



DESIGN & ACCESS STATEMENT

21017 Lancashire Central

Prepared on behalf of Lancashire County Council and Maple Grove Developments

June 2022

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Revision: P5

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1.0 INTRODUCTION

1.1 Application Description

1.2 Scope of the Document

1.3 Methodology

1.4 The Brief

1.5 Extant Planning Consent

1.0 Introduction

1.1 Application Description

This Design and Access Statement has been produced in support of the outline planning application submitted by Maple Grove Development Limited and Lancashire County Council ('the Applicant') seeking consent for a major employment led, mixed-use development known as the 'Lancashire Central'.

The Application Site extends to 51.3 hectares and comprises land to the south of the M65, to the west of A49 Wigan Road, and east of Stanifield Lane. The extent of the Application Site is defined on the red line boundary plan on page 6 of this document and on the Parameters Plans submitted with this application.

The application proposes a major mixed-use development of the Application Site including: associated car parking, service yards, site access, highway works, strategic landscaping and public open space.

The application seeks permission for the following land uses and quantum of floor space.

Proposed Development		Max GIA Sqm/No. Units
Retail	(E(a))	4,000
Hotel	(C1)	2,500
Gym	(E(d))	1,000
Food, Drink & Drive-thru Restaurant	(E(b)/Sui Generis Drive-thru)	800
Car Sales		4,000
Creche	(Sui Generis)	500
Health Centre	(E(f))	1,500
Employment	(E(e))	155,000
Business	(B2,B8, E(g) (i-iii))	19,000
Leisure	(E(g)(i-iii))	26,000
Residential	E(d), F1(e), F2(b)	116

Determining Authority

This planning application has been submitted to Lancashire County Council (LCC) for consideration. Whereas South Ribble Borough Council would normally act as the Local Planning Authority for development proposals within this area, LCC's interest in the land engages Regulations 3 of the Town and Country (General Regulations) 1992, which mandates that where certain criteria is met the application must be determined by the authority making the application. In this case Lancashire County Council should be the determining authority as the application falls within Regulation 3 of the Regulations, in that the application for planning permission has been submitted by an interested planning authority to develop land of that authority.

Form of Application

The application is in outline with all matters reserved, with the exception of access required to facilitate the opening up of the development and core green infrastructure.

The outline elements will be supported by a set of Parameter Plans and a Design Code document that will control future reserved matters applications. The Design Code document details the major elements of the land use, layout, form and scale, maximum floorspace quanta and other key development principles. Once approved, these will provide a basis for future reserved matters submissions.

The submitted Parameter Plans define the principles of development sought within the planning application which cover the following:

- Development Zones
- Land Use and Quantum
- Building Heights
- Highways and Access
- Strategic Landscape

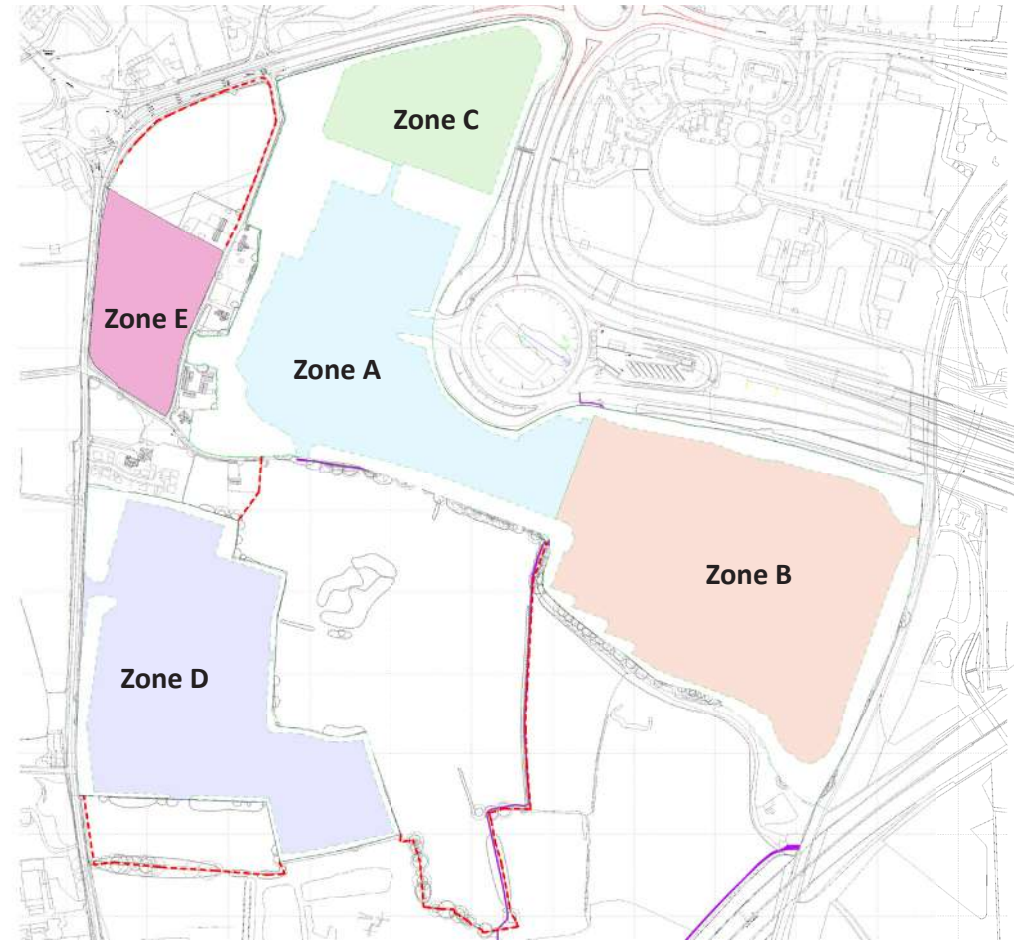
1.0 Introduction

1.1 Application Description

The Design and Access Statement describes the major elements of land use, layout, form and scale, maximum floorspace quantum and other key development principles. Once approved, these will provide a basis for future Reserved Matters submissions.

	USE CLASS	MAX GIA (SQM)	MAX PLOT SIZE (SQM)	MAX BUILDING HEIGHT	MAX AOD HEIGHT
A	Retail (E(a))	4,000	30,000	20 m	64.09
	Hotel (C1)	2,500			
	Gym (E(d))	1,000			
	Food, Drink & Drive-Through Restaurant (E(b)/Sui Generis Drive-Through)	800			
	Car Sales (Sui Generis)	4,000			
	Creche (E(f))	500			
	Health Centre (E(e))	1,500			
B	Employment (B2, B8)	65,000	65,000	25 m	77.00
	Business (E(g)(i-iii))	5,000			
C	Employment (B2, B8)	18,000	18,000	22.15 m	60.15
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
D	Employment (B2, B8)	47,000	47,000	24.7 m	74.00
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
E	Residential (C3)	116 homes	116 homes	13.7 m	51.10

Indicative Land Use and Quantum Table



Illustrative Development Zones Plan

1.0 Introduction

1.2 Scope of the Document

This Design and Access Statement, accompanies an outline planning application for a site located in Cuerden. This application is accompanied by a series of supporting technical reports and statements which can be read in conjunction with this Design and Access Statement, the Parameters Plans and the Design Code.

Fletcher-Rae has been instructed to provide the master planning and architectural design support for the application on behalf of the Applicant.

This statement has been produced in accordance with the latest national guidance on good quality, sustainable design and preparing Design and Access Statements.



- Application Boundary
- - - Future Development Plot Boundary

1.0 Introduction

1.3 Methodology

This statement appraises the site and the surrounding area. It is intended to demonstrate how the proposals have evolved from a series of design analyses, consultations and decisions to ensure that the design principles, objectives and access arrangements of the proposals are responsive, appropriate and distinctive within the site context.



Aerial view of the site

1.0 Introduction

1.4 The Brief

The brief has been set out by the Applicant which builds upon a market analysis and opportunity assessment of the Site and the suitability of development approved via the 2017 application.

The Applicant has assembled a full consultant team to develop these proposals.

The brief has developed through an iterative process during which time the client and consultant team have engaged with key stakeholders including the Local Authority Planning, Highways Officers and the local community.

This engagement has helped to shape the brief, reflecting the requirements and aspirations of a wide range of stakeholders and the local community in the project.

The structure of the brief is underpinned by various planning policy documents including; the adopted South Ribble Local Plan, which established the site as a strategic employment development opportunity, an allocation reiterated in the 2012 Core Strategy and more recently, the adopted South Ribble Local Plan 2012-2016. The Local Plan Policy C4 allocates the site as a “Strategic Site”.

Policy C4 and the Conceptual Masterplan adopted by South Ribble Council for Development Management Purposes in April 2015

Policy C4 of the South Ribble Local Plan identifies Cuerden as a sustainable and strategically significant site, capable of stimulating economic growth in Central Lancashire and the wider Lancashire sub region with the potential of attracting significant inward investment.

The evolution of Policy C4 initially required the preparation of a Masterplan for the comprehensive redevelopment of the site, to provide a strategic employment site to include employment, industrial and green infrastructure. The Policy also allows for alternative uses such as retail, leisure and housing where they help to deliver employment uses on the Site.

The first requirement of Policy C4 was to establish an overall framework (or masterplan) for the site. Such a masterplan was prepared and submitted to South Ribble Borough Council, and was adopted by the Council on April 2015 for Development Management purposes going forwards.

It is important to make a distinction between the Masterplan produced to support the application of Policy C4, and any subsequent Masterplans or Parameter Plans which support this application.

For the avoidance of doubt, any masterplan produced in support of this planning application is referred to as a “Development Framework Masterplan”.

The Development Plan

The applicant has been prepared in accordance with the Government’s National Planning Policy Framework (March 2021) and all relevant aspects of the Development Plan.

The Development Plan for the Site comprises the Central Lancashire Core Strategy Development Plan Document (July 2012); the South Ribble Local Development Plan Document (July 2015); the Lancashire Minerals and Waste Core Strategy Development Plan (March 2009); and the Lancashire Minerals and Waste Local Plan: Site Allocation and Development Management Policies Development Plan Document (September 2013).

Other key documents include the Central Lancashire Design Guide Supplementary Planning Document (October 2012); the Central Lancashire Open Space and Planning Pitch Strategy Supplementary Planning Document (August 2013); and the Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document (July 2015).

1.0 Introduction

1.5 Extant Planning Consent

In the light of the above planning policy, a hybrid planning application for the comprehensive redevelopment of the Strategic Site was submitted in 2017, and subsequently consent was granted by South Ribble Borough Council in 2017.

The planning application description was as follows:

“Hybrid planning application comprising: Detailed (Full) submission for retail floorspace (Use Classes A1 & A3) and associated car parking, site access, highway works and strategic landscaping. Outline submission for employment floorspace (Use Classes B1, B2 & B8), hotel (Use Class C1), health & fitness and leisure (Use Class D2), Crèche/Nursery (Use Class D1), Retail (Use Classes A1, A2, A3, A4 & A5), car showrooms (Use Class Sui Generis), Residential (Use Classes C2 & C3) and provision of associated car parking, access, public open space, landscaping and other works.”

Given changing market conditions, the development proposal has been revised, such that it is more reflective of the current market and commercial conditions. Part of the Strategic Site, which is under a separate ownership, has also been excluded from the Development now proposed. However, the Development Framework Masterplan has been designed so that this land can be brought forward as a potential future phase, or phases, of the wider scheme (once the requisite infrastructure has been provided into the Site).



Aerial view of the site from south-west

2.0 CONTEXT & ANALYSIS

2.1 Site Location & Context

2.2 Historic Context

2.3 Site Constraints & Opportunities

2.4 Site Assessment

2.5 Social and Economic Assessment

2.6 Stakeholder & Community Consultation

2.0 Context & Analysis

2.1 Site Location and Context

The Local Context

The site, historically known as Cuerden Strategic Site, is referred to in this application as Lancashire Central.

The Ordnance Survey grid reference is SD 555 246, the full OS coordinate for a point in the centre of site is E: 355500, N: 424600, the post code for Stoney Lane farm is PR5 5XQ.

The site lies approximately 3.5 miles south of Preston and 4.5 miles north of Chorley. Blackburn lies approximately 8 miles to the east while Southport and Lytham St Annes lie approximately 15 miles to the west separated by Crossens Pool.

