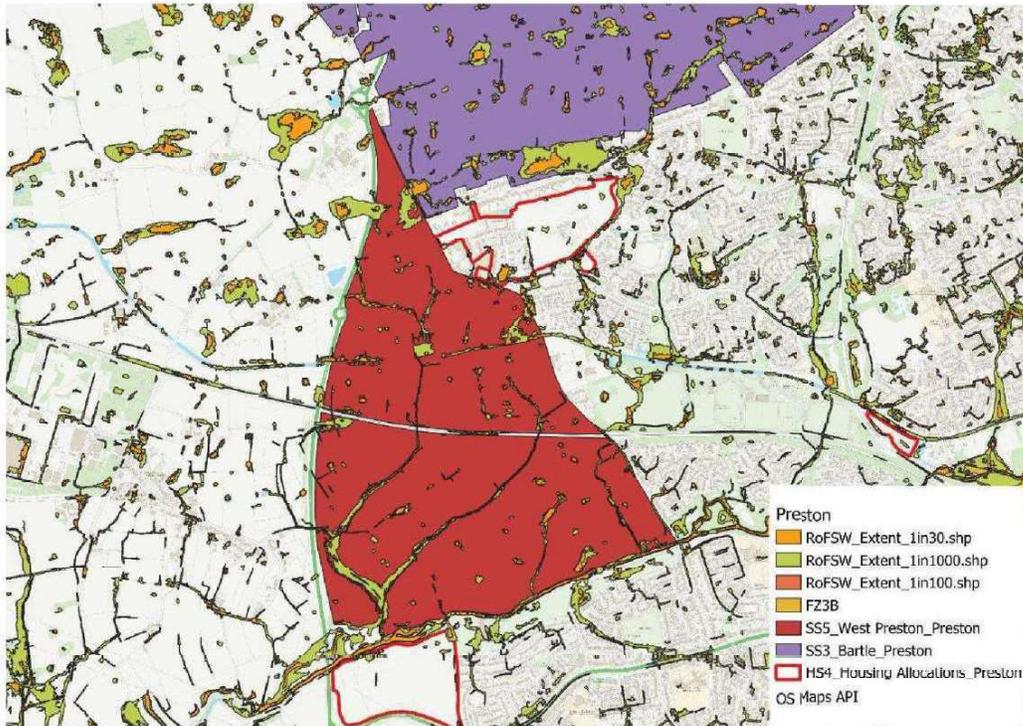
Surface Water Flooding

1 in 30 year (Area %)	1.99
1 in 100 year (Area %)	3.6
1 in 1000 year (Area %)	9.03

No. of flooding reports on site

No. of flooding reports within 50m

No. of flooding reports within 100m



Landscape & Ecology

Pylons and overhead wires down western edge of site. Small strip of biological heritage site and Public Right of Way.

HRA – Moderate - Approximately 3.2km northeast of Ribble and Alt SPA and Ramsar site, at the closest point. Approximately 12.1km southeast of Morecambe Bay and Duddon Estuary SPA and Ramsar site, at the closest point. Approximately 16.4km northeast of Martin Mere SPA and Ramsar site, at the closest point. A large area of arable and pasture fields surrounded by hedgerows and scattered trees with over ten small ponds. New tree planting is present at the north of the site. A golf course sits at the south of the site with small pockets of woodland surrounding its boundaries. Various dwellings, farm buildings, and small areas of hardstanding are present across the site. The Lancaster canal, a railway track, and various small roads run through the site. The Savick Brook runs to the south of the site, Edith Rigby Way and Lea Road border the site to the west and east respectively, and Sidgreaves borders the site to the northeast. The urban areas of Preston sit to the east of the site and larger areas of fields sit to the west of the site. Priority habitats are present on and adjacent to the site including small areas of traditional orchard and coastal and floodplain grazing marsh.

Sustainability Appraisal Summary

The site has positive effects for sustainable supply of housing and employment land, access to and provision of appropriate social infrastructure as well as promoting sustainable modes of transport and education. Aside from flooding risk (which has been addressed through the Level 2 SFRA), other negative effects are uncertain. These include biodiversity, water quality, landscape and historic environment, although it is considered any impact can be mitigated.

Requirements (and Masterplan if applicable)

- See requirements set out in Policy SS5

Recommendation	<i>Allocate site for mixed-use (Strategic Site – SS5)</i>
Justification	<i>Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.</i>

Appendix B: Summary of Publication Local Plan Consultation Responses

The following provides a summary of the consultation responses received at the pre-publication stage.

1. Tallentine Ltd. (A12) supports the policy in principle. Tallentine is a willing landowner in terms of supporting future development and is keen to be part of the engagement with the Council to ensure the site can come forward and deliver the Council's vision. The proposed allocation of the Preston West site is welcomed and fits both with the overriding spatial strategy of the CLLP, and also paragraph 125 (c) of the NPPF which states that planning policies should give substantial weight to the value of using sustainably located land within settlements for homes and other identified needs. Tallentine wish to work proactively with the other landowners at Preston West to progress the allocation and to assist on demonstrating its deliverability.
2. FI Real Estate Management Ltd. (A31.7) has raised the following issues:
 - Concerns about this site being brought forward in the plan period due to multiple ownerships.
 - The requirement for a development framework to ensure effective coordination for the site cannot be guaranteed in the short term nor over the plan period.
 - Development of Ashton and Lea Golf Course cannot occur within the plan period.
 - The requirement for substantial new infrastructure and the lack of feasibility or viability assessment to confirm the development is capable of funding or delivering the requirements.
 - Further work is needed to demonstrate that development needs linked to the Cottam Parkway Train Station can be delivered.
 - No work has been carried to confirm that BNG requirements can be met.
 - The development would seriously impact on the Special Protection Area.
 - Part of the site is in a flood plain which is not suitable for development.
 - There are heritage constraints to overcome reducing development potential.
 - A large part of the site is likely to comprise high quality agricultural land.
 - Affordable housing and high-quality expectations will impact viability.
 - The attractiveness of the site for employment development is questioned. The amount of employment land on the site is recommended to reduce to 30 ha.
3. Taylor Wimpy (A45) raise concerns about the deliverability of the site due to multiple land ownership, part of the site is planned for a train station, the golf club, the location within a functional flood plain and the number of listed heritage assets. They also state that there is insufficient information from all landowners that they are committed to development of the site f
4. Haworths (A61) strongly supports the allocation of the site and the principle of a mixed-use development comprising both residential and employment development. The site is located adjacent to the Preston urban area and existing residential development to the east and benefits from a range of sustainability benefits for new residents, including proximity to existing services, facilities, employment opportunities and public transport connections. The policy identifies capacity for 1,850 new dwellings, and up to 63.3 ha for employment uses within this area. Harworth considers that the proposed split is not entirely reflective of the context of the site, and it should be weighted more towards housing given its proximity to existing residential development. the evidence base does not provide clear commercial rationale for proposing a 50/50 split, in terms of the site's attractiveness for particular employment uses and whether there are any market-based demand factors driving this.

Harworth support the intentions for the provision of community facilities, sustainable transport etc. but the wording contains a lack of flexibility and implies the development should deliver the train station. Flexibility is needed to reflect the need for schools at the site. The requirement for specific types of housing should be based on evidence of demand.

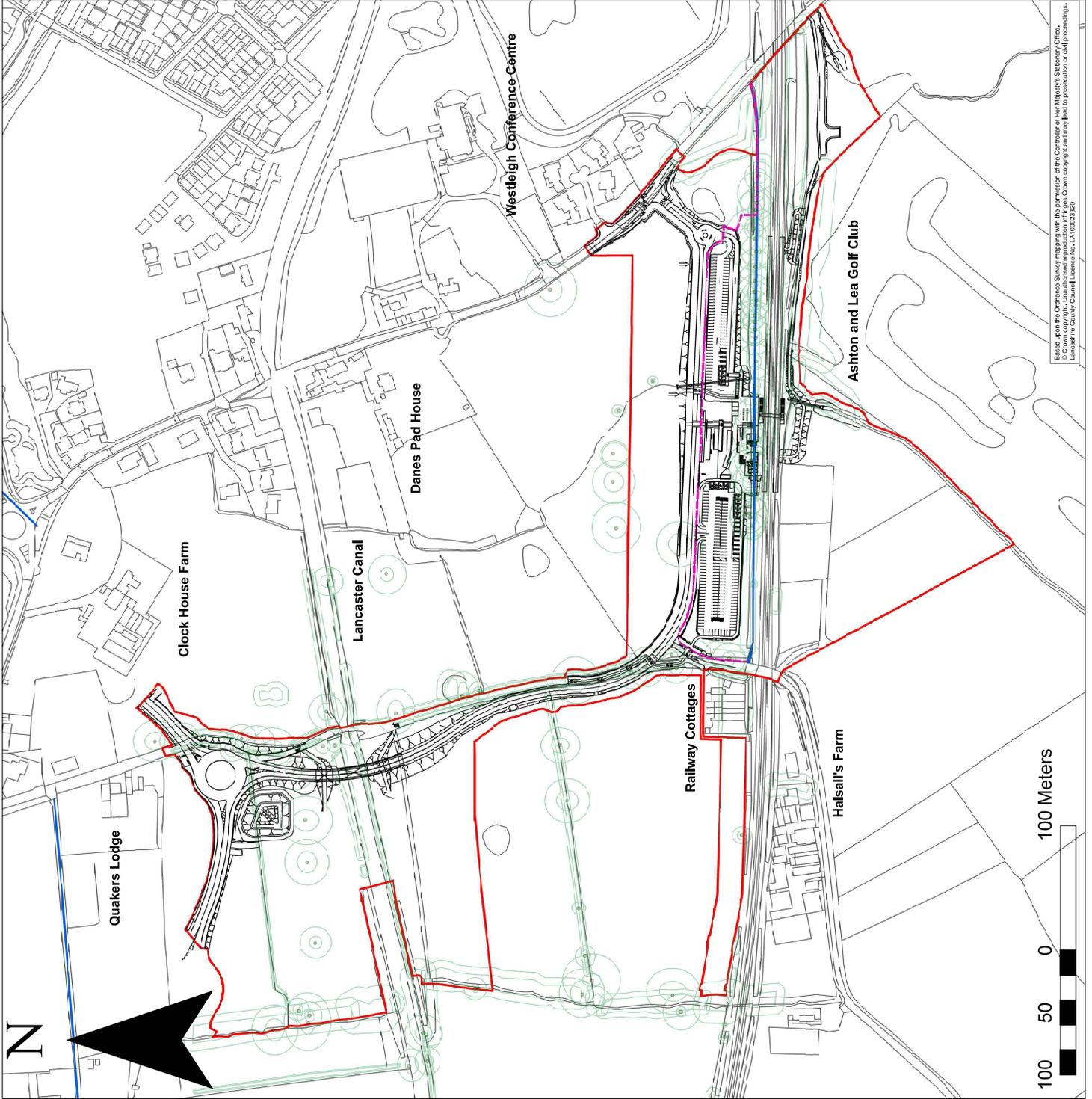
5. Member of public (B38.1) raises concerns over number of homes, the loss of open countryside and questions need for train station, the impact on the Biological Heritage Site and heritage assets which should be protected.
6. Fylde Council (D1.1) has some concerns about how development will proceed and the potential impacts. There is a lack of specification as to the phasing, what development could take place or the timing of delivery of key infrastructure. The site should be developed in planned way, through pre-defined phases and with specific infrastructure delivered at stages that is set out in more detail. The impact on the surrounding landscape will need to be mitigated.