The site is strategically located at the western termination of the M65 with the M6 junction just half a mile to the East. The M65/M61 junction is approximately 2 miles to the East. More locally the site is bounded to the north by the M65 and A582 Lostock Lane, to the West by the A5083 Stanifield Lane and by the A49 Wigan Road to the East. Agricultural fields and an operational quarry form the southern boundary.

Beyond the immediate highway network lies Farington and Leyland to the South separated from the site by Green Belt. To the East lies Cuerden Valley Park.

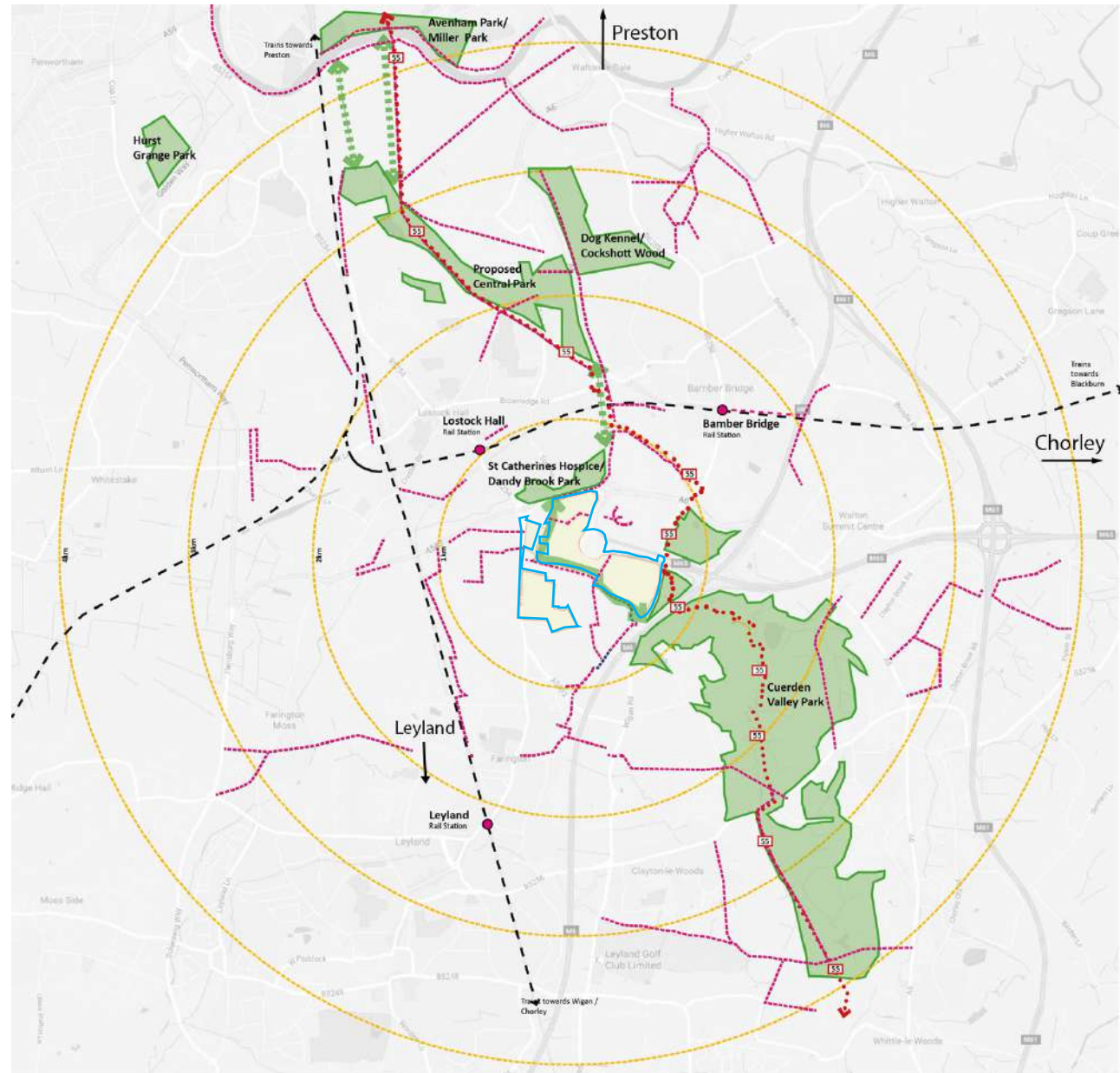
Land uses surrounding the Site comprise woodlands, open space and housing to the north. Agricultural fields, a quarry and housing to the south. Agricultural fields with scattered residential dwellings to the west and highways infrastructure associated with the M65 and M6 motorways to the east, beyond which are industrial, commercial, and residential land uses. To the southeast of the Site beyond Wigan Road and the M6 Motorway lies Cuerden Valley Park.

Leyland Business Park is located approximately 300m southwest of the Site, containing multiple commercial properties.

2.0 Context & Analysis

Regional green infrastructure Plan

This Regional Green Infrastructure Plan illustrates the way in which the Lancashire Central Site can make a significant contribution to the regional green infrastructure by creating a new green linkage across the site. This linkage will tie the site into existing green infrastructure running in a North-South progression from Miller Park to the South of Preston through the proposed Central Park and Dandy Brook Park, finally linking through to the Cuerden Valley Park.



2.0 Context & Analysis

2.2 Historic Context

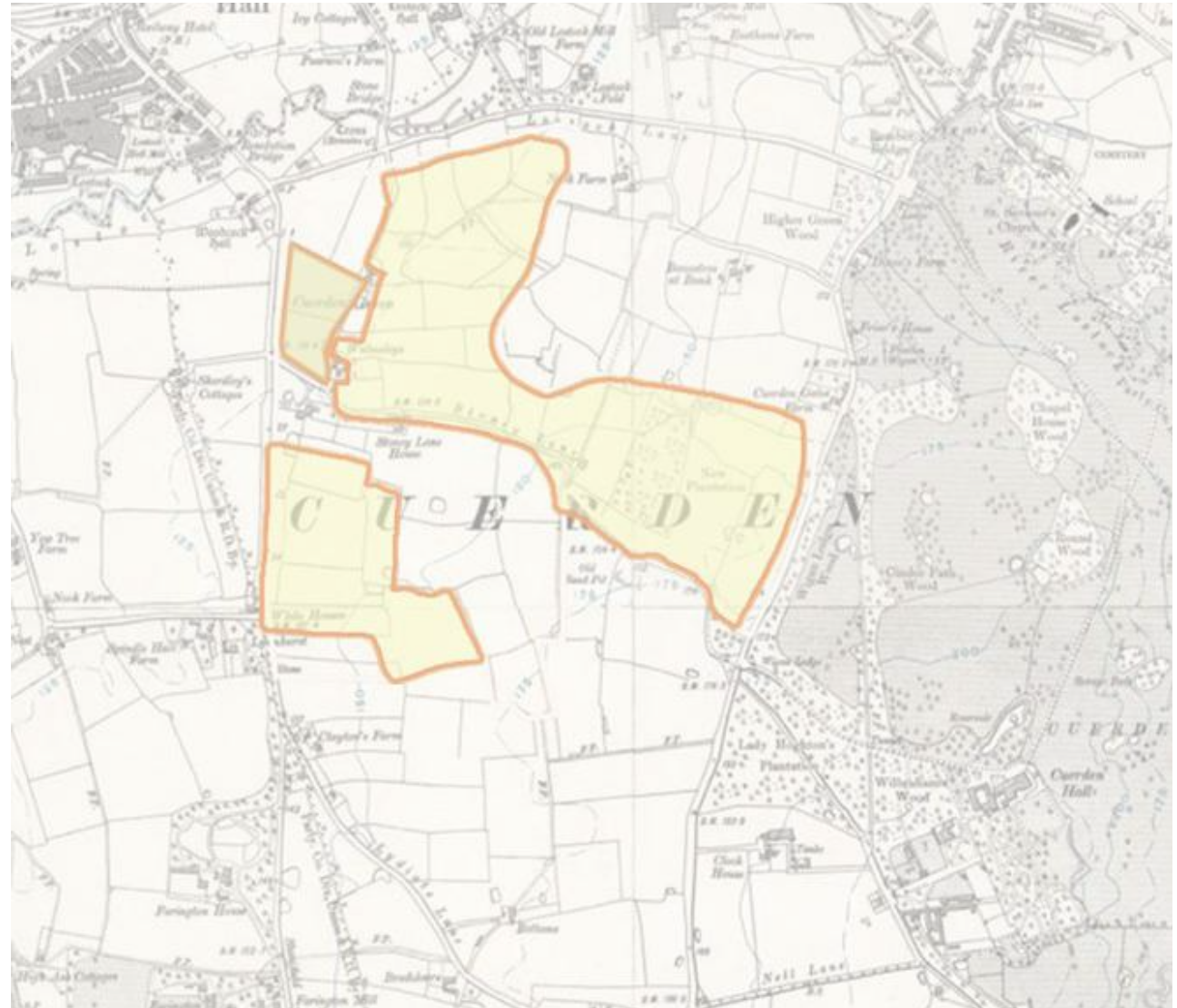
The adjacent plan illustrates the proposed application boundary overlaid across a historic plan of the Cuerden area dating from 1888 to 1913. This shows the site and surrounding area to be largely unchanged from this date to the present day, with the notable exception of the new highway's infrastructure comprising the M6 and M65 (and access spur).

The site is currently un-serviced agricultural land, bordered by existing farmland and highways infrastructure.

Existing houses are clustered to the east and west of Old School Lane to the northwest of the site.



Existing residential dwellings along Old School Lane



Historic Plan- 1909

2.0 Context & Analysis

2.3 Site Constraints and Opportunities

The site has a series of constraints and opportunities described below:

Topography

The existing site topography generally falls from south to north and east to west. The site's high point lies to the south-east at 56.00 AOD. The lowest point is to the north-west at 36.10 AOD.

The existing M65 roundabout is at 45.00 AOD from where the site falls away to the west so that the proposed main access road will ramp down to the first internal roundabout. For the larger footprint buildings plateau levels will need to be created requiring a cut and fill exercise that aims to balance the site and negate any requirement to take any material off site.

Statutory Services

There are a small number of residential properties currently located near to the site. As a result of this current demand, there is limited utility infrastructure for a development of this size.

The Site will require water, gas, telecoms and electricity. Utilities from the surrounding areas will be upgraded and extended to supply the new development, including a new pumping station to extract wastewater from the site. In addition a new primary electrical substation is proposed to ensure that there is sufficient electrical capacity to supply each zone.



Existing Site Survey Information

2.0 Context & Analysis

2.3 Site Constraints and Opportunities

Flooding

A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared as part of the planning submission for the Proposed Development. The FRA confirms that the Site is located within Flood Zone 1 and it is, therefore, considered by the Environment Agency to be at 'low' risk of tidal and fluvial flooding. Pluvial or Surface Water Flood Risk is generally considered to be 'very low' within the Site. The flood risk from artificial sources has also been assessed and found to be 'low'.

The underlying geology suggests that there is potential for groundwater flooding to occur. However, it is expected that any flood risk associated with groundwater could be mitigated against by incorporating appropriate foundation and building design, including appropriate threshold levels for buildings above the adjacent ground. A threshold level of 200mm is considered adequate whilst ensuring that hardstanding areas slope away from buildings.

Following discussions with the lead local flood authority (LLFA), the consensus view is that historical flooding to a small part of the north western area of the Site is due to rainfall event exceeding the capacity of the existing drainage system. Furthermore, it is anticipated that post determination, and in advance of any future reserved matters application, the drainage within Stanifield Lane / Lostock Lane roundabout will be subject to review in conjunction with LCC as LLFA / Highway Authority.

Overall, the FRA undertaken demonstrates that the Proposed Development would be at a low risk of flooding.

Ground Conditions and Geology

The near surface ground conditions at the Site are glacial in origin and comprise of Glacial Deposits with Glacial Till and Glaciofluvial Deposits. The bedrock, Sidmouth Mudstone and the Hambleton Mudstone are both Secondary A Aquifers.

The majority of the Site is historically agricultural in use, with a number of farm buildings and outhouses historically recorded. A registered landfill site is positioned centrally within the Brookhouse Farm boundary and although centrally within the site, outside of the development boundaries. Limited potential for ground contamination is likely to exist which is mirrored by a limited thickness of Made Ground recorded in the northern areas. The Glacial deposits have been described as interbedded layers of Clay, Sand and Gravels at the Site, which extend up to at least 30m bgl.

Air quality and Dust

Careful consideration has been given to the effects of dust from construction activities, as well as the effect of emissions from road traffic and heating plant as a result of the operational Proposed Development.

Dust caused during the construction phase of the Proposed Development will be mitigated by implementing several reduction measures including removal of materials that have potential to produce dust, damping down, designated cutting areas and ensuring dust generating equipment are fitted with vacuums. These measures will be set out in the Construction Environmental Management Plan (CEMP) produced by the contractor and implemented throughout the works (secured through planning conditions).

The primary effects on local air quality during operation will relate to exhaust emissions from operational vehicles. The proximity of the Site to the surrounding road network, including the M6 and M65, means that an increase in traffic flow to the Site would be very small in the context of existing traffic flows resulting in negligible effects on the air quality.

Even though the Proposed Development is predicted not to have a significant effect on local air quality, air quality mitigation measures likely to benefit air quality have been proposed during operation. Measures include (some measures are to be considered at the Reserved Matters stage):

- The location, orientation and internal room layout of the residential buildings to be considered and located away from direct sources of emissions to air (such as road traffic, car park, heating plant and industrial activities); The proposed heating plant is subject to further detailed design but would be designed to meet relevant guidance;
- Provision and monitoring of a Workplace Travel Plan;
- Provision and monitoring of a Framework Delivery and Servicing Management Plan;
- Provision of public transport to the Site; and
- Provision of notice boards to display walking and cycling information (including maps), details of the Bicycle User Group, public transport information, Travel Plan Coordinator contact details and other relevant information.

2.0 Context & Analysis

2.3 Site Constraints and Opportunities

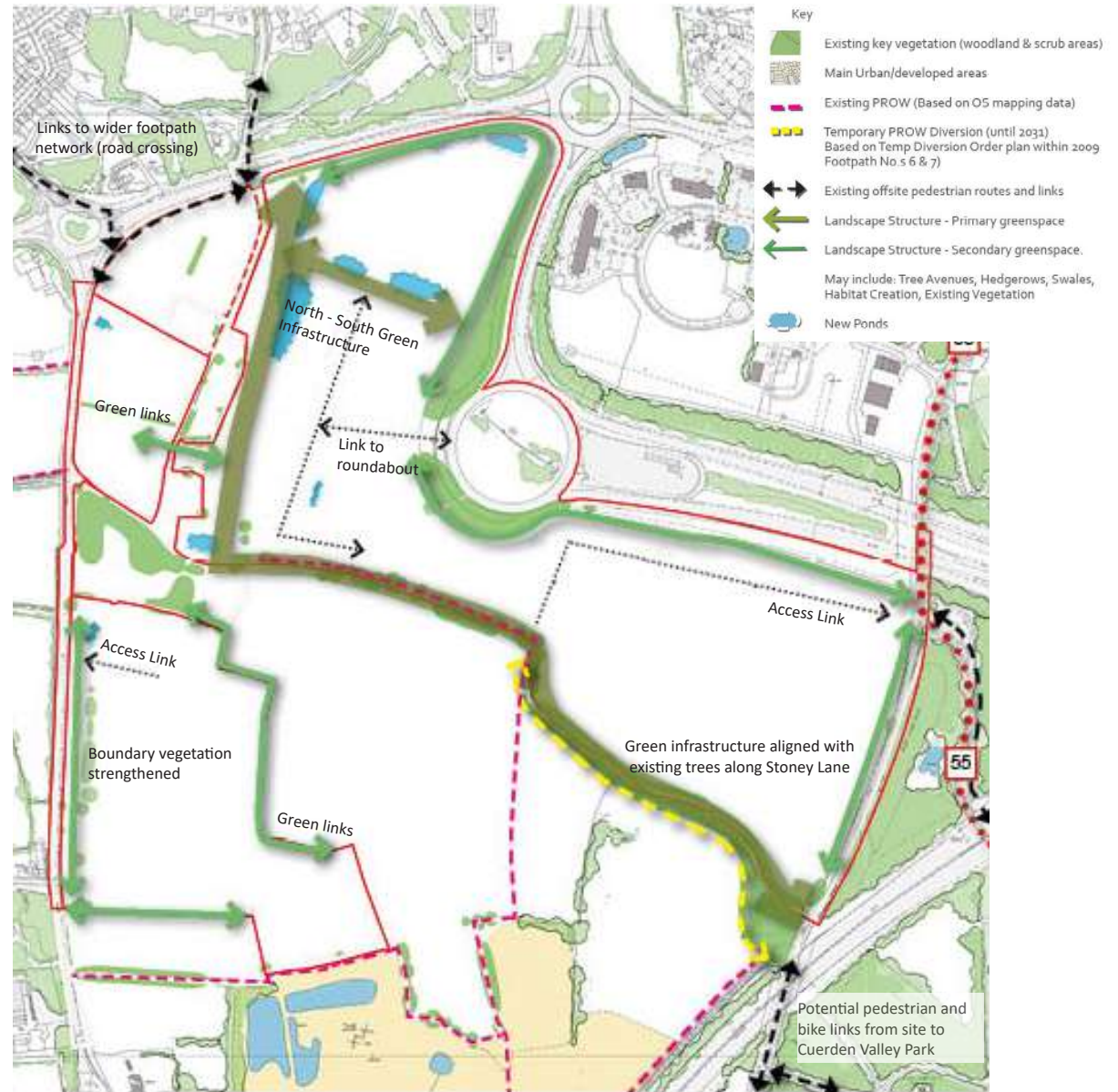
Noise and vibration

An assessment of the suitability of the Site for the proposed use and the potential impacts of noise generating sources within the Site has been undertaken. The results of the assessment indicate that for the most part noise levels on those areas of the Site identified to be sensitive to noise, including the residential element of the Proposed Development, would meet the required levels set out in British and International Guidance to ensure that a good level of amenity could be attained by future users.

For those areas where noise levels are deemed to be elevated in comparison to the remainder of the Site, acoustic mitigation measures will be incorporated into the design.

Regarding noise impacts associated with the operation of the Proposed Development, suitable noise limit levels have been set to ensure that noise from plant does not cause disturbance at existing or future noise sensitive receptors.

Consideration has also been given to road traffic noise and the assessment has indicated that any change in road traffic noise as a result of the operation of the Proposed Development would give rise to an imperceptible change in road traffic noise levels for the Proposed Development.



Illustrative Site Opportunities Plan

2.0 Context & Analysis

2.3 Site Constraints and Opportunities

Ecology

The proposed development aims to ensure sustainable promotion of biodiversity by retaining, protecting and enhancing key features of biological interest and providing appropriate management of these features. Multiple assessments have been carried out to assess the current 'baseline' ecological conditions at the site. Key ecological features have been identified that will be impacted by the proposed development. These include habitats and species of both local and national importance. For more information regarding specific features and their impacts, please refer to Chapter 12: Ecology of the Environmental Statement.

The most effective way of ensuring biodiversity impacts are minimised is to follow the National Planning Policy hierarchy of 'avoid, or mitigate or compensate' in sequential order of preference, with avoidance of impacts upon ecology being the best option. This is an outline planning application, therefore the full detail of all phases is not yet known, although the current outline Development Framework Masterplan for the site does follow the ecological mitigation hierarchy. Likewise, it is expected for future reserved matters applications to also adopt the ecological mitigation hierarchy.

Accordingly, a scheme of habitat retention has been prepared which seeks to minimise impacts upon biodiversity. Key features such as the species-rich hedgerow along Stoney Lane and bat flight lines along School Lane have been retained.

In circumstances where impacts upon ecological features (fauna) are predicted, such as upon amphibians or bird nesting habitats, these will be mitigated through movement of animals to suitable habitats under Natural England licence or through appropriate timing of works to avoid impacts.

The incorporation of biodiversity protection measures into a Construction and Environmental Management Plan in accordance with BS42020:2013 would also ensure ecological protection during construction.

Lastly, habitat creation should be undertaken to address any remaining impacts. This should ensure that new woodland, scattered trees, ponds, grasslands and hedgerows are created on the site. Smaller scale compensatory measures such as installation of nesting boxes for bats and birds would also provide compensation for short-term impacts.

It is expected for the Proposed Development to make use of locally grown native species planting stock for all semi-nature habitat creation areas. The proposed attenuation ponds, part of the Sustainable Drainage Strategy, should follow best-practice by creating varied depths and cross sectional profiles with pool areas and shallow margins in order to provide the widest range of suitable conditions for wildlife.

Loss of existing mixed woodland will be replaced by a new diverse native broadleaved woodland, which in time, will enhance the woodland character of the site.

Nonetheless, despite implementation of avoidance, mitigation and compensation measures within the Proposed Development, it is concluded that there would be an adverse residual impact on site biodiversity. As a result, further biodiversity measures are required to enhance the overall ecological value of the site in order for it to accord with current planning policy.

Finally, a Biodiversity Net Gain assessment has been undertaken and under the current proposals set out in the Illustrative Masterplan for the entire site there will be a gain

in biodiversity area units and river units with a slight loss in hedgerow units. It is proposed that BNG credits created during the Phase 1 Infrastructure works will be used against future phases where BNG units pre and post development may not be balanced.

BNG credits in the Phase 1 Infrastructure works will increase in value as habitats are being created "in advance" of future phases against which they will be used. Each phase will call off against the balance of credits in the Phase 1 Infrastructure works area until the balance is reduced to the remaining percentage required by current planning policy.

Mixed Plantation Woodland

Historically there was a small woodland block located centrally within the site. This has subsequently been removed and the land has been reverted back to fields.

Existing Residential Properties

Existing residential properties lie to the east and west of Old School Lane and to the south of Stoney Lane at the junction of Old School Lane. These are not due to be impacted by the development.



2.0 Context & Analysis

2.4 Site Assessment

The Site is one of the most significant economic development sites in Lancashire. It is the single largest site in the City Deal and will play a key role in delivering and supporting the Deal as a whole.

The Site provides a once in a generation opportunity to achieve dynamic, sustainable, premium led development that has the potential to generate significant economic and wider benefits.

These proposals are supported by a series of technical planning reports. Consultation with the Local Planning Authority and the local community, together with the information contained in the planning reports and Environmental Statement, have informed the design development of the proposals from an early stage and demonstrate that the site can be viably developed for the proposed uses.



- Application Boundary
- - - Future Development Plot Boundary

2.0 Context & Analysis

2.5 Social and Economical Assessment

The site is a key gateway location within Central Lancashire, between Leyland and Preston. It is adjacent to the M6 and M65 motorways, with the M65 motorway directly serving the Site.

Construction Benefits

Given the scale and the mix of uses proposed at the site, as well as the infrastructure requirements, there will be significant construction employment and construction supply chain opportunities arising throughout the site's development phases.

It is estimated that the around 2,300 person years of construction employment could be supported, both on-site and off-site in the construction supply chain.

Based on a development period of approximately 8 years, this equates to an average of around 300 FTE temporary construction jobs each year. However, this average does vary given the phasing of the construction activity.

Employment Area Benefits

The employment impact of the Proposed Development will depend, to a large extent, on the final configuration of floor space and the types of economic activities that take place within each development zone.

Although the Parameter Plans show the parameters within which development will take place, the exact mix of use classes which will come forward is not yet known. The impact of the Proposed Development on jobs is therefore presented as a range, with the upper and lower estimates determined by different assumptions about the nature of development in each zone.

Based upon the proposed phased development and potential end uses, the socio-economic assessment shows that a fully developed and occupied site would support between 2,200 and 5,600 FTE jobs. This would be across a range of jobs, skill levels and sectors. This level of employment would support between £95m and £390m of GVA per annum for the Central Lancashire economy.

The significance of the Site as an economic driver for the area is clear, given the scale of the proposed development and the economic (employment and GVA) benefits it can deliver. LCC, MGD and respective stakeholders in the area are committed to working together to maximise the benefits for local residents and businesses which will arise during both the construction and operational phases.

Housing Area Benefits

The addition of new homes in South Ribble is a positive contribution towards addressing the housing needs of the borough. The density of development should be a product of the design response to the site constraints and opportunities. Therefore, the family housing element should be in the order of 30 units per hectare (UPH) net developable area to ensure the efficient use of available land.

2.0 Context & Analysis

2.6 Stakeholder Engagement and Community Consultation

About Resolve Public Affairs

Royal Pilgrim Communications is a communications consultancy dedicated to delivering inclusive community and stakeholder consultation to support planning applications and development projects. LCC and Maple Grove appointed Royal Pilgrim Communications to lead their community engagement on this project.