Fylde Council (D1.1) states the emergency planning zone for the Westinghouse Springfields nuclear site extends into SS5, and much of site SS5 is in close proximity to what is nationally important green energy infrastructure. Consultation will need to be undertaken with the Office for Nuclear Regulation, Lancashire County Council's Emergency Planning Team and the site operators.

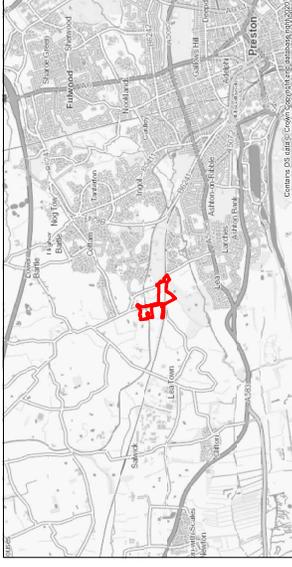
7. Historic England (D2) welcomes the HIA for the site and advises that it is important the content is tied to the Plan and it is a requirement for the development of the site. This would provide guidance for those applying for planning permission and ensure proposals conserve and enhance the historic environment. A detailed HIA to inform development and mitigation/enhancement measures should be required within the policy.
8. National Grid Electricity Transmission (D5) state that the development should include a strategy for responding to the National Grid Overhead Cable Route present within the site which demonstrates how the National Grid Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design
9. Lancashire & South Cumbria Integrated Care Board (D13) Utilising the Office for National Statistics average household size (2017) of 2.4 persons per household would see a potential increase in population in this area of 4,440 persons. The nearest primary care practices to this development are Ingol Health Centre, The Park Medical Practice and Briarwood Medical Practice, all are also impacted by the North West Preston / Bartle (Policy SS3) development. All are also beyond the ideal travelling distance for patients requiring access to primary care services of 1.1 miles, access via car is 7 minutes or via bus 30 minutes. Reference is also made to other health infrastructure. GP surgeries noted are within the locality of the Strategic Site developments, the majority are at or nearing their capacity and cannot absorb any further impact brought about by new housing developments without new supporting infrastructure, or the redevelopment or reconfiguration of existing health infrastructure. Recent housing growth has not provided sufficient S106/CIL funding for primary care services in this area and additional housing growth without S106/CIL will exacerbate difficulties new residents will have accessing GP / family doctor services. As a strategic partner, the ICB will continue to engage with the Council throughout the plan period and respond where necessary to any windfall sites, planned or unplanned schemes.
10. United Utilities (D15) identify assets at the site. These which are listed in the section on Utilities.

11. National Highways (D16) advise that the site may result in an adverse impact on the SRN at M55 Junction 2. It is therefore expected that any forthcoming Masterplan will be in agreement with National Highways, with appropriate mitigation included within the clauses of development or financial contributions provided to mitigate the identified transport impacts prior to any phase of the development coming forward. This site will need to be considered in conjunction with the North West Preston Allocation.
12. Sport England (D25) loss of sports facility, and potential prejudicial impact in terms of noise from ball strike on adjacent playing field at Dodney Drive and golf courses. Development that would result in the loss of playing field or sports facility should be consistent with the NPPF and Sport England's policy.

**Appendix C: Cottam Parkway Station Site Plan (Planning Permission
Ref: LCC/2022/0049)**



- Legend**
- Tree
 - Tree Root Protection Zone
 - Diverted Public Right of Way
 - Public Right of Way
 - ↓ Indicative location of pedestrian access from proposed residential development at Lea Road
 - Access Road
 - Road Markings
 - Railway Station
 - ▭ Red Line Boundary



A	29/11/2022	Road markings and indicative pedestrian access from proposed residential development at Lea Road	NOS	NB	Checked By	Drawn By
No. Date		Amendment Details		Revisions		

Lancashire
County Council

Planning and Environment

Infrastructure Delivery Team

Project Title:
Cottam Parkway Railway Station

Drawing Title:
Site Plan (Road Markings)

Drawing By: NB
Project Number: CLM07

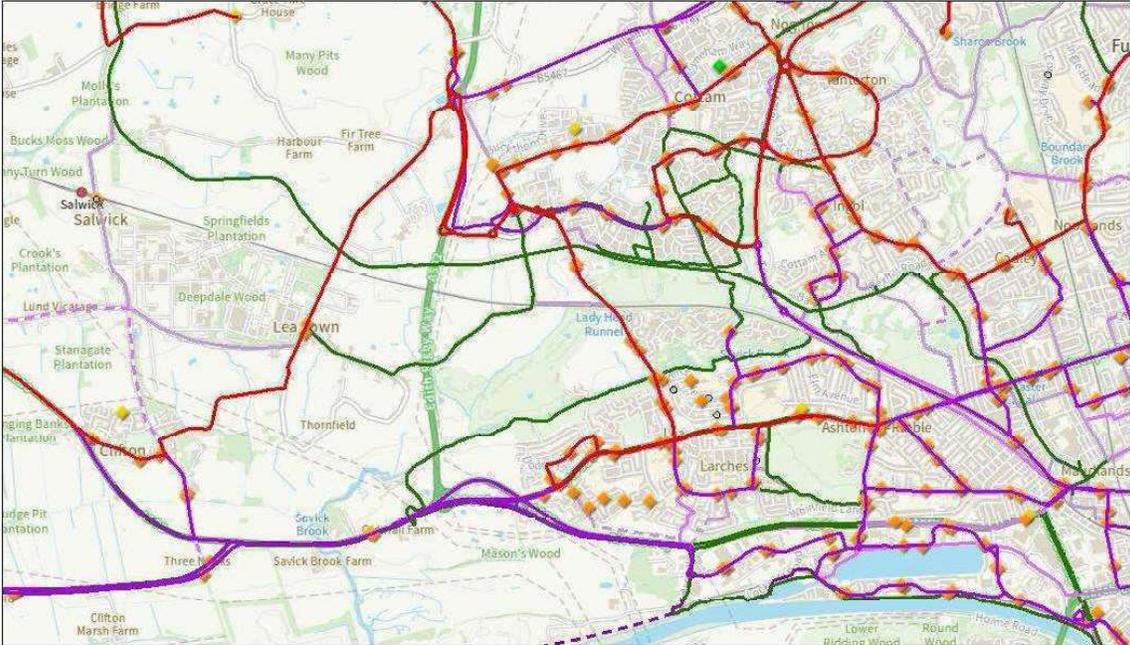
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Drawing Number: CLM07-DEV-0000-002
Sheet Number: Sheet 1 of 6

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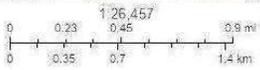
Appendix D: Lancashire Local Cycling and Walking Infrastructure Plan - Maps

Lancashire County Council Map



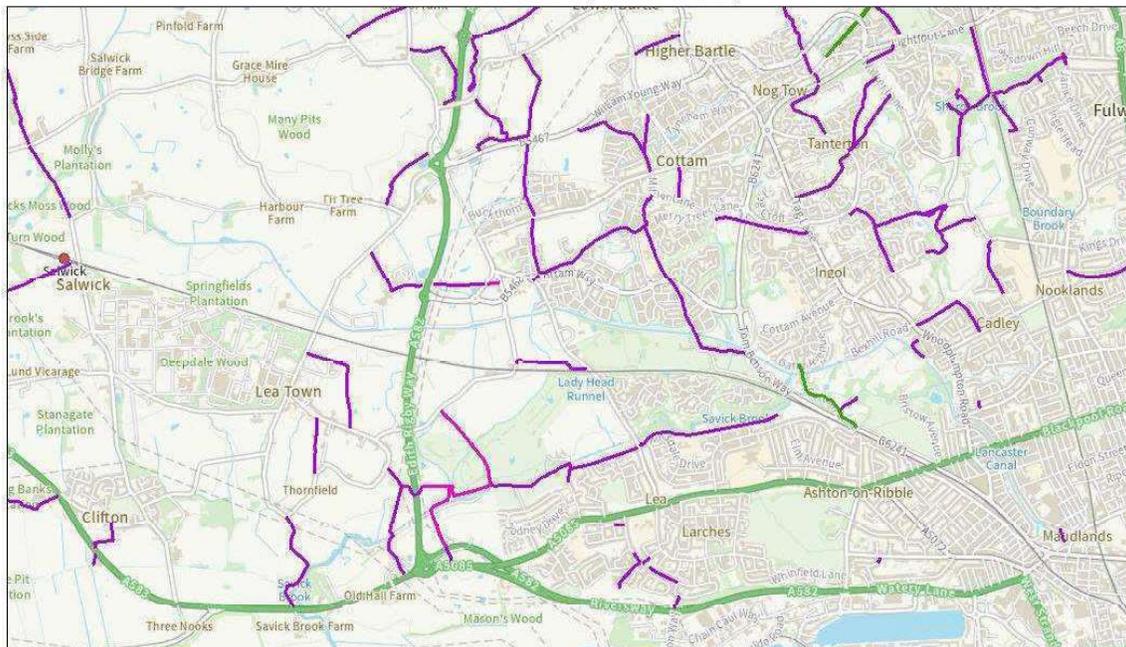
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|--------------------|-------------------|----------------------|------------------------------|----------------------------|
| Bus Routes: | Bus Stops: | Hail and Ride | Cycle Routes Proposed | Primary Alternative |
| Bus | Marked Stop | Inactive Stop | Strategic | Secondary |
| School Bus | Custom Stop | Cycle Routes | Strategic Alternative | Secondary Alternative |
| | | | Primary | |



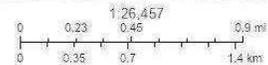
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Lancashire County Council Map



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Public Rights of Way
— Bridleway
— Footpath
— Temporary Closure



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Central Lancashire Level 2 Strategic Flood Risk Assessment - Site 19P031 Final

June 2025

Prepared for:



www.jbaconsulting.com

Document Status

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Reviewed by	Mike Williamson BSc MSc CGeog FRGS EADA Principal Analyst
Authorised by	Krista Keating BSc MSc CEnv CSci MCIWEM C.WEM Associate Director

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Contract

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JBA Project Code	2023s1344

This report describes work commissioned by Preston City Council, on behalf of the Central Lancashire Local Plan Team, by an instruction dated 19 August 2024. The Client's representative for the contract was Carolyn Williams of Preston City Council. Freya Nation of JBA Consulting carried out this work.