Background

The development of Lancashire Central is key to accommodating the scale of future employment and sectoral growth outlined in the Central Lancashire Core Strategy. This strategic development site, significantly contributes to delivering the focus on economic growth in the area, set out in a 10-year strategic regeneration framework. Lancashire Central Site is listed as being one of the Major sites for development under Policy C4 of South Ribble's Local Plan, which was formally adopted in July 2015.

The adopted planning policy sets out that 'high-value uses' such as residential, retail and mixed-use development will be permitted to fund that infrastructure and enable the site to be developed.

The proposals

The proposals include:

- Upto 155,000 sq m of new industrial, logistics and manufacturing employment space;
- Up to 19,000 sq m of high quality of offices and other business space;
- Up to 26,000 sq m of leisure space;

- Up to 30,000 sq m of mixed-use development including a retail, hotel, gym, drive thru, car sales, family pub/restaurant, a crèche/nursery, and health centre;
- Up to 116 high quality new homes, including family housing;
- Significant investment in infrastructure including highways, pedestrian/cycle routes and public transport improvements;
- Publicly accessible open green space, including new woodland walks, footpaths and cycleways through the site and linked to existing and new parks in Central Lancashire.

Between 2,200 and 5,600 FTE jobs would be supported at Lancashire Central once all of the proposed new employment sites are fully developed and occupied.

Consultation

National and local government encourage developers to consult with local communities and stakeholders before submitting any planning application.

Engagement with local communities is an important element of the planning process. It is important that local communities are made fully aware of proposals affecting their area and are provided with opportunities to view any plans and discuss issues with the developers or their professional team. This process should also enable the community to provide feedback.

As responsible developers and landowners, the applicants are keen to engage with the community throughout the planning process.

National Planning Policy Framework

Paragraph 39 of the National Planning Policy Framework places emphasis on improving communication and engagement at pre-application stage.

Paragraph 41 suggests, 'the more issues that can be resolved at pre-application stage, the greater the benefits.'

Local Planning Policy – South Ribble Borough Council's Statement of Community Involvement – Adopted 2013 SRBC's SCI encourages developers to undertake pre-application consultation with anyone who may be affected by the proposals. For major development, the SCI gives examples of consultation, including:

- Make detailed proposals available for public view;
- Public exhibitions/ community engagement events;
- Circulate a leaflet or letter outlining the proposal within the vicinity to both residents and ward councillors; and
- Arrange meetings with groups in the community such as parish council, resident associations, interested parties, ward councillors and neighbours.

The proposed methods of engagement were discussed and agreed with officers prior to commencing the pre-application consultation programme. The public consultation undertaken adheres to and exceeds the expectations within the local authority's SCI and the criteria set out above.

3.0 Character Areas

- 3.1 General Introduction
- 3.2 Landscape Strategy and Ecology
- 3.3 Mixed Use Area
- 3.4 Employment Area
- 3.5 Residential Area

3.0 Character Areas

3.1 General Introduction

The adjacent Character Area Plan illustrates key character areas and zones that define uses in various site locations.

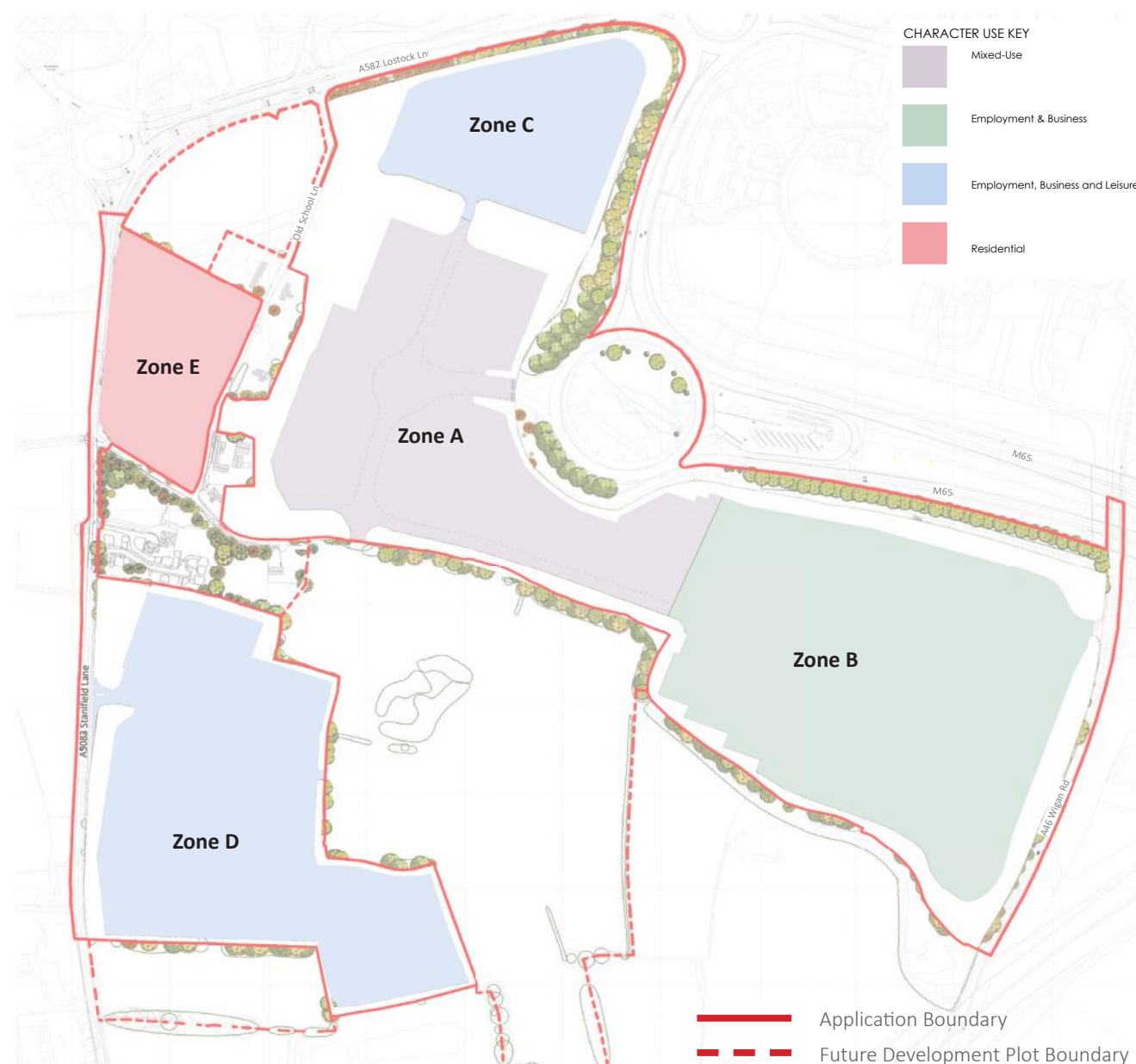
The purpose of this statement is to describe the evolving design process and key design and development principles leading to the preferred scheme for the application site.

Good urban design is essential for delivering places which are sustainable on all counts; places that can offer social, environmental, and economic value. The proposal sets out to create stimulating, enjoyable and convenient places that will meet a variety of demands from the widest possible range of users. Therefore, it seeks to weave together different building forms, uses, tenures and densities by identifying unifying characteristics.

The proposal should not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds, and watercourses. In some circumstances where it is considered acceptable to remove one or more of these features, mitigation measures to replace the feature/s will be required either on or off-site.

Given the scale and mix of uses proposed at the site, as well as the infrastructure requirements, there will be significant construction employment and supply chain opportunities arising throughout the site's development phases. A range of jobs will be created and will include entry level positions in the retail and food and drink sectors that could be valuable in providing highly localised employment for all ages but particularly young people, and good quality positions in both the office, industrial and logistics sectors.

Existing residential properties lie along Old School Lane. These are not due to be impacted by the development. The only structures affected by the development are the farm buildings at Stoney Lane Farm. These will be demolished but none were found to contain any bat roosting potential.



Character Areas Plan

3.0 Character Areas

3.2 Landscape Strategy and Ecology

After identifying the key landscape features within the site, the development of site opportunities and constraints translates the baseline information into a tool to guide the development of a strategic landscape led masterplan. Landscape opportunities identify potential areas where landscape and ecological enhancement may be appropriate, such as the connecting of two green spaces. The existing site has been analysed to provide a series of Landscape Opportunities as described in the adjacent diagram.

Opportunities can be found both within the site boundaries, as well as looking to the wider landscape to provide physical connections. Within the site there are opportunities to retain and link landscape features. Where existing features are not able to be retained, opportunities for relocation and replacement are identified along the western edge of the site adjacent Old School Lane.

The green infrastructure provides an environment for people and nature. New and redefined routes provide connectivity through areas of wildflower meadows, ponds, wet grasslands, and alongside ditches. Extensive new planting will help integrate built form within the landscape and provide shelter and shade.

Wherever opportunities can be found the landscape incorporates 'break-out' spaces for site users in commercial areas and a children's play area in the mixed-use and residential areas. The green and blue infrastructure will incorporate native species suitable to the local area and provide habitat and food sources for a wide range of creatures.



Green Infrastructure Plan

3.0 Character Areas

3.2 Landscape Strategy and Ecology

Within the site, opportunities for creating loops are investigated, promoting pedestrian, cyclist and exercise use and the health and well-being agenda. These connections are to public rights of way and footpath network as well as to wider landscape and ecological features such as woodland and hedgerows.

A new east to west public route through the northern part of the Zone B will connect the Cuerden Valley Park to the wider development area. These connections integrate the site into the local setting and landscape by reading as part of the local landscape and form the basis for a comprehensive green infrastructure framework building on the strategy outlined in the proposed masterplan.

The landscape opportunities provide a framework to create a landscape strategy for the site through the creation of an interconnected landscape Green Infrastructure. The development of a landscape strategy presents a series of key design principles that respond to the identified opportunities on the site.

The landscape strategy aims to: retain (where possible), enhance, and connect existing landscape features to each other and the surrounding area. This approach provides a comprehensive landscape structure which informs the site layout and provides a high-quality setting for the development.

The objective of the landscape structure is to:

- Enhance the ecological, recreational and amenity value of the site;
- Create a network of interconnected and engaging spaces;

- Connect the site with the surrounding landscape;
- Integrate the development into the local landscape.

The opportunity is to then use the landscape structure and maximise multi-functionality affording a range of social, environmental, and economic benefits, such as:

- Cycle and pedestrian links;
- New and improved Public Rights of Way;
- Habitat creation;
- Sustainable urban drainage strategy features;
- Amenity space;
- Public Art;
- Play and leisure (bringing health and well-being benefits).

The landscape structure of the site provides the opportunity to add value by combining uses, creating a multifunctional Green Infrastructure network. A primary use, alongside habitat creation and amenity use, is the alignment of pedestrian links.

The pedestrian links allow users to access and enjoy the green spaces within the site and to use the site to connect to the wider footpath and public right of way network. The footpath network will be laid out, utilising pleasant, well designed green spaces, to form loops to promote and encourage use for walkers, joggers, and runners.

This connectivity promotes health and well-being, with the opportunities to further this by introducing trim trail equipment or being part of a wider running route.

The landscape strategy and character types of the streetscape, green spaces and gateway spaces are fundamental to the place-making and vision for the proposed development. Each area of the site will be laid out to have a clear hierarchy of landscape characters. These will create identifiable areas that have their own unique character, while also ensuring that these areas are appropriate to the proposed site use and local landscape character of the area. The proposed landscape strategy draws upon published landscape character assessments and the guidance provided within these.

Also, site visits and other supplementary guidance and information has been referenced to guide these principles.

Ecology

The ecological strategy is to provide strong recreational and wildlife links with the surrounding area promoting excellent standards of ecological practice. Throughout 2021 a series of ecological surveys were completed across the entire site. There are no nature reserves on the site and the following main habitat types are present:

- Pasture (livestock grazed fields);
- Hedgerows, Scrub and Scattered Trees.

3.0 Character Areas - Mixed Use

3.2 Mixed Use Infrastructure (Zone A)

The entire Lancashire Central development proposals are arguably defined by the area designated, in the overall development plan as Zone A - mixed use. This important arrival point not only acts as the terminus for the M65 Motorway. It creates a visual connection for visitors and users approaching the strategically well-located site and provides the 'first glimpse' of what the new development has to offer and creates a sense of arrival and opens up the wider development site.

A strong and dynamic gateway entrance to the site is provided by carefully considered, well designed and a technically strong and robust landscaped highway infrastructure corridor.

The principal access and gateway entrance to the development is provided by a westerly spur off the existing M65/ A6 roundabout. This spur (which is currently in existence) will be upgraded to meet appropriate Highway's Standards. From this new access point, an attractive landscaped link road connects with a new internal roundabout that acts as a focal distribution point providing access to the wider site in multiple directions. It also incorporates access for pedestrians and cyclists by way of dedicated footpaths and cycle ways.



Illustrative Zone A Plan

3.0 Character Areas - Mixed Use

3.2 Mixed Use Infrastructure (Zone A)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

As outlined above Zone A provides the primary ‘sense of arrival’ for the development and consequently the mix of uses in this area are high quality retail, leisure, healthcare, and other amenity facilities. A combination of well-defined infrastructure, landscaping, permeability and accessibility for pedestrians, cyclists, vehicular movements, and an array of well-designed and contextually appropriate buildings all go to create ‘the heart’ of the development. Connectivity and safety for pedestrians, cyclist and all other users of the site have been paramount in determining road locations and routes, new footpath, and cycle way routes together with enhanced / adaptations of existing routes, where necessary, around the site and particularly east / west connections with the existing Public Right of Way.

Stoney Lane, which sits outside of this application, will remain as an existing bridleway. Further pedestrian links will provide attractive and safe routes to individual buildings and access to the wider Lancashire Central (Strategic Development) Site.



Indicative Access Diagram



Illustrative Imagery- Street Scene



Illustrative Imagery- Landscaping

3.0 Character Areas - Mixed Use

b. Block Principles (access, frontages, car parking, refuse/servicing)

Zone A (The Heart) of the development has been configured in a manner that maximises the visitors experience of using the site or passing through to other areas of the development. Contemporary buildings are arranged to display active frontages that present themselves to the new estate spine road, new roundabout and are prominently visible from the M65 terminus roundabout, all of which further enhance this gateway entrance to the development.

Service yards are positioned away from public areas and screened by extensive good quality landscaping. The site topography also provides natural screening to the south of the M65 roundabout.

c. Plot Form (plot size, width, adaptability, building envelopes)

The Zone A plot areas have been determined by establishing an appropriate mix of possible uses that will serve the site and local area; these include: Retail, Hotel, Gym, Drive-thru, Car Sales, Health Centre, Food & Beverage, Leisure and a range of Business / Employment facilities. To create a 'sense of space', especially close to the internal roundabout, buildings will be of an appropriate scale and massing relative to their individual specific use. Parking and servicing are provided for each building relative to specific use.



Illustrative 3D Render Birdseye View



Illustrative Site Plan of Zone A

3.0 Character Areas - Mixed Use

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The mixed-use nature of Zone A provides the opportunity to provide a range of different boundary treatments to create the 'gateway entrance' to the development, recognise the diversity of different uses within this area, define major infrastructure routes including footpaths, cycleways, PROW, bridleways and also provide security where necessary.

To the west of Zone A is a substantial landscaped area that provides extensive visual screening along Old School Lane while generating a green link between the north and south of the site. Intersected by a series of dedicated footpaths, jogging and cycle ways, new Public Right Of Way this green corridor will encourage sustainable travel and promote good health and wellbeing as well as creating a safe area for families. It will also act as a wildlife haven for a variety of native animal and plant species which are further enhanced by the insertion of a number of new ponds and ditches that help biodiversity. Linking the ponds and connecting to the wider site drainage system, are a network of sustainable drainage (SUDS) and attenuation ponds to the North and West of the site which lessen the impact of water run-off.

Stoney Lane will also be enhanced to create a high-quality landscaped feature.

The sustainable urban drainage strategy design comprises of drainage ponds to the west and north of the zone which lessens the impact of water run-off from the site.

Open spaces in this area are principally provided by the extensive landscape buffer to the West of this zone, as described above. This area also provides a new Public Right Of Way to Old School Lane, the surrounding site and the existing motorway infrastructure.



Illustrative Landscape Plan of Zone A

3.0 Character Areas - Mixed Use

e. Building Types and Uses / Density and Building Height

The building types in this phase comprise of C1, E(a), E(b), E(d), E(e), E(f), E(g)(i-iii) B2, B8, and Sui Generis.

Reflecting of the mixed-use nature of this part of the site buildings heights may range from single storey of circa 4m up to 20m. Development located to the west of the central spine road and the eastern boundary will be further restricted to building heights upto 15m.

Also, to create a well-balanced scale of development each building will be designed to suit its specific use class and occupier requirements. The density of the proposals within this phase are illustrated in the adjacent image.

Land Use and Quantum:

Retail (E(a))	4,000
Hotel (C1)	2,500
Gym (E(d))	1,000
Food, Drink & Drive-thru Restaurant Use (E(b)/Sui Generis Drive-thru)	800
Car Sales (Sui Generis)	4,000
Creche (E(f))	500
Health Centre (E(e))	1,500
Employment (B2, B8, E(g)(i-iii))	25,000
Business (E(g)(i-iii))	4,000



Illustrative 3D Render Birdseye View

3.0 Character Areas - Mixed Use

f. Building Materials and Features (architectural detailing/principles)

Zone A provides an exciting opportunity for a range of different building types, designs, and a variety of building materials. These should be high quality, contemporary and incorporate sustainable materials and technologies where possible or appropriate.

Uses include:

- Retail- E(a)
- Hotel- C1
- Gym- E(d)
- Food, Drink and Drive-thru Restaurant- E(b)/Sui Generis
- Car Sales- Sui Generis
- Creche- E(f)
- Health Centre- E(e)
- Employment- B2, B8
- Business- E(g)(i-iii)

The mix and arrangement of building types will promote active frontages via glazed facades and contemporary designs. This will also provide permeability and visibility (into and across the site). A range building heights and scales will also enhance the feel of the development all of which contribute to the 'sense of place'.

As the development gains momentum and enquiries from potential occupiers grow this will provide a foundation for detailed discussions with the local authority to develop a design language and palette of materials for this area of the development. Ultimately, the final designs for each building will be borne out of number of criteria that are as yet unknown.



Examples of Mixed-Used Architecture

3.0 Character Areas - Employment, Business and Leisure

3.3 Employment Development (Zone B / Zone C / Zone D)

Zones B, C and D share the common ambition to generate high quality built environments suitable to promote Employment, Business and Leisure uses. Each zone shall aspire to subtly different identities helping to define each zone. Zone B can accommodate larger scale Employment and Business uses reflecting its location to the east of the development. Zone C and D offer themselves to smaller / medium scale built forms while present leisure opportunities to complement the Employment and Business uses.

Zone B Infrastructure has been designed to provide access to the East Employment area development. The two access points for Zone B are on the east and western boundaries. The eastern boundary access links to A49 Wigan Road while the western access is off the proposed estate road linking to the two internal roundabouts on the north which transect through the Zone A (mixed used area). The secondary roundabout leads to the M65 spur connecting to A6 and A582 roads.

Zone C Infrastructure should be designed to link the Zone A (mixed used area) infrastructure which links to the Western arm of the roundabout of M65. Cyclists and pedestrians will also benefit from the proposed tracks and Public Right of Way set within the landscape areas to the West and South with the premise to promote health and well-being.

The Business, Employment and Leisure area shall not only help form a local community but also enhance the local economy and bring employment to the area.

Zone D plot sits west of the site adjacent to Stanifield Lane which also serves as the main access into the site.

Along the road frontages there will be pavements and cycleways with green edging. Off the main road should be

side roads that will go to each plot. Parking and service yards shall be available depending on specific end user requirements.

As illustrated in the adjacent diagram, the South Employment Area is independent from the other Employment Zones.



Illustrative Employment Area Plan

3.0 Character Areas - Employment Zone B

3.3 Zone B Infrastructure (Business and Employment)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

Within Zone B there is an existing footpath that borders the site. A new service road can be built within this area and be accessed from the West of the site.

Along the road there should be pavements and cycleways with green edging. Off the main road should be side roads that will provide access to each plot. Parking and service yards will be available depending on specific end user requirements.

b. Block Principles (access, frontages, car parking, refuse/ servicing)

The units should be designed to front the primary roads in accordance with vehicle and pedestrian movement into the site. There are two access routes: one branching off the internal highway's infrastructure from the West and one off the eastern access off Wigan Road junction.

The buildings can be separated from the access road by designated landscape strips. Provision for car parking for staff and visitors has been located adjacent to the main estate road with service yards located away from public view. Some of the existing mature trees to the south are to be retained as they provide natural screening, in addition to the sloping topography.



Indicative Access Diagram



Illustrative 3D Render Street View



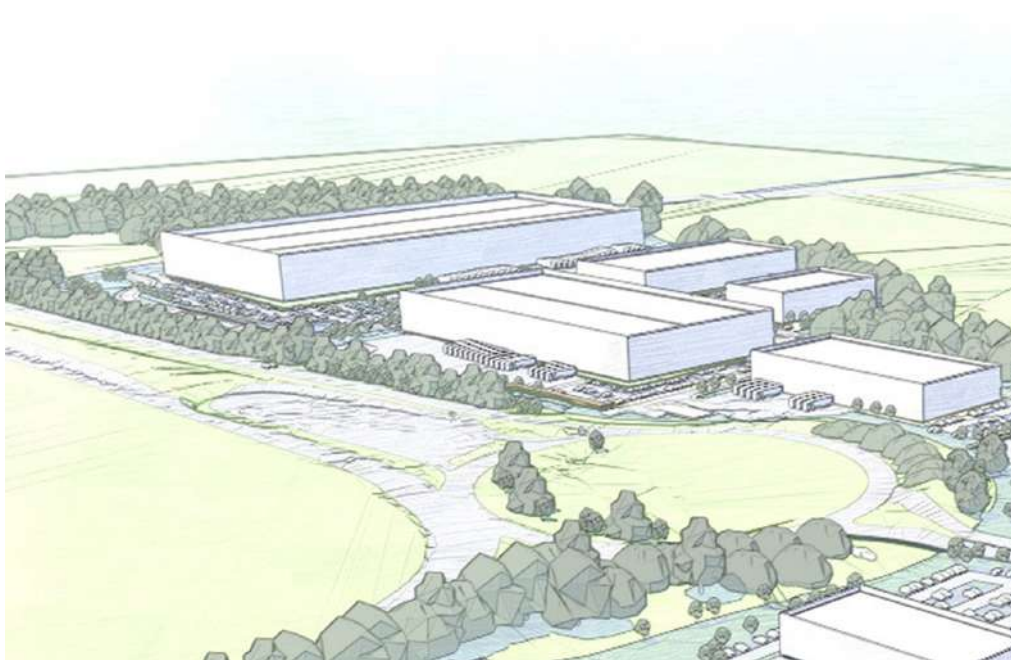
Illustrative Imagery- Landscaping



3.0 Character Areas - Employment Zone B

c. Plot Form (plot size, width, adaptability, building envelopes)

The plot size has been designed to suit a range of tenants/occupiers for the E(g), B2/B8 use classes. There can be a variety of unit sizes with floor areas up to 65,000sqm. The eastern most unit currently shown as the largest unit benefits from its physical proximity to the adjacent Wigan Road A49.



Illustrative 3D Render Birdseye View



Illustrative Site Plan of Zone B

3.0 Character Areas - Employment Zone B

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The plot area has a relatively open aspect to the north to promote visibility from the M65.

To the south a substantial landscape belt with existing mature trees provides a screen to the service yards (secure boundary fencing will be required to the rear of the buildings to serve the service yards). This landscape screen extends north to partly help contain the south-western boundary.

The plot benefits from the substantial landscaped screening running north-south along Wigan Road which lessens the visual impact. New native tree and hedge planting is proposed along this boundary.

The development plot is lower lying to that of Wigan Road sitting up to 3m below the line of the adjacent highway further reducing the visual impact.

The development is bound to the south by an existing quarry and to the north the existing motorway spur with green buffers separating the site.

The visual impact of the development is lessened by the following:

- Sloping topography falling from east to west
- Extensive existing tree belt to the south
- New mounding/ditch and landscape incorporating path to the north
- Existing eastern embankment with additional new planting



Illustrative Landscape Plan of Zone B

3.0 Character Areas - Employment Zone B

e. Building Types and Uses / Density and Building Height

The building types in this phase comprise of B2, B8 and E(g).

The density of the proposals within this zone are illustrated in the adjacent image. The buildings in Zone B (East Employment Area) are larger than that of Zone A (Mixed-Use Area) reflecting the aspiration for employment and business uses.