Purpose and Disclaimer

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The conclusions and recommendations contained in this Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by JBA has not been independently verified by JBA, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by JBA in providing its services are outlined in this Report. The work described in this Report was undertaken between 19 August 2024 and 20 June 2025 and is based on the conditions encountered and the information available during the said period. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

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Acknowledgements

We would like to thank the Environment Agency for their assistance with this work

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Background

This is a Level 2 Strategic Flood Risk Assessment (SFRA) site screening report for the Central Lancashire Local Plan Site 19P031. The content of this Level 2 SFRA site screening report assumes the reader has already consulted the 'Central Lancashire Level 1 SFRA' (2025) and read the 'Central Lancashire Level 2 SFRA Main Report' (2025) and is therefore familiar with the terminology used in this report.

Site 19P031

- Location: Land West of Cottam and East of Preston Western Distributor A.
- Existing site use: Mixed use; agricultural land, residential, leisure, education
- Existing site use vulnerability: More vulnerable
- Proposed site use: Mixed use
- Proposed site use vulnerability: More vulnerable
- Site area: 155.9 hectares
- Proposed development impermeable area: 132.5 hectares (assumed 85% impermeable area)
- EA model: N/A
- Watercourse: Savick Brook along the southern site boundary as well as three tributaries of Savick Brook; Lady Head Runnel and two unnamed watercourses.
- Summary of requirements from scoping stage:
 - Level 1 SFRA recommendation was for withdrawal from allocation or more detailed assessment through Level 2 SFRA
 - Assessment of modelled fluvial flood depths and hazards
 - Assessment of surface water flood depths and hazards
 - Assessment of all other sources of flood risk

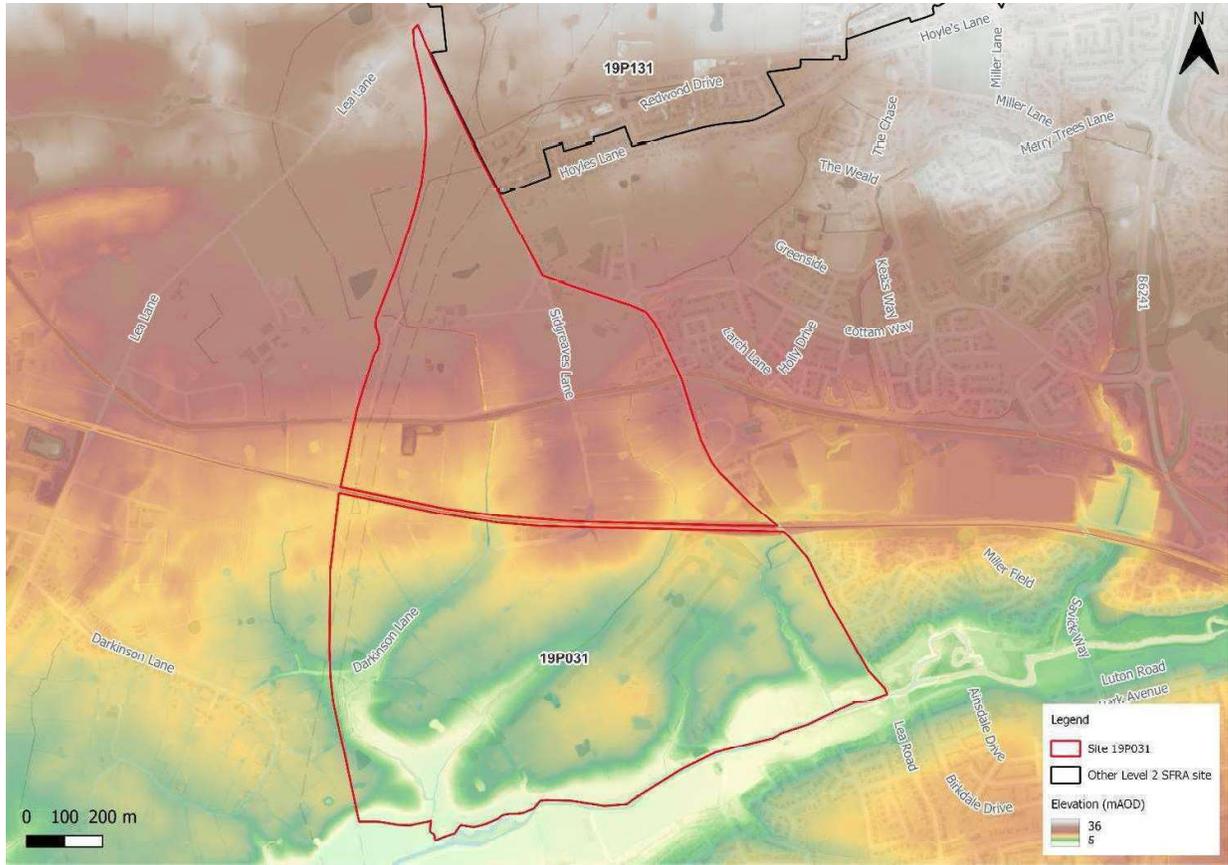


Figure 0-2: Topography

Flood risk from rivers

Existing risk

Flood Map for Planning and functional floodplain

Based on the EA's Flood Map for Planning (accessed May 2025) and Flood Zone 3b (functional floodplain) as updated in the Central Lancashire Level 1 SFRA (2025), the percentage areas of the site within each fluvial flood zone are stated in Table 0-1 and can be viewed on Figure 0-3. The Flood Map for Planning does not consider flood defence infrastructure (Section 0) or the impacts of climate change (Section 0).

Approximately 6% of the site is modelled to be within Flood Zone 3b. The area along the southern boundary of the site is located within Flood Zone 3b of Savick Brook. There should be no development within the functional floodplain. The functional floodplain in this location is conservatively based on the previous Flood Zone 3 of the Flood Map for Planning (1% AEP undefended event), prior to March 2025 which does not take into account the new NaFRA2 modelling, in the absence of suitable modelled data.

The majority of the remaining area of the site is within Flood Zone 1. Approximately 3% of the site is within Flood Zone 3a and 4% of the site within Flood Zone 2. These areas are largely confined to sections of ponding behind the railway embankment (based on direct rainfall modelling), and along the western and southern site boundaries.

The section of Savick Brook which borders the site is also known as the Millenium Ribble Link, a canalised reach of Savick Brook linking the Lancaster Canal to the River Ribble.

The Lancaster Canal bisects the site and there are three tributaries of Savick Brook (Lady Head Runnel and two unnamed watercourses) which flow through the site and into the brook, at the southern site boundary. The functional floodplain along the Lancaster Canal and tributaries of Savick Brook is based on an 8m buffer either side of the OS Open Rivers Watercourse link dataset. It is recognised that this is an approximation.

Any flood risk assessment (FRA) should produce a detailed model of Savick Brook and its tributaries to understand modelled flood depths and hazards within the site.

Table 0-1: Existing fluvial flood risk

Flood Zone 1 (%)	Flood Zone 2 (%)	Flood Zone 3a (%)	Flood Zone 3b (%)
87	4	3	6

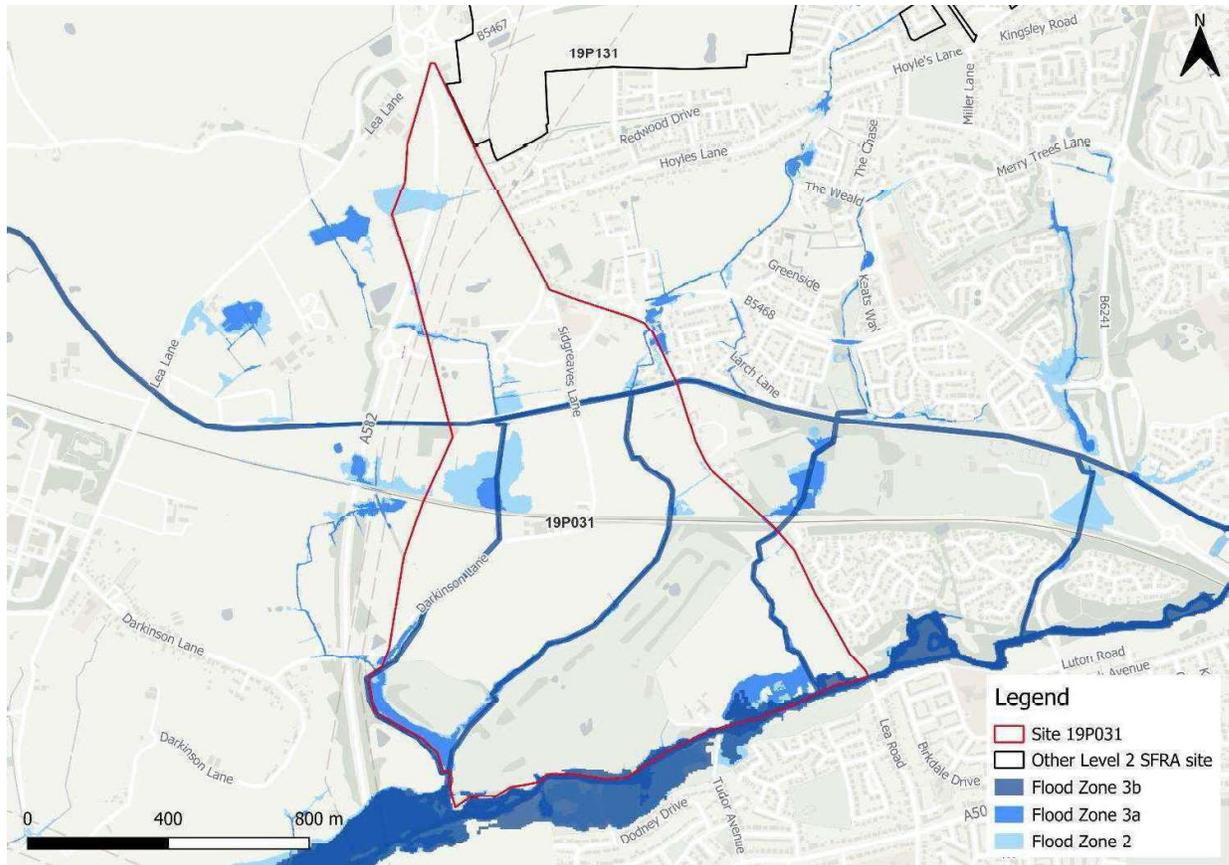


Figure 0-3: Existing risk from rivers to the site

Impacts from climate change

The impacts of climate change on flood risk from Savick Brook have not been modelled for this SFRA, due to the absence of a detailed flood model. Therefore, the FMfP 1% AEP undefended plus central climate change extent has been used to assess future risk to the site. Based on this approach, fluvial risk is modelled to increase to a similar extent to the present day Flood Zone 2 (Figure 0-4). This dataset is based on fluvial and tidal models only and doesn't take into account surface water risk from direct rainfall modelling.