This zone looks to establish building heights up to 25m high with access yards and associated car parking servicing each plot.

Land Use and Quantum

Employment (B2, B8, E(g)(i-iii))	65,000sqm
Business (E(g)(i-iii))	5,000sqm



Illustrative 3D Render Birdseye View

3.0 Character Areas - Employment Zone B

f. Building Materials, Features and Design Principles

A palette of contemporary cladding systems combined with glazed curtain walling and feature design details are envisaged to create an overarching modern high-tech visual aesthetic for the zone.

It is important to ensure clear connectivity to the wider development transitions smoothly through the different building uses (via Zone A) with the introduction of a strong streetscape visual markers and choice of building materials

This zone consists of employment and business uses, and it is therefore expected that the buildings should be designed to promote natural daylight (via glazing) to the office areas. This will allow users to benefit from views out towards the surrounding green infrastructure with the opportunity for new landscape enhancement to each plot, all of which will promote healthy and good places to work.

Ultimately, the final designs for each building will be borne out of number of criteria that are as yet unknown and will be market led and driven by the requirements of the Occupiers and funders.



Examples of 'Business and Employment' Architecture

3.0 Character Areas - Employment Zone C

3.3 Zone C Infrastructure (Business, Employment & Leisure)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

Zone C Infrastructure stems off Zone A (mixed-use area). The zone benefits from the access road running through its centre to form a boulevard of connectivity. This strong linkage provides the opportunity to promote a continuation of pedestrian access and cycleways with enhanced green infrastructure to link into the wider landscaped buffers.

Secondary access provides routes into the individual plots where parking and service yards are located, specific to end user requirements.

b. Block Principles (access, frontages, car parking, refuse/ servicing)

Zone C is located to the north of the site adjacent to the A582 Lockstock Lane adjacent to a landscape buffer. The units should be designed in accordance with vehicular and pedestrian movements established by the main access road running north-south.

Car parking spaces are located adjacent to the main access road for ease of access, with the introduction of landscape strips to soften visual aesthetic of the zone. Service yards face away from the mixed-use plot to the south and the central access road. Substantial landscaping separates the two character areas.



Indicative Access Diagram

- Proposed Cycle & Foot track
- Existing Footpath
- Proposed Footpath
- 3m wide Proposed Footpath / Cycleway

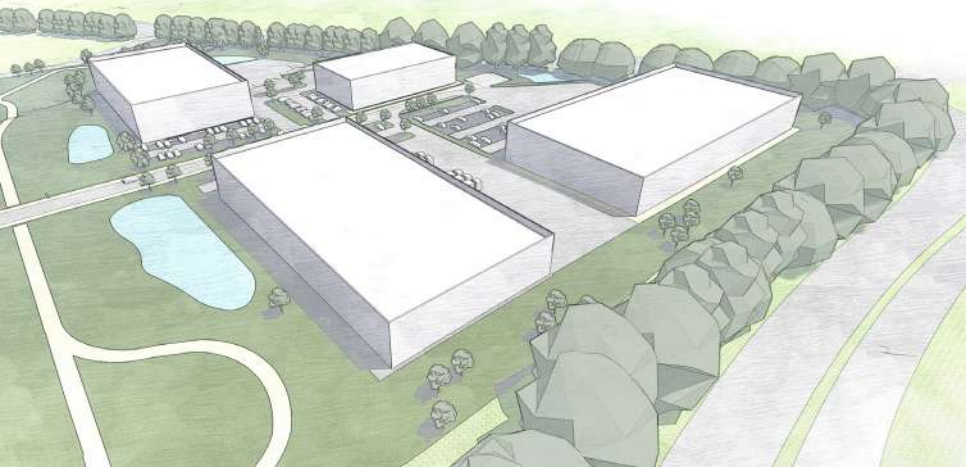
3.0 Character Areas - Employment Zone C

c. Plot Form (plot size, width, adaptability, building envelopes)

The plot sizes have been designed to suit a range of Occupiers for the B2/B8 and E(g)(i-iii), E(d), F1(e), F2(b) use classes.

The zone should accommodate a variety of units with a maximum of 18,000sqm for B2,B8; a maximum of 13,000sqm for E(d),F1(e), F2(b); and a maximum of 5,000sqm for E(g) (i-iii) use.

The buildings should be predominantly mid-scale in size with the building proportions designed for typical market demands.



Illustrative 3D Render Birdseye View



Illustrative Site Plan of Zone C

3.0 Character Areas - Employment Zone C

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

Zone C has a substantial landscape buffer to its entire perimeter with drainage attenuation ponds located to the north, west and south as part of the site Sustainable Drainage Strategy to lessen the impact of water run-off from the site.

The primary western landscape buffer runs north to south along Zone C. In addition, smaller landscaped strips bound the zone to the north and west. The larger east-west landscape buffer sits to the south of the zone and collectively promote provision for health and well-being. Strong pedestrian linkages provide access from Zone C to Lostock Road to the north, the landscape buffer to the west and the mixed-use zone to the south.

It is the aspiration for the zone to act as a wildlife haven for a variety of native animal and plant species which are further enhanced by the insertion of a number of new ponds that enhance biodiversity.



Illustrative Landscape Plan of Zone C

3.0 Character Areas - Employment Zone C

e. Building Types and Uses / Density and Building Height

The building types in this phase comprise of B2/B8 and E(d), E(g)(i-iii), F1(e), F2(b).

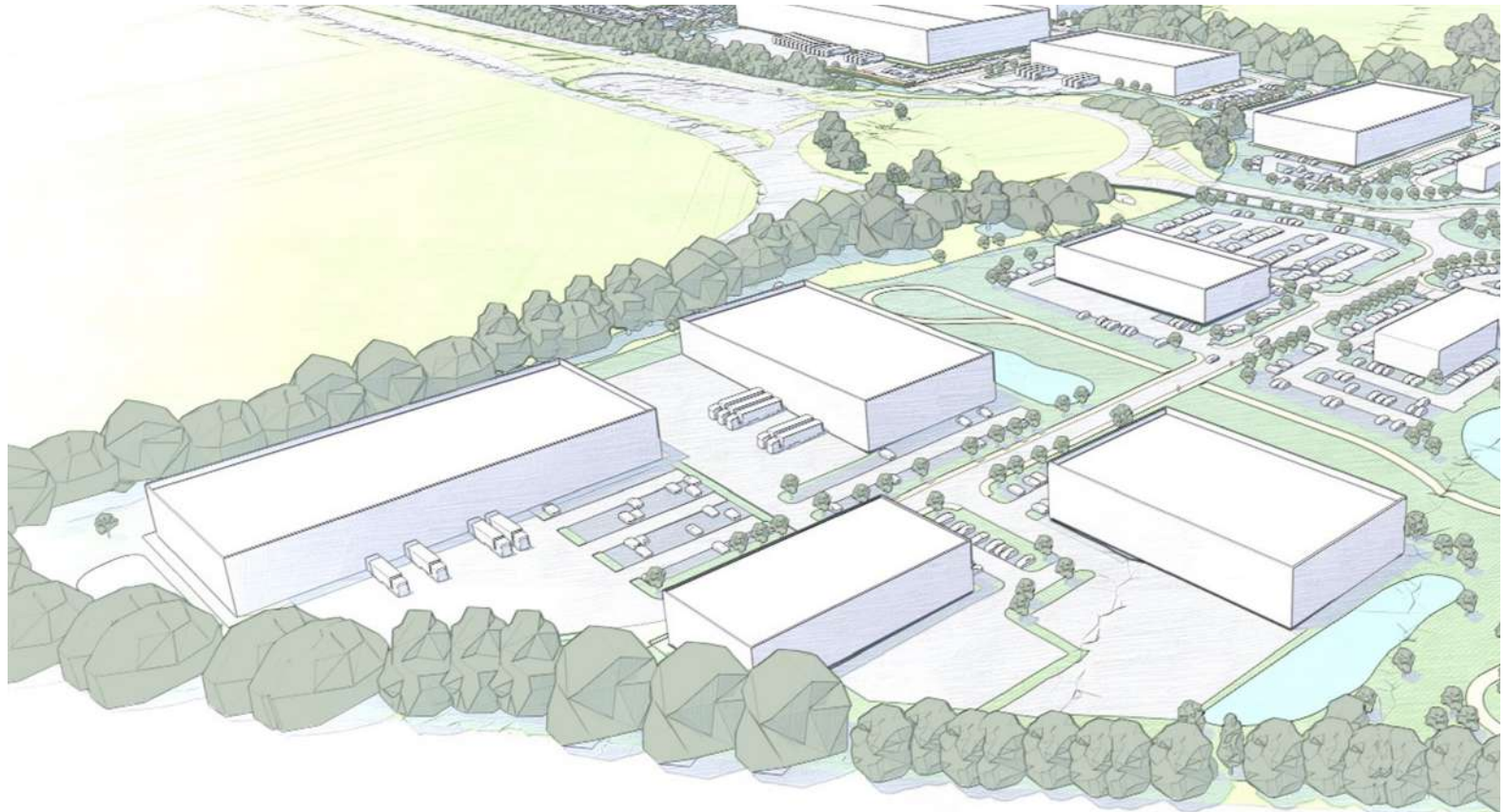
The density of the proposals within this phase are illustrated in the image below.

This north Employment Area should aim for building heights up to 22.15m to accommodate the use of employment and business.

There is sufficient space to allow for car parking and service yards reducing the density from plot to plot.

Land Use and Quantum

Employment (B2, B8, E(g)(i-iii))	18,000sqm
Business (E(g)(i-iii))	5,000sqm
Leisure Centre E(d), F1(e), F2(b)	13,000sqm



Illustrative 3D Render Birdseye View

3.0 Character Areas - Employment Zone C

f. Building Materials, Features and Design Principles

A palette of contemporary cladding systems comprising a range of materials to include metal cladding systems, ceramic rainscreens and timber cladding combined with glazed curtain walling and feature design details are envisaged to create a modern tactile, high-tech visual aesthetic for the zone. It is important that the materials chosen to provide a coherent architectural response to the site and its surrounding context.

The importance of clear connectivity to Zone A, located to the immediate south of Zone C, is paramount as the highway's infrastructure cuts through the east west landscaping buffer. This zone comprises employment, business and leisure uses. Therefore, it is expected that the buildings should be designed to promote accessibility, pedestrian permeability, and exploit the natural daylight by introducing generous glazed areas for spaces of high prominence.

This should be an invitation for all users to benefit from views out towards the surrounding green infrastructure.

Ultimately, the final designs for each building will be market led by Occupiers and Funders.



Examples of 'Business /Employment & Leisure Architecture

3.0 Character Areas - Employment Zone D

3.4 Zone D Infrastructure (Business, Employment & Leisure)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

The Zone D infrastructure has been designed not only to provide access to the Employment, Business and Leisure site, but also provide access to the adjacent future development plot located to the east of the zone.

The benefits to cyclists and pedestrians can be promoted with enhanced connectivity along Stanifield Lane into the zone with linkages into the individual plots from a central vehicular access route. The car parking can be located facing the access road with service yards located to the rear of the individual buildings.

The creation of the Business, Employment and Leisure area will not only help encourage the creation of a local community but also develop the local economy and bring employment to the area.

b. Block Principles (access, frontages, car parking, refuse/servicing)

The main site access to Zone D is via Stanifield Lane located to the west of the site. A central access road provides access into the zone. Vehicular and pedestrian access is provided to open up access to all of the future development plots.

All the units can be designed to promote vehicular and pedestrian movements through the site. Car parking spaces are likely to be located adjacent to the main road for easy access with foot/cycle paths, and a landscape strip with trees to soften the hard landscaping.

Car parking spaces should be located adjacent to the building entrance with introduction of landscape strips to soften the visual aesthetic of the zone. Service yards should be located to the rear of future buildings to help control the landscaped character of the area.