The impacts of climate change must be modelled using the EA's latest allowances for peak river flows to assess flood depth, hazard and velocity in order to inform the exception test. The EA should be consulted on the data source of the Flood Map for Planning in this location. If the Flood Map for Planning is based on a detailed model of Savick Brook and its tributaries, any updates to this Level 2 SFRA and/or any FRA should make use of this model and include for the most up to date climate change allowances.

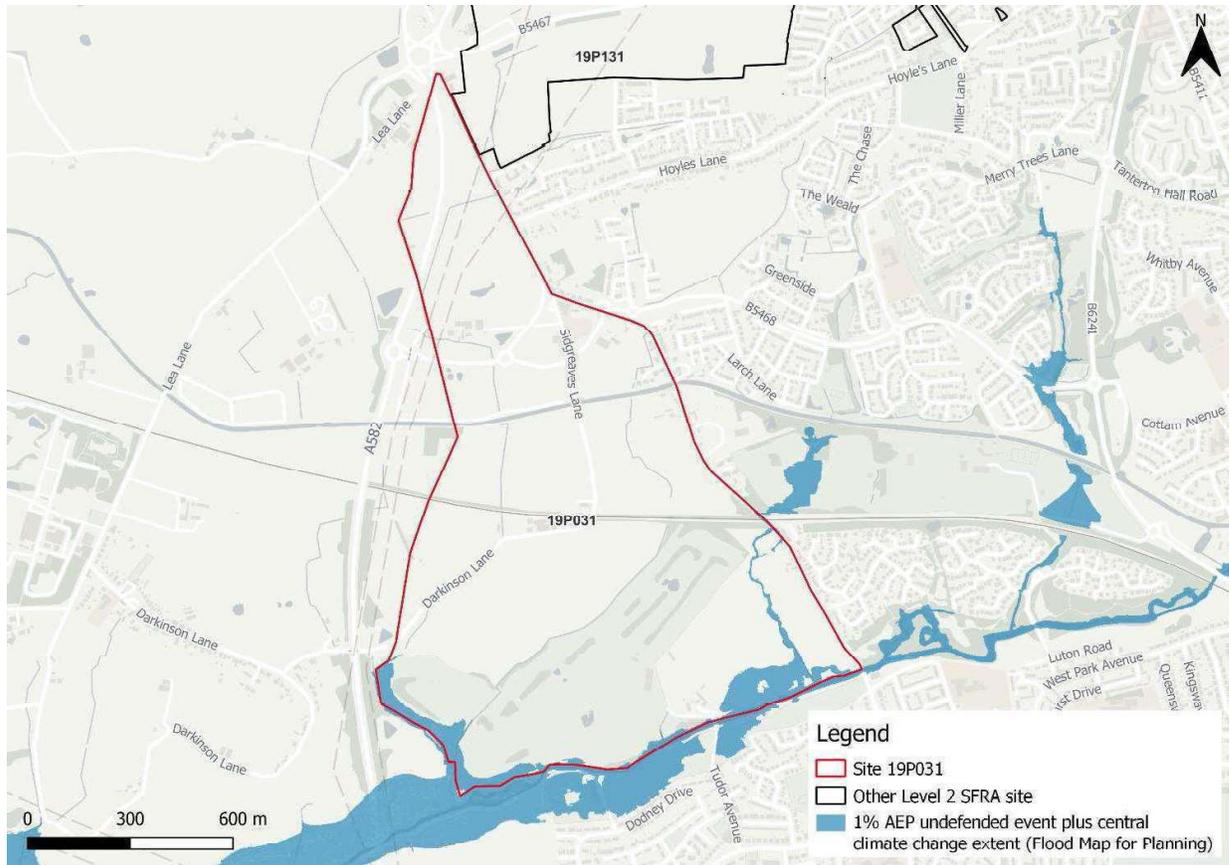


Figure 0-4: Flood extent for 1% AEP undefended flood event plus central climate change allowance (Flood Map for Planning)

Flood risk management

The site doesn't benefit from any formal engineered flood defences, according to the EA's spatial flood defences dataset.

Cumulative impacts

A cumulative impact assessment was completed through the Central Lancashire Level 1 SFRA (2025), which aimed to identify catchments sensitive to the cumulative impact of development. Site 19P031 is located within one catchment, namely; Savick Brook. This is ranked as a medium sensitivity catchment. Planning policy considerations for sites at medium sensitivity to the cumulative impacts of development that apply to this site include:

- Incorporate SuDS and provide details of adoption, ongoing maintenance, and management, in line with the Lancashire SuDS Guidance⁴.
- Developments should be incentivised to provide wider betterment by being requested to demonstrate in site-specific FRAs and Surface Water

⁴ [Lancashire SuDS Guidance](#)

Drainage Strategies what measures can be put in place to contribute to a reduction in flood risk downstream.

- Developments are to aim to achieve greenfield runoff rates and volumes in their post-development state.
- Surface Water Management Plans should be developed as required.

The full list of planning policy suggestions can be found in Appendix G of the Level 1 SFRA.

Working with Natural Processes

The EA's Working with Natural Processes (WwNP) dataset has been interrogated to identify opportunities for Natural Flood Management (NFM) to reduce flood risk to the site and surrounding areas. Within the site, there are significant opportunities for floodplain and riparian tree planting, which can slow flows, reduce sediment delivery to the watercourse and reduce bankside erosion. The majority of the site is also identified to have potential for wider catchment tree planting, which can intercept, slow, store and filter water. There are also opportunities for reconnecting the floodplain to Savick Brook, however, since this section of the brook is a canalised navigation, it is unlikely that floodplain reconnection could be achieved. Additionally, there are areas of potential surface water runoff attenuation across the site. A Flood Risk Activity Permit (FRAP) may be required for NFM activities or works within the floodplain when planning permission is not required. These areas are shown in Figure 0-5.

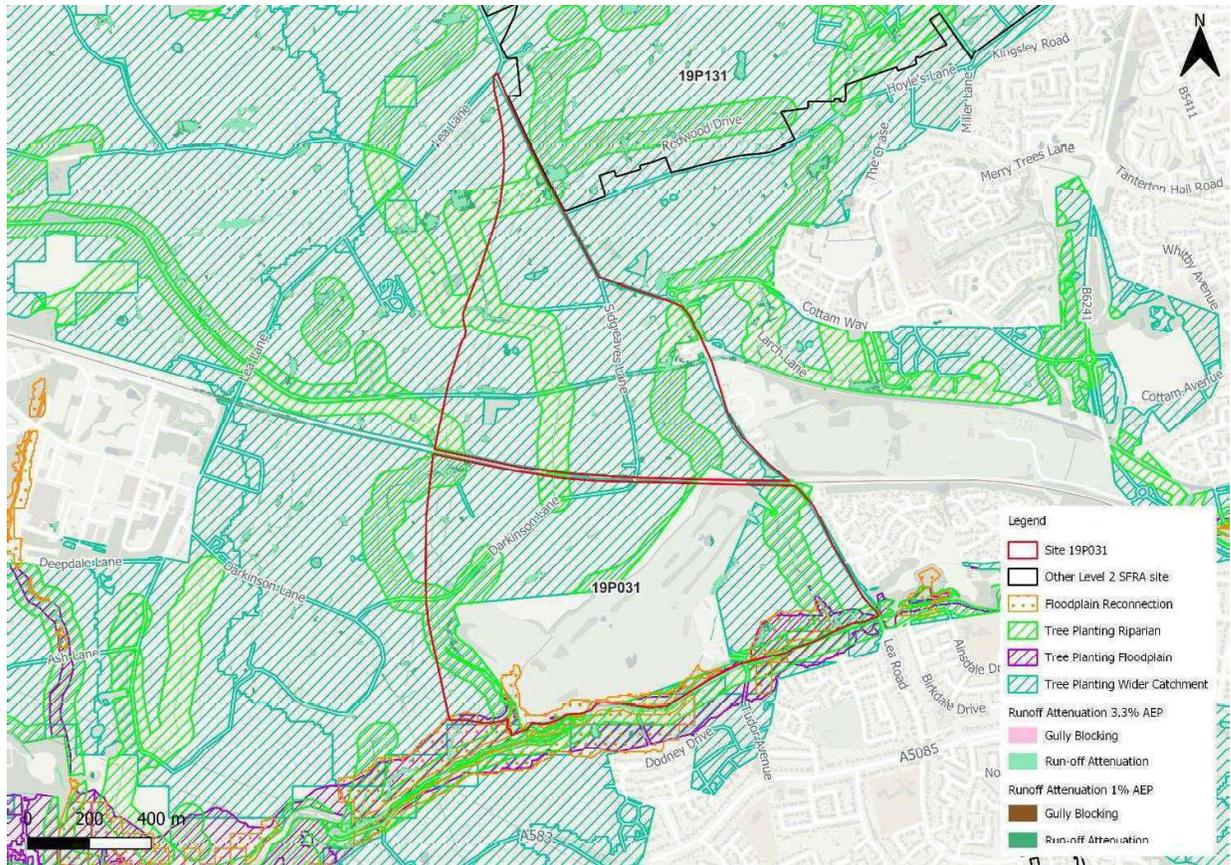


Figure 0-5: Natural Flood Management (NFM) potential mapping

Residual risk

Although a site may be afforded some protection from defences and / or drainage infrastructure, there is **always** a residual risk of flooding from asset failure i.e. breaching / overtopping of flood defences, blockages of culverts or bridge openings.

There are potential residual risks to the site from possible blockages of the tributaries of Savick Brook which are culverted beneath roads, farm tracks, Lancaster Canal and the railway line within the site (Figure 0-6). The impacts of culvert blockages have not been modelled as part of this Level 2 SFRA, as there are no available flood models for the watercourses. It is recommended that the site-specific FRA should consider the impact of a blockage of these culverts on residual flood risk to the site. Options for culvert removal should be assessed and inclusion of open watercourses in site design. There should be no development over existing culverts or watercourses.

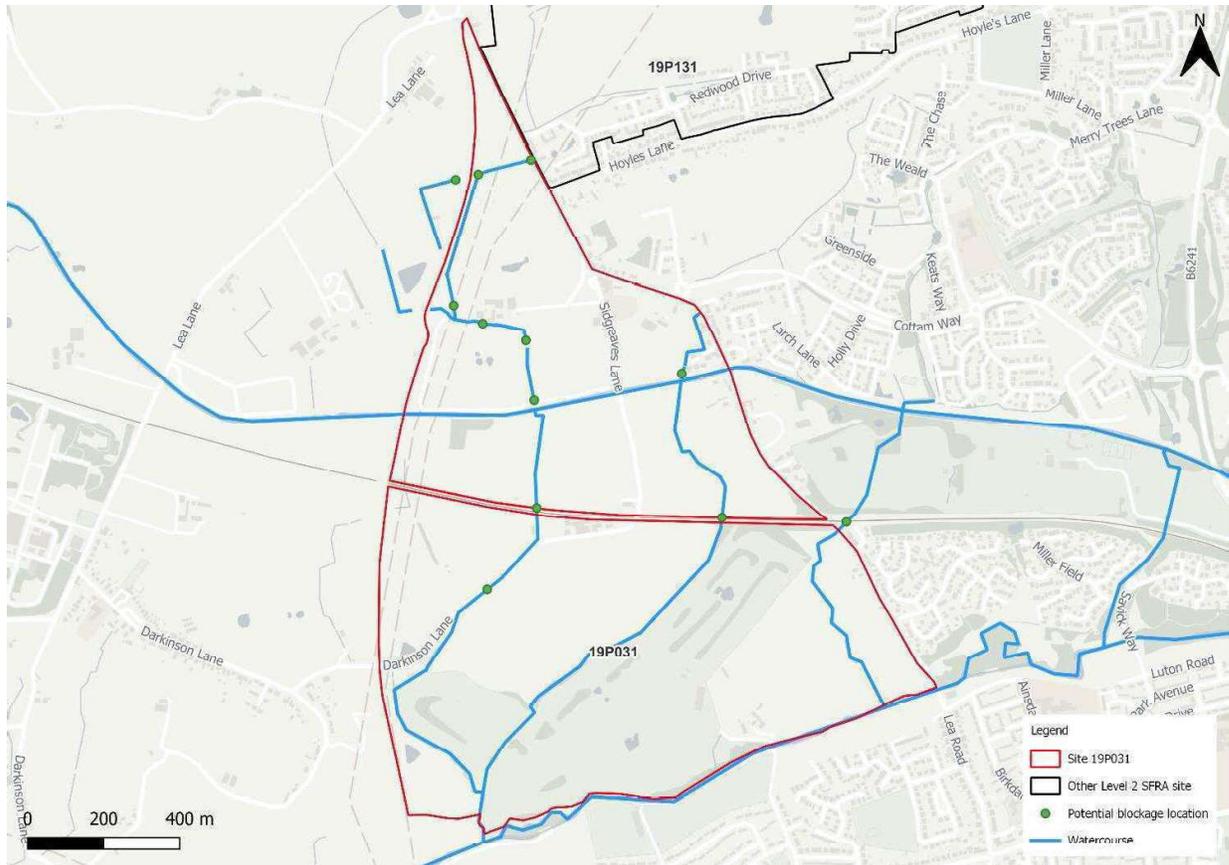


Figure 0-6: Potential culvert blockage locations

Flood risk from reservoirs

The EA's Reservoir Flood Maps (RFM) (2021) show where water may go in the unlikely event of a reservoir or dam failure. Figure 0-7 shows the RFM in a 'dry day' and 'wet day' scenario. A 'dry day' scenario assumes that the water level in the reservoir is the same as the spillway level or the underside of the roof for a service reservoir and the watercourses upstream and downstream of the reservoir are at a normal level. A 'wet day' scenario assumes a worst-case scenario where a reservoir releases water held on a 'wet day' when local rivers have already overflowed their banks.

The site is potentially at risk from four reservoirs. Alston No. 1, Alston No.2 and Stocks reservoir, located in Ribble Valley Borough, owned and operated by United Utilities; and Highgate Park FSR in Preston, owned and operated by the Environment Agency. All are located within the Lancashire LLFA area.

The EA's SFRA guidance states that where a proposed development site is at flood risk from a reservoir, then an assessment into whether the reservoir design or maintenance schedule needs improving should be carried out. Expert advice may be required from an all-reservoirs panel engineer. At the FRA stage, United Utilities and the Environment Agency, should be contacted to ascertain whether the proposed development could affect the reservoir's risk designation, it's design category or how

it is operated. The council, as category 1 responders, can access more detailed information about reservoir risk and reservoir owners using the [Resilience Direct](#) system.

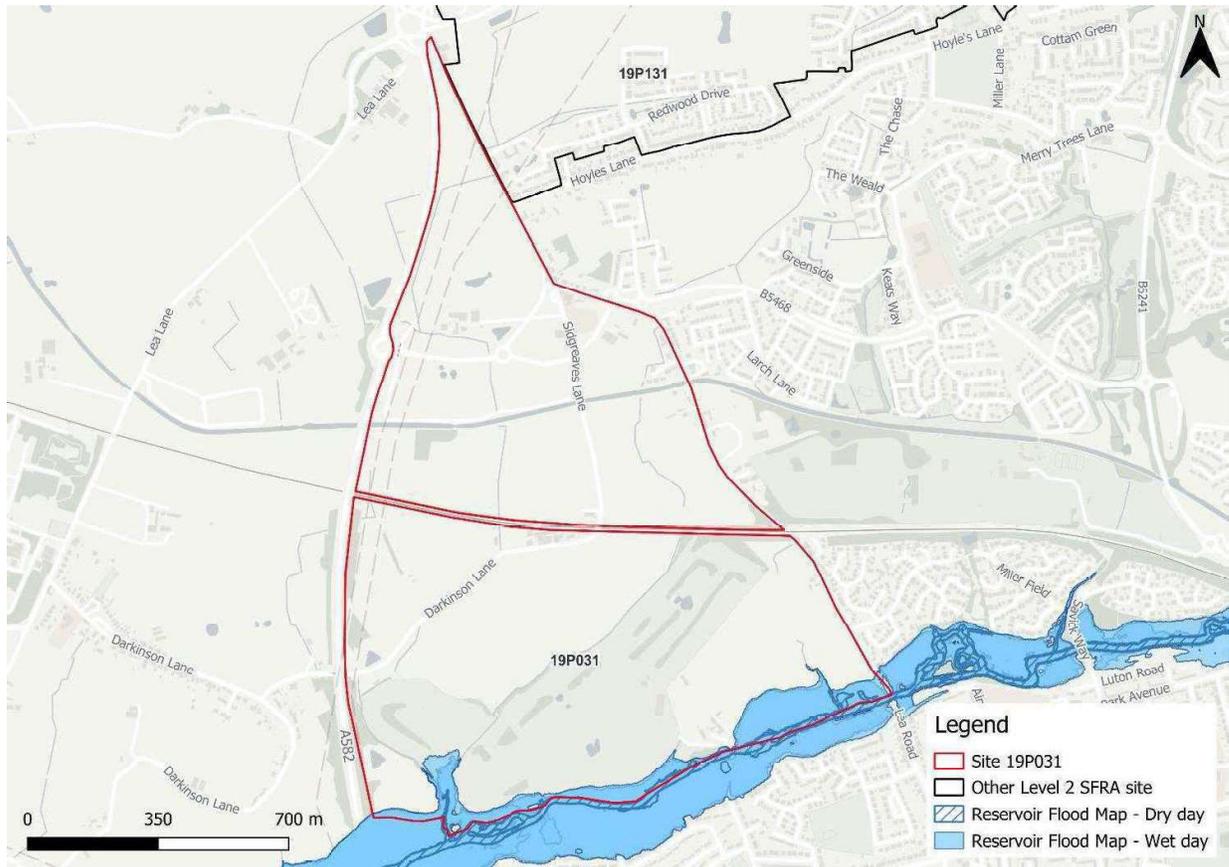


Figure 0-7: Flood risk from reservoirs

Flood risk from canals

Canal & River Trust historic overtopping incidents data indicates that there have been some recorded incidents of the Lancaster Canal overtopping within the vicinity of the site, occurring in 2011 and 2014.

Historic flood incidents

The EA's Historic Flood Map (HFM) and Recorded Flood Outlines (RFO) datasets have been considered. There are no recorded historic flood incidents within the vicinity of the site.

Flood warning and access and escape routes

The EA operates a Flood Warning Service for properties located within a Flood Warning Area (FWA) for when a flood event is expected to occur. Site 19P021 is not located within a FWA.

Flood alerts may be issued before a flood warning for properties located within a Flood Alert Area (FAA) to provide advance notice of the possibility of flooding. A flood alert may be issued when there is less confidence that flooding will occur in a FWA. The site is located within a FAA, namely; 012WAFLR - Lower River Ribble and Darwin.

Based on available information, safe access and escape routes are available from multiple locations around the site.

Observations, mitigation options and site suitability - fluvial

- The site is modelled to be within the functional floodplain along the southern boundary of the site, adjacent to Savick Brook, as well as through the site along the Lancaster Canal, Lady Head Runnel and two unnamed tributaries of Savick Brook. Development is not permitted within the functional floodplain. However, the functional floodplain in this area is conservatively based on the EA's FMfP Flood Zone 3 for Savick Brook and an 8m buffer either side of the OS Open Rivers Watercourse link dataset for the other watercourses.
- A flood risk activity permit may be required if development is planned within 8m of Savick Brook. The EA can advise on whether a permit will be required. If feasible, this area would be used as a green / blue corridor which can provide ecological, social and amenity value.
- The FMfP 1% AEP undefended event plus central climate change allowance extent has been used to assess future risk to the site. Flood depths, velocity and hazards were not available at the time of writing, therefore a fully robust assessment of fluvial flood risk to this site cannot be carried out.
- Any update to the Level 2 SFRA and/or any FRA should include for detailed modelling of Savick Brook including for climate change. At this stage, it cannot be proven that this site can be safe for its lifetime.
- Risk from the smaller unmodelled watercourses must be quantified through appropriate modelling. These watercourses should be allowed to flow unobstructed and could be included in site design through a blue / green corridor.
- The site is potentially at residual risk from the possible blockage of the onsite culverts. It is recommended that the site-specific FRA considers the impacts of blockages of these culverts on residual flood risk to the site.

- Safe access and escape routes are available via all roads to and from the site based on available information.
- Given the potential reservoir risk to the site, developers should consider⁵:
 - Whether additional modelling is required to understand the flood risk from the reservoir, referring to the specification for the reservoir flood maps as a starting point
 - Whether the development may have an impact on the reservoir or reservoir owner
 - Referring to the Central Lancashire Level 1 SFRA for information on reservoir risk and recommendations for how to address it
 - Contacting the LPA for pre-application advice
 - Contacting the LPA to understand the need to consult with their emergency planning team and with the reservoir owner
- Site 19P031 is located adjacent to the Sandpiper Grange development (planning reference 06/2019/0114). The FRA submitted with the Sandpiper Grange planning application states the site is located within Flood Zone 1 and hydraulic modelling of the watercourse crossing the site is not required by the EA. Flood risk to site 19P031 is greater due to its location within Flood Zone 3b.