- Proposed Cycle & Foot track
- Existing Footpath
- Proposed Footpath
- 3m wide Proposed Footpath / Cycleway

Indicative Access Diagram



Illustrative 3D Render Street View

3.0 Character Areas- Zone D

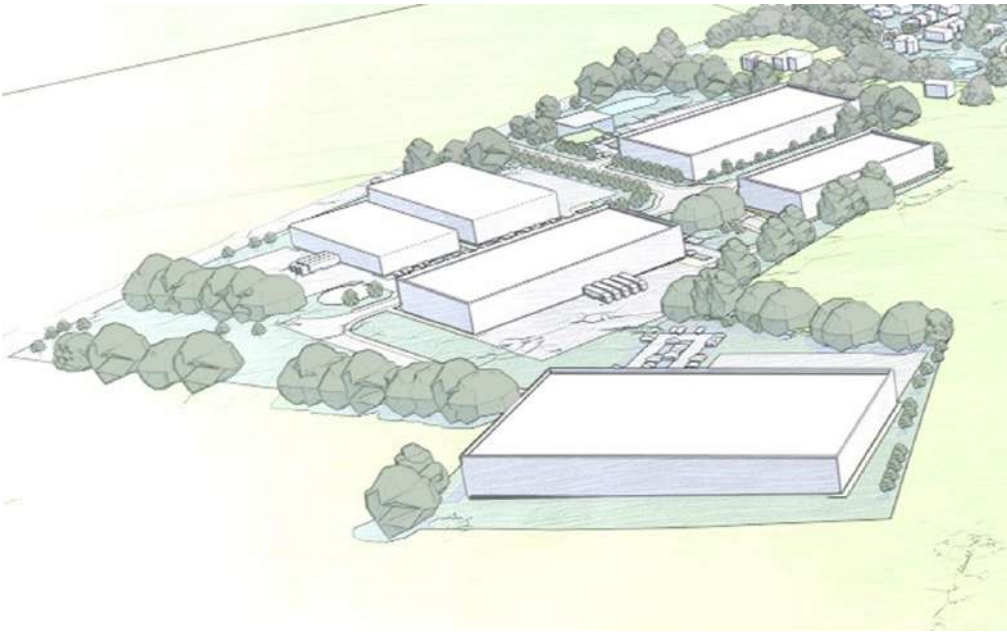
c. Plot Form (plot size, width, adaptability, building envelopes)

The plot sizes have been designed to suit a range of tenants / occupiers for the B2/B8, E(d), E(g) use classes.

The plots should accommodate a variety of units with a maximum of:

- Employment (B2,B8) 47,000sqm
- Business (E(g)) 5,000 sqm
- Leisure (E(d), F1(e), F2(b)) 13,000 sqm

The buildings will be large scale in size with the building proportions designed for typical market demands.



Illustrative 3D Render Birdseye View



Illustrative Site Plan of Zone D

3.0 Character Areas- Zone D

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The zone benefits from existing trees and planting to a large extent of its perimeter. To the west the promotion of a strong landscape frontage running parallel to Stanfield Lane becomes a prerequisite in limiting the visual impact along the western boundary of development. Lower-level development in this area further assists in controlling these views.

An existing landscape belt to the south of the zone is further enhanced with new planting providing natural screening for the development. To the north and east a continued landscaped buffer links the full periphery of the zone with a combination of new and existing planting promoting the essential linkages across the site to the adjacent areas.

The building types in this phase comprise of B2, B8, E(d) and E(g).



Illustrative Landscape Plan of Zone D

3.0 Character Areas- Zone D

e. Building Types and Uses / Density and Building Height

The building types in this zone comprise of B2, B8, E(d) and E(g). The density of the proposals within this zone are illustrated in the image below. The Southern Employment Area should aim for buildings up to 24.7m high. Development located along the eastern boundary will be restricted to building heights up to 18.6m as illustrated in Parameters Plan 1.

Any proposed development located in close proximity to the northern boundary will be further restricted to limit the impact on the consented residential dwellings located to north of the zone. Larger buildings up to the maximum 18.6m will be positioned eastwards along the northern boundary away from the residential dwellings.

The siting, layout and detailed design of any buildings being located adjacent the northern boundary should respect the amenity of neighbouring dwellings and, where appropriate, incorporate additional mitigation through design (such as variation in building height, building form or further landscaping, in addition to the strategic landscaping) to ensure harmony between the two land uses.



Illustrative 3D Aerial Perspective

3.0 Character Areas- Zone D

f. Building Materials, Features and Design Principles

The architectural aesthetic along Stanifield Lane should reflect the lower scale of development that runs parallel to the existing highway. Therefore, a palette of contemporary cladding systems comprising a range of materials as metal cladding systems, ceramic rainscreens and timber cladding combined with glazed curtain walling and feature design details are envisaged to create a modern tactile high-tech visual aesthetic for the zone.

Vehicular access to the site sits independent of the wider development and as such offers the opportunity to create a separate sense of arrival to the zone through enhanced landscaping and streetscape to the primary access road.

The zone comprises employment, business and leisure uses with a definitive lower scale development running parallel to Stanifield Road. It is therefore envisaged that the buildings should be designed to reflect this change in scale through the appropriate use and combination of materials pallet and form. As mentioned in Zone C (an area envisaged to comprise a similar character to Zone D), the main focus should be promoting good accessibility, pedestrian permeability and exploitation of natural daylight for spaces of high importance.

Ultimately, the final designs for each building will be market led similar to Zone C.



Examples of 'Business /Employment & Leisure' Architecture

3.0 Character Areas - Residential

3.5 Residential Development (Zone E)

It is envisaged that the residential area should provide a high quality and safe residential neighbourhood for families to appreciate and enjoy. The formation of landscaped road linkages providing strong green connectivity to the wider development, help promote a sustainable environment with the creation of a linear park and coherent wayfinding.

It is envisaged that the residential area should be suitable for C3 residential use.

It is acknowledged that a degree of flexibility should be required in interpreting the Zone character to respond to market requirements. It might be the case, that other uses come forward and are considered acceptable by the Local Planning Authority in conforming with Policy C4 and achieving the aims set out in the adopted masterplan

Zone E is a residential development and therefore should have an attractive road system stemming from Stanfield Lane. There will be pavements and green landscaping either side of the roads making it pedestrian friendly. There should be adequate private parking provision for each plot.

The residential area should provide a safe and attractive place to live with a range of house types designed to suit the needs of potential occupiers and integrate with the wider development proposals to create a well-connected neighbourhood.



Illustrative Zone E Plan

3.0 Character Areas - Residential

3.4 Residential Infrastructure (Zone E)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

The development should promote accessibility by creating a legible network of connected routes that provide ease of movement for all users. The principal vehicular access to the site should be taken from Stanifield Lane and a connection provided between the site and Stoney Lane for residential and emergency use only, as advised by the Highways Authority. Street character types should be determined by the relative importance of their place and movement function and could include:

Site Entrance - Stanifield Lane is currently subject to the national speed limit, which means that a new access would require a large visibility splay to be provided. However, it is proposed to reduce the speed limit to 40mph as recommended by the Highways Authority.

A ghost right turn lane would be needed of sufficient length to allow cars to decelerate when pulling into it from the mainstream flow. The landscape to the site entrance should be designed to be open with clear sight lines with a replacement hedge line and hedgerow trees to provide a green frontage to the street scene.

The site entrance should incorporate a gateway feature to create a sense of territoriality and minimise the site being used as an overflow car park for the wider development. Any structures within the visibility splay should be restricted to a maximum height of 600mm.

The Access Avenue -The main access street should provide footways either side of the new carriage way and where possible run parallel to the existing hedgerow. Extensive tree planting should be incorporated into the proposals

to provide an attractive 'green' access to the internal connecting avenue.

The Internal Avenue - Internal spine street should provide footways either side to access lower traffic areas and traffic management measures should be implemented to help reduce traffic speeds. The Avenue should run through the development providing pedestrian linkages to Stoney Lane, and Old School Lane. Tree planting should be provided along the Avenue to give a green character to the development.

Close - A shared surface street that promotes slow traffic speeds and create a pedestrian friendly environment. The absence of a formal carriageway is intended to encourage motorists to drive more cautiously and provide a more organic streetscape.

Lane - A private drive that provides access to a limited number of dwellings. Predominantly detached properties with the lane differentiated to the other highway areas with a colour contrasting surface. The Lanes should be typically outward facing towards the site's perimeter and enclosed by existing and proposed hedgerows and trees.

Cyclists should be accommodated on the carriageway, via cycle access links between street networks. There is an opportunity to create a Linear Park within the development to provide an attractive pedestrian link between Stanifield Lane and Old School Lane.

b. Block Principles (access, frontages, car parking, refuse/servicing)

The housing layout should incorporate perimeter block principles, where practicable, to create an outward looking scheme and enhance permeability. Streets should have active frontages to provide lively and well supervised public

spaces, while private space and gardens should be in a secure location facing other back gardens. The prevention of crime and enhancement of community safety should be a prime consideration in the preparation of the proposed housing layout.

The internal street network should allow frontage vehicle access to all dwellings to generate activity and a positive relationship with the street and its surroundings. Frontage access from the surrounding road network including Stoney lane and Old School Lane will not be permitted in order to maintain the existing hedgerows.

Allocated parking should be provided for all dwellings. A range of parking options should be considered including private driveways located at the side of properties or frontage parking spaces set with in a landscaped framework. Where apartments are proposed, communal parking areas in a landscaped courtyard may be appropriate. Large rear parking courts should be avoided as they can be both inconvenient and potentially unsafe due to the lack of natural surveillance.

Generally, parking provision should be provided at a minimum of two spaces per dwelling. In the case of smaller houses, a reduced provision of one space per dwelling plus an allowance for visitor parking may be appropriate.

All streets should be designed to accommodate emergency, service and waste collection vehicles. Tracking should be used to determine the space required for various vehicles to manoeuvre. Turning heads should be kept clear of parked vehicles.

3.0 Character Areas - Residential

c. Plot Form (plot size, width, adaptability, building envelopes)

The plot form for individual dwellings should aim to provide active frontages to the public realm. Large gaps between buildings and blank gable walls facing the street should be avoided. The size and configuration of each plot should be commensurate with the proposed dwelling type.

New dwellings should benefit from a satisfactory degree of privacy and daylight. To achieve this, an aspect distance of 21 metres should be maintained between windows to habitable rooms in back to back locations where direct overlooking is possible. Where a window in a habitable room faces a blank gable wall there should be a distance measuring a minimum of 12 metres between them.

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The proposed layout should be guided and shaped by the existing landscape on the site retaining where practicable key landscape features. A network of green links is required to help knit the development into the wider area including the opportunity to create a linear park along the line of the existing hedgerow that runs from Stanifield Lane to Old School Lane, which should be retained if practicable.

The presence of overhead power cables running across the north side of the site provides the opportunity for a large area of public open space. Proposals should accord with design guidelines for development near high voltage overhead lines prepared by National Grid.

It is envisaged that the public open space within the Development will incorporate the provision of play facilities for younger children which could take the form of a Local Area.



Illustrative Site Plan of Zone E

3.0 Character Areas - Residential

Play and / or a Local Equipped Area Play. The community play facilities should be located along the proposed pathways to create a destination as part of the recreation route and be overlooked by adjacent housing to provide a good degree of natural surveillance.

e. Building Types and Uses / Density and Building Height

The residential development should comprise mainly family housing of a type that would suit the needs of the wider area. It is envisaged that this should comprise of a range of 2 bed, 3 bed and 4 bed houses in mews, semi-detached and detached format. However, it is recognised that there is the opportunity for an apartment style development including extra care along the Lostock Lane frontage where they could provide a stronger urban form and also act as an acoustic screen for the family housing area.

Consideration should be given to the design of corner house types to ensure that they are well animated and provide active frontages to the street scene.

The density of development should be a product of the design response to the site constraints and opportunities. Therefore, the family housing element should be in the order of 30 units per hectare (UPH) net developable area to ensure the efficient use of available land.

It is envisaged the building height, within the southern portion of the site, should be predominantly 2 storeys in keeping with the general scale of development in the area, with limited opportunity for 2½ storeys development in strategic locations and to create visual interest within the street scene.

f. Building Materials and Features (architectural detailing/principles)

Phase E should consist of residential units. It is expected that this will be similar to the existing residential buildings surrounding the site, therefore using brick and stone for the units. There is an opportunity to create a community here with landscaping both bordering within the site.



Illustrative examples of housing types

4.0 ENVIRONMENT

- 4.1 Introduction
- 4.2 Sustainable Design Solutions
- 4.3 Building Materials
- 4.4 Waste Management

4.0 Environment

4.1 Introduction

A sustainable development will consider the balance between social, environmental, and economic objectives, making best use of today's resources, without compromising the future.

Holistic, sustainable design is at the heart of the design philosophy.