⁵ [Reservoir flood maps: when and how to use them | Environment Agency | 2021](#)

Flood risk from surface water

Existing risk

Based on the EA's national scale Risk of Flooding from Surface Water (RoFSW) map flood risk within the site is predominantly very low. Approximately 2% of the site is within the high risk surface water zone. A further 2% is at medium risk and 5% is at low surface water flood risk, as shown in Table 0-2.

In the high risk event, surface water risk is scattered across the site. Ponding is shown within topographic low spots, with some additional flow paths coincident with the ordinary watercourses within the site. In the medium risk event, there is a greater extent of surface water ponding and flood depths increase. A flow path emerges within the southwestern corner of the site. In the low risk event, flooding significantly increases with additional flow paths and areas of ponding forming throughout the site. Greatest flood depths in the high risk event are > 1.2 m (Figure 0-8), however these depths are located within the ordinary watercourse channel, with some areas of significant hazard (Figure 0-9). Safe access and escape routes should be available via all roads to and from the site based on current information.

Table 0-2: Existing surface water flood risk based on the RoFSW map

Very low risk (%)	Low risk (%)	Medium risk (%)	High risk (%)
91	5	2	2

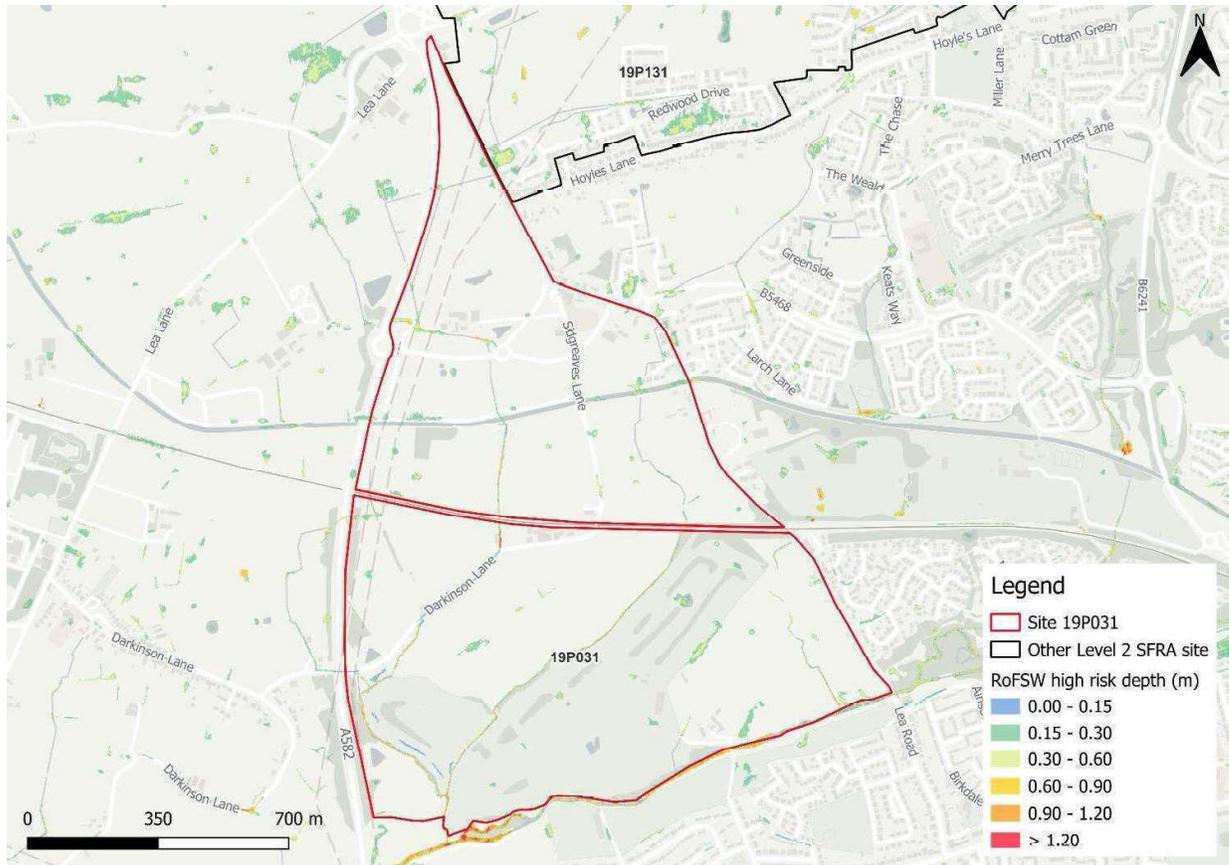


Figure 0-8: High risk event surface water flood depths (Risk of Flooding from Surface Water map)

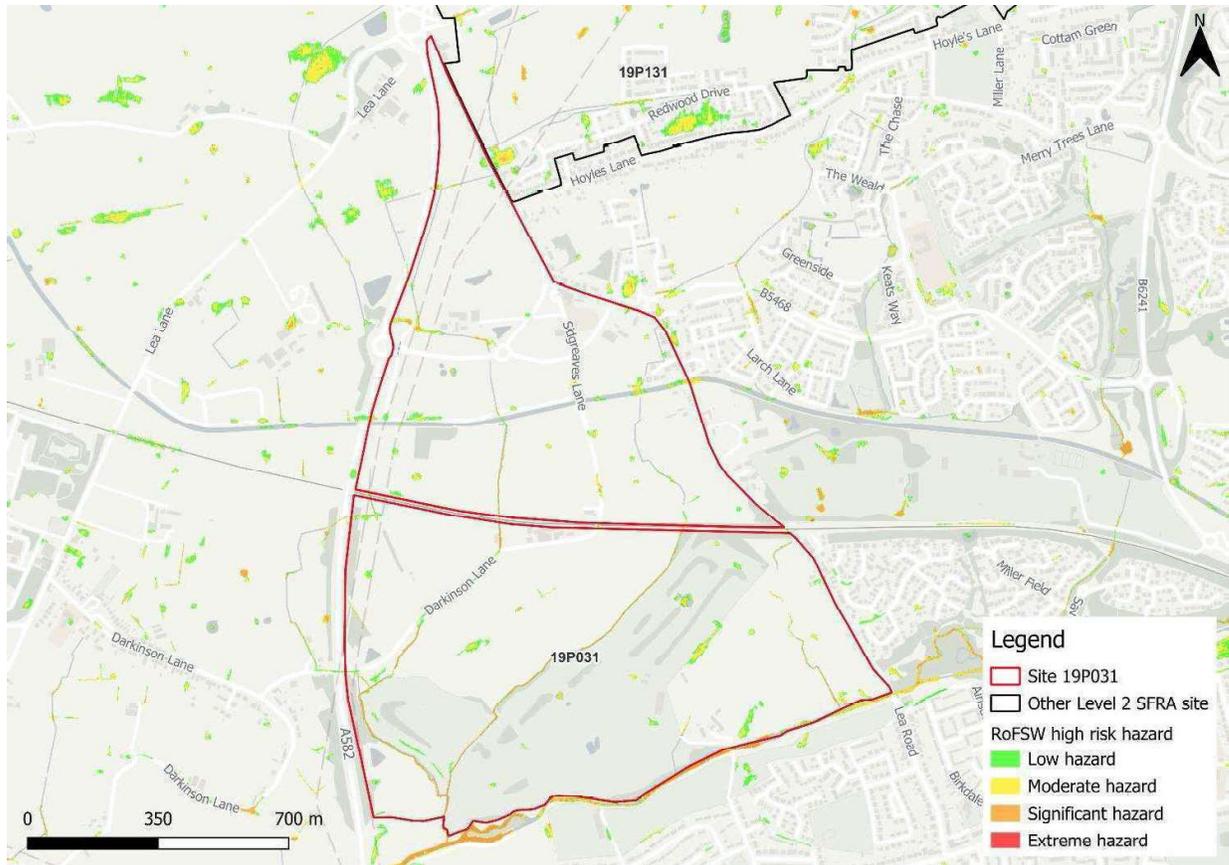


Figure 0-9: High risk event surface water flood hazard⁶ (Risk of Flooding from Surface Water map)

Impacts from climate change

The impact of climate change on surface water flood risk has been modelled. This allows for direct comparison with the RoFSW map. With consideration of the EA’s SFRA guidance, the latest climate change allowances have been modelled as shown in Table 0-3.

Table 0-3: Modelled climate change allowances for rainfall for the Douglas management catchment

Return period	Central allowance 2070s	Upper end allowance 2070s
3.3% (high risk)	30%	40%
1% (medium risk)	35%	45%

Figure 0-10 shows the flood depths during the high risk surface water event plus a 40% allowance for climate change. Risk is modelled to be greater than for present day conditions, with the high risk climate change event showing a similar level of risk

⁶ Based on Section 7.5 Hazard rating. What is the Risk of Flooding from Surface Water map? Report version 2.0. April 2019. Environment Agency

to the medium risk present day event. Maximum depths are > 1.2 m, however these are located within the channel of the ordinary watercourses within the site, with areas of hazard categorised as significant (Figure 0-11).

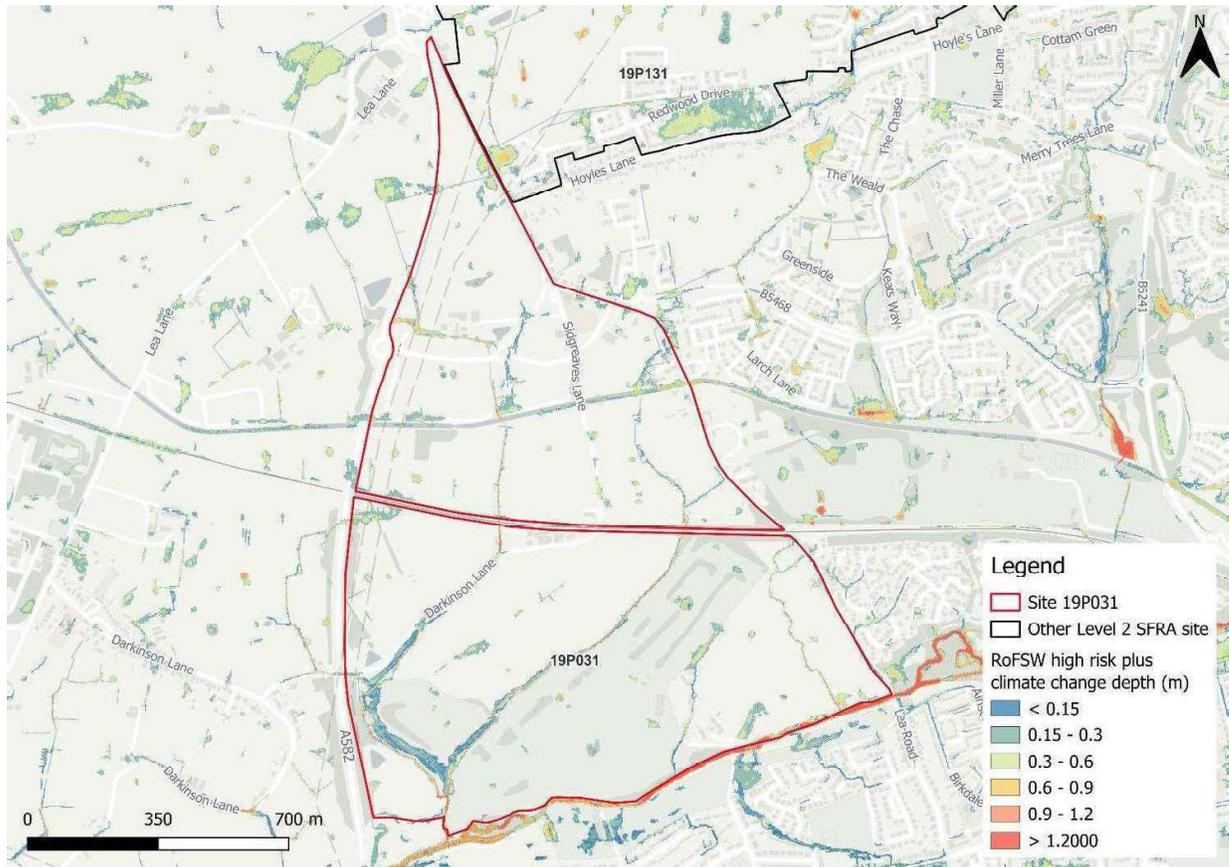


Figure 0-10: High risk event surface water flood depths plus 40% climate change (based on Risk of Flooding from Surface Water map)

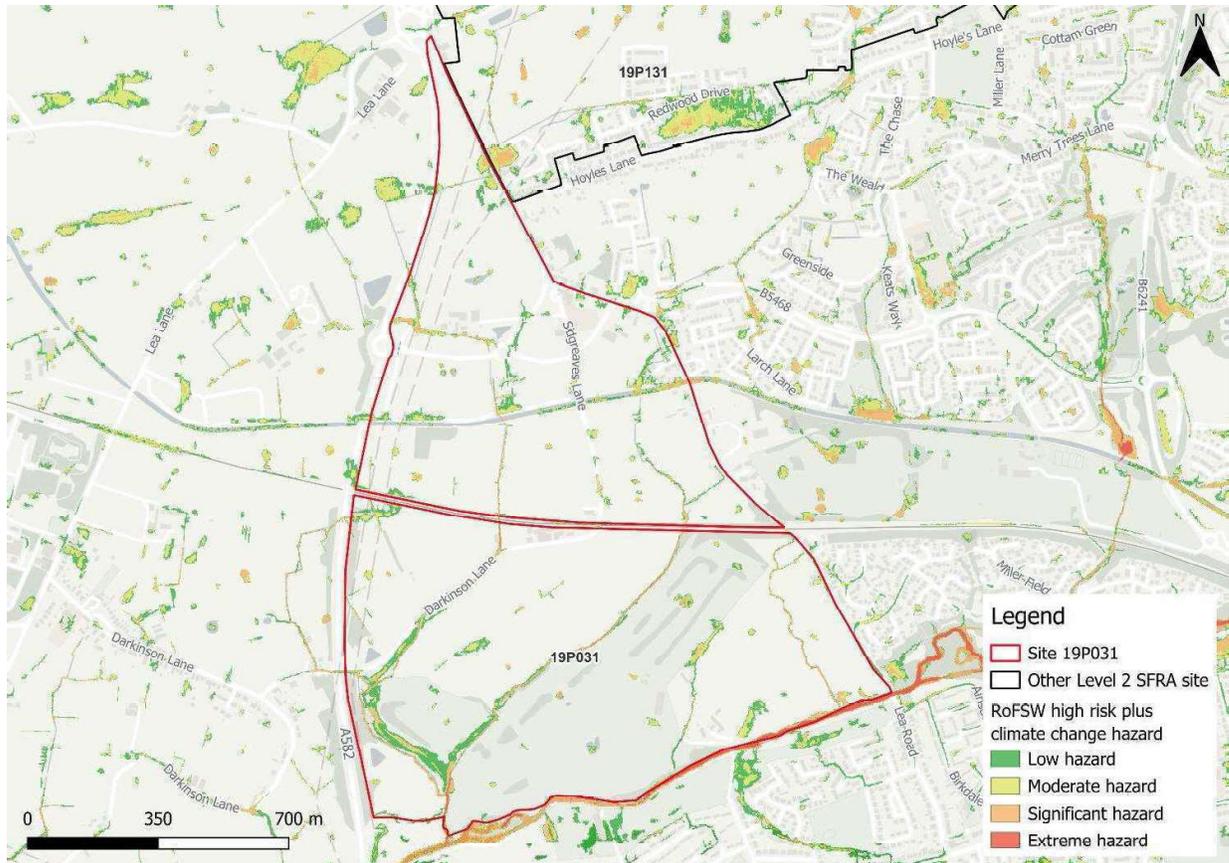


Figure 0-11: High risk event surface water flood hazards plus 40% climate change (based on Risk of Flooding from Surface Water map)

Observations, mitigation options and site suitability - surface water

- Current risk to the site is predominantly very low, with approximately 91% of the site being at very low risk. There are scattered areas of surface water ponding within topographic low spots across the site, with some additional surface water flow paths through the site. Any existing topographic depressions and flow paths should be maintained in site design.
- Safe access and escape routes are available at multiple locations.
- The high risk event plus climate change modelling shows significantly increased depths and areas of ponding in comparison to the present day high risk event, similar to the present day medium risk event.
- The Groundwater Emergence Map (Figure 0-12) indicates that ground conditions may be suitable for infiltration SuDS. This should be further explored through appropriate ground survey as part of the FRA and drainage strategy.
- Were development plans to proceed, a full detailed 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 and, where possible, betterment should be achieved.
- The RoFSW map is not suitable for identifying whether an individual property will flood and is therefore indicative. The RoFSW map is not appropriate to act as the sole evidence for any specific planning or regulatory decision or assessment of risk in relation to flooding at any scale without further supporting studies or evidence.
- The site is located adjacent to the Sandpiper Grange development (planning reference 06/2019/0114). The FRA submitted with this planning application states that the surface water drainage strategy for Sandpiper Grange will use an existing surface water sewer pipe adjacent to Cottam Way which connects to a larger public surface water sewer that outfalls to Savick Brook. A detailed investigation carried out for the Sandpiper Grange site indicates ground conditions and are not suitable for SuDS due to the impermeability of the clayey soils underlying the site. It is recommended similar detailed investigations are carried out for site 19P031 to determine the surface water management options.

Risk from groundwater

Risk from groundwater sources is assessed in this SFRA using JBA's 5m Groundwater Emergence Map. This dataset is recommended for use by the EA in the SFRA Good Practice Guide⁷. Figure 0-12 shows the map for Site 19P031 and the surrounding areas and Table 0-4 explains the risk classifications.

The entire site is in an area where there is no risk of groundwater emergence. Groundwater conditions may therefore be suited to infiltration SuDS.

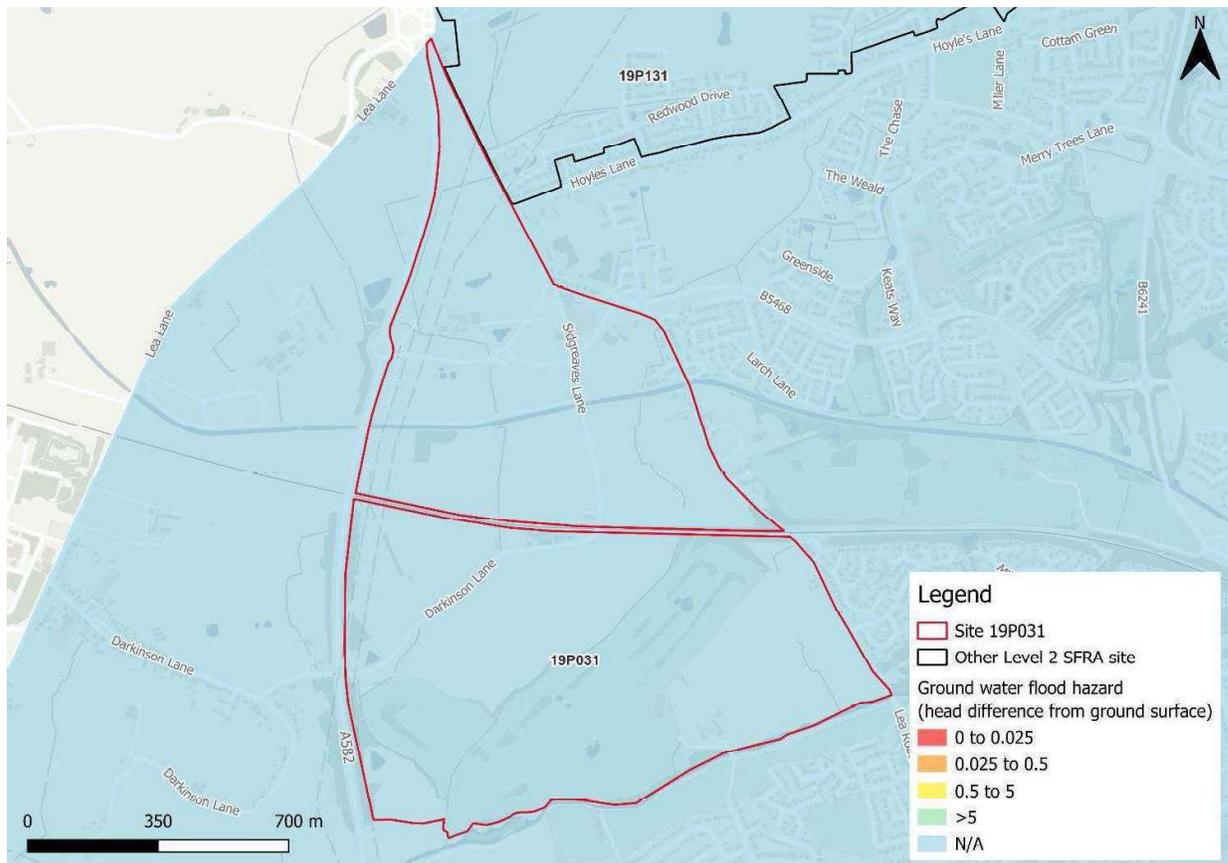


Figure 0-12: JBA 5m Groundwater Emergence Map

⁷ [Strategic flood risk assessment good practice guide. ADEPT. December 2021.](#)

Table 0-4: Groundwater Flood Hazard Classification

Groundwater head difference (m)*	Class label
0 to 0.025	<p>Groundwater levels are either at very near (within 0.025m of) the ground surface in the 100-year return period flood event.</p> <p>Within this zone there is a risk of groundwater flooding to both surface and subsurface assets. Groundwater may emerge at significant rates and has the capacity to flow overland and/or pond within any topographic low spots.</p>
0.025 to 0.5	<p>Groundwater levels are between 0.025m and 0.5m below the ground surface in the 100-year return period flood event.</p> <p>Within this zone there is a risk of groundwater flooding to surface and subsurface assets. There is the possibility of groundwater emerging at the surface locally.</p>
0.5 to 5	<p>Groundwater levels are between 0.5m and 5m below the ground surface in the 100-year return period flood event</p> <p>There is a risk of flooding to subsurface assets, but surface manifestation of groundwater is unlikely.</p>
>5	<p>Groundwater levels are at least 5m below the ground surface in the 100-year return period flood event.</p> <p>Flooding from groundwater is not likely.</p>
N/A	<p>No risk.</p> <p>This zone is deemed as having a negligible risk from groundwater flooding due to the nature of the local geological deposits.</p>
<p>*Difference is defined as ground surface in mAOD minus modelled groundwater table in mAOD.</p>	

Overall site assessment

Can part b) of the exception test be passed?

To pass part b) of the exception test⁸, it must be proven that the development can be safe for its lifetime, which is 75 years for non-residential development and 100 years for residential development. Given the absence of modelled climate change data and the use of proxies to inform future fluvial flood risk to the site, it cannot be proven that this site can remain safe for its lifetime and therefore the exception test cannot be passed.

The areas of flood risk within this site cannot be developed until the required information detailed in this SFRA on existing and future flood risk from Savick Brook and its tributaries is fully ascertained. This is because, at this stage, it cannot be proven that the site can remain safe for its lifetime. The site can only be allocated if all development can be directed to areas of low flood risk.

Were additional, more detailed modelled information on flood risk become available through an update to the SFRA or through a site-specific FRA, that show the risk area to be lower than currently shown, more of the site could then be developed. Conversely, were the risk to be greater, any development must account for this. Flood risk elsewhere should not be increased as a result of development.

Recommendations, FRA requirements and further work

Based on the evidence presented in the Level 1 SFRA (2025) and this Level 2 SFRA:

- Updated present day and climate change modelling of Savick Brook and its tributaries 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 surrounding areas. Risk from the ordinary watercourses should be investigated.
- 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 Savick Brook. 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.
- A detailed drainage strategy will be required given the large area of this site. The use of infiltration SuDS should be investigated.
- The site is at potential residual risk from possible blockages of the culverts within the site, which should be considered at the FRA stage.

⁸ Para 178 National Planning Policy Framework 2024

- Any FRA should be carried out in line with the NPPF; FRCC-PPG; EA guidance; Central Lancashire Local Plan and LLFA policies; and national and local SuDS policy and guidelines.
- Throughout the FRA process, consultation should be carried out with the following, where applicable, the LPA; LLFA; emergency planning officers; EA; UU; the highways authorities; and the emergency services.

Licencing

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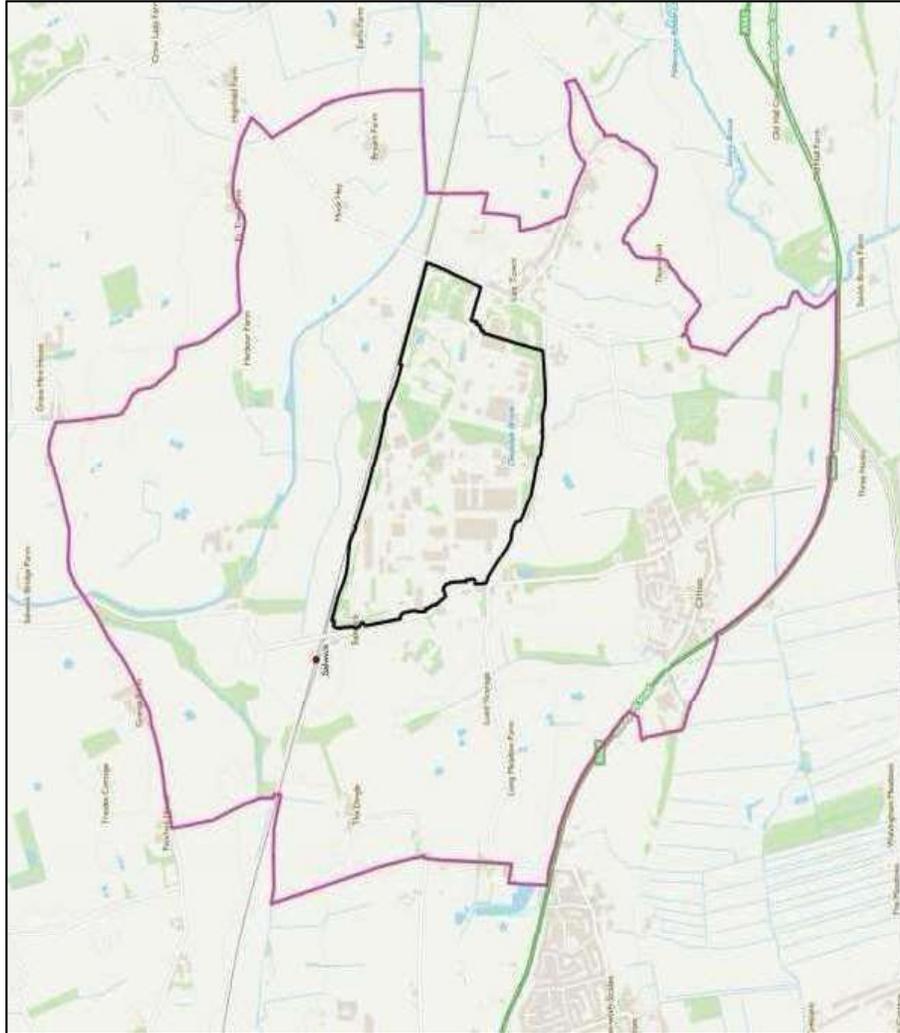
Appendix F: A Plan of the DEPZ

Extract from the DEPZ Determination Report (2020) showing the existing site boundary.

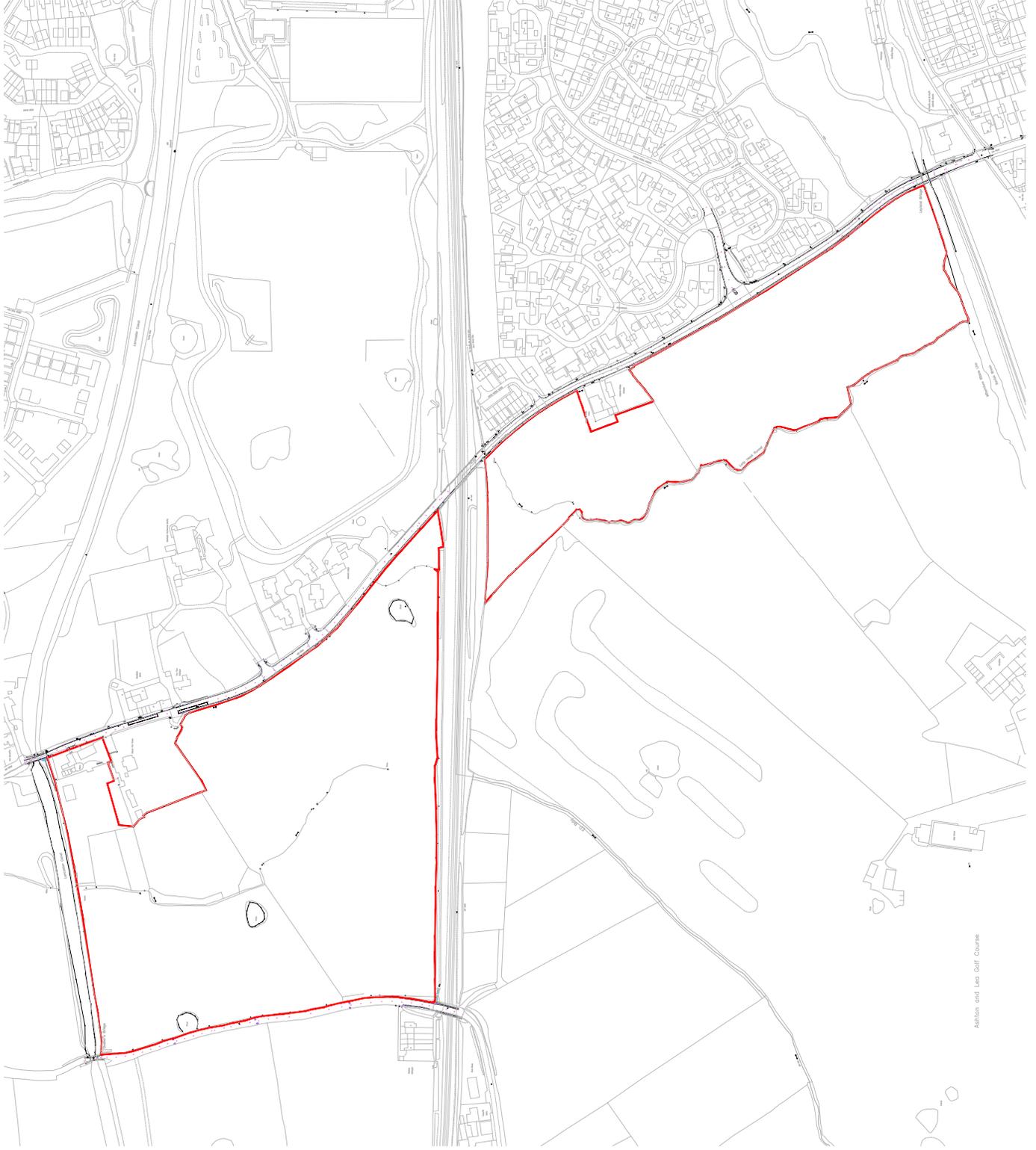
[REPIR Plans and Information within Lancashire - Lancashire County Council](#)

Key	Colour
Site Boundary	Black
Existing DEPZ	Purple

B: Existing DEPZ



**Appendix G: Location Plan – Planning Permission Ref:
06/2022/1101**



Ashton and Lea Golf Course

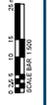


Lea Road, Preston

Location Plan

PROJECT NO.	123456789
DATE	12/12/2023
SCALE	1:1000
PROJECT NAME	Lea Road, Preston
CLIENT	Story Homes Ltd
DESIGNER	Story Homes Ltd
APPROVED BY	[Signature]
DATE	12/12/2023

Story Homes Ltd
 100, Victoria Road, Preston, Lancashire, PR1 2AB
 01773 500000
 www.storyhomes.co.uk



Appendix H: Site Plan Showing the Golf Course Land

Location Plan



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