4.2 Sustainable Design Solutions

The Sustainability strategy aims to:

- accommodate a changing world – climate, social demands, natural resources and inclusive for all;
- provide a holistic, multi-disciplinary team approach;
- provide simple solutions that have a natural longevity – improve environmental performance;
- minimise environmental impact throughout the building's life cycle (life cycle assessment);
- create spaces that promote a sense of well-being;
- a sustainable design that will be ultimately flexible and adaptable;
- promote community relations and the well-being of colleagues;
- target a BREEAM accredited development;
- deliver a quality landscaped setting for the proposals.

Our approach has been to follow an incremental three stage design approach: passive, active and renewable, based on doing the easy things first.

Passive Measures

Air tightness, improved natural day-lighting, a well-insulated envelop and the promotion of natural ventilation.

Active Measures

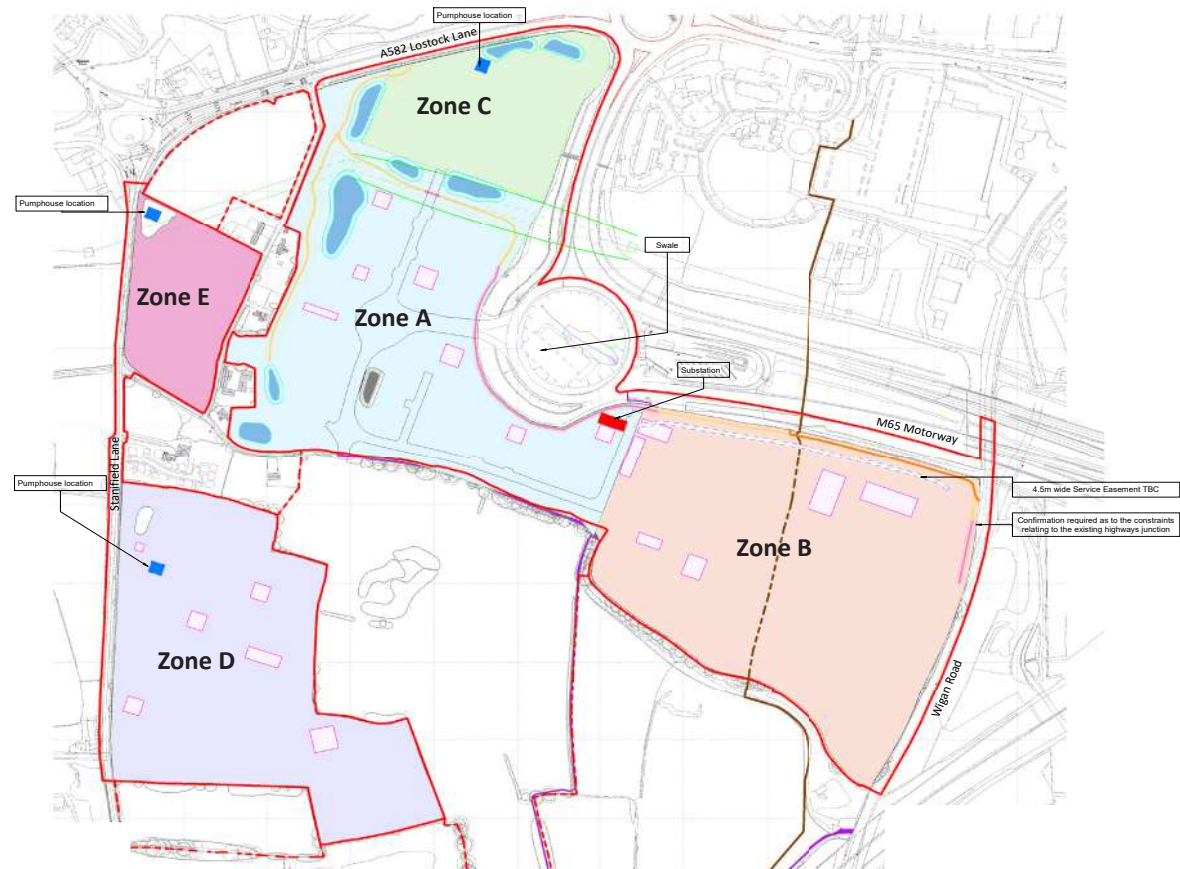
Efficient plant, efficient controls, heat recovery, rainwater collection, a sustainable urban drainage strategy (SUDS).

Renewable Measures

Renewable technologies will be determined at detailed design stage to provide a reduction in predicted CO2

emissions. The Sustainability Strategy expands in detail on the potential for renewable technologies.

Part of the Sustainable Drainage Strategy on site which includes a series of attenuation ponds, help manage and drain surface water run-off, without impacting on existing utility drainage networks. Other benefits to the strategy include: enhanced water quality; attractive habitat for wildlife in watercourses and better places for work and play.



Illustrative Drainage and Utilities Plan

4.0 Environment

4.3 Building Materials

During this detailed design period, in the selection and use of all building materials, it will be important to consider their impact on emissions associated with extraction, manufacturing process, transport and the potential to reuse or recycle. Our strategy will aim to minimise environmental impact, sourcing from suppliers with an environmental management system in place and all timber will be FSC certified.

Where appropriate we will specify either A or A+ rated materials as defined in BRE Global's Green Guide to Specification. We will endeavour to source local materials to minimise transport to the site, all internal finishes will be specified with very low levels of volatile organics and we will consider favorably materials with a high recycled content.

4.4 Waste Management

The most effective way of managing waste is to minimise the production of waste in the first place. This makes environmental and economic sense as items will not be purchased/produced in the first place. After waste minimisation, any remaining waste should be reused or recycled where possible in line with regulatory stipulations throughout the construction process.

Through future reserved matters applications for each plot, enclosed bin storage areas will be provided to current legislation ensure that all future buildings within the development framework plan are provided with adequate space to meet the needs of the end user. The removal of waste will be dealt with by a suitably appointed waste management contractor or the local authority.

No burning of waste shall be allowed on the Site.



Illustrative 3D Render Aerial View

5.0 ACCESS & SECURITY

- 5.1 Introduction
- 5.2 Vehicle & Pedestrian Access
- 5.3 Public Right of Way Strategy
- 5.4 Public Transport
- 5.5 Security
- 5.6 Signage
- 5.7 Summary

5.0 Access & Security

5.1 Introduction

Statutory legislation in the form of the Disability Discrimination Act (DDA), Equality Act 2010 and Building Regulations Approved Document M requires designers to consider any existing and potential barriers to accessibility within application sites and their surroundings.

Designers should aim remove these barriers and avoid creating new ones to achieve a welcoming, accessible, convenient, and accommodating environment for all.

These design principles extend to architecture, public realm, and transport infrastructure. Early in the design process, proposals should analyse and respond to existing transport patterns to and within a development.

Access should not simply be considered in relation to their two-dimensional layout. Signage, lighting, visual contrast, and materials should be fully inclusive for everyone. Any proposals should acknowledge difference and offer choice and flexibility to create a robust built environment which is enjoyable and accessible for everyone to use.

Inclusive access is also an overlapping theme in planning policy and design guidance.

The buildings must be designed to be fit for purpose, appropriate and accessible by all potential users. The proposals should remove obstacles for disabled users providing level access throughout. The design has taken into consideration people of different age groups, genders, ethnicity, and stamina/fitness levels. Access for parents with children have been considered and designed into the proposals.



Illustrative Sense of Place and Urban Frontages Plan

5.0 Access & Security

Accessibility

The development aspires to create a proposal with cohesive and legible connectivity to the development's wider context, linking existing pedestrian, cycle and vehicular access routes in a legible access and movement strategy to benefit all occupants and users.

This can be achieved through the introduction of new access roads for vehicular connectivity complemented by new and existing footpaths, cycle paths and bridleways to enhance the pedestrian connectivity both into and within the site.

Health and Well-being

The new community aspires to have a well-designed environment placing green infrastructure, walking, cycling, and running linkages at the heart of the proposals so that healthy lifestyles are encouraged.

The masterplan aims to create areas of solitude and contemplation within the landscape design. Seating can be located at regular intervals to assist those requiring rest. The green infrastructure within the proposals includes well-designed access to Public Rights of Way providing residents and visitors access to good quality open spaces for formal and informal recreation. Areas for nature conservation and recreation are provided having a positive impact on health and wellbeing.

The proposals include the provision of space for health, fitness and leisure use (Class E(c)), to sit alongside public open space and landscaping.



Illustrative Well-Being and Accessibility Plan

5.0 Access & Security

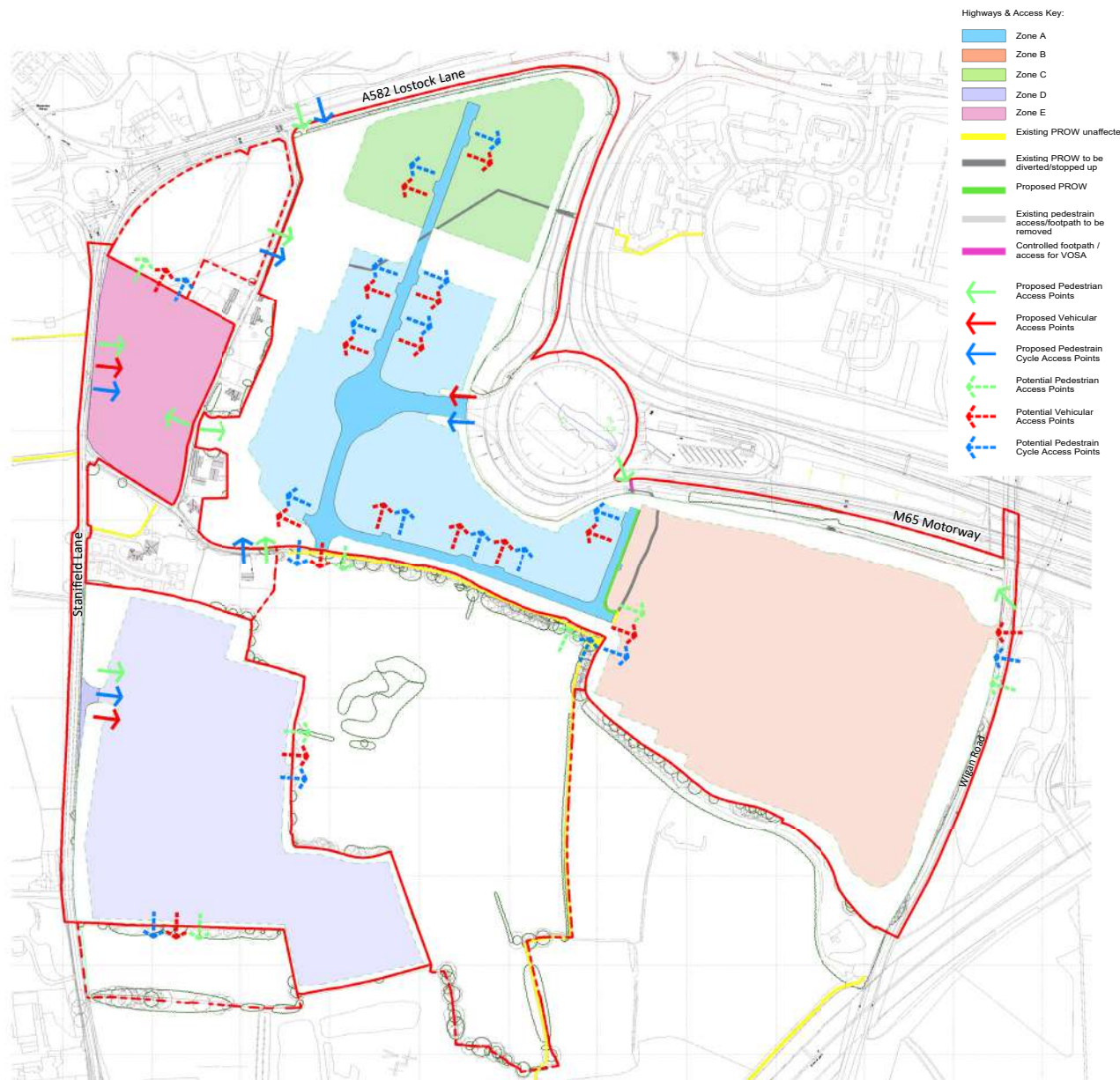
5.2 Vehicle & Pedestrian Access

The principal vehicular access and gateway entrance into the site, is via the westerly spur off the existing M65/ A6 roundabout. This access has been designed to provide a coherent and attractive landscaped approach to the site, while creating and defining the arrival into the development.

The prominence of the new internal roundabouts provides the opportunity to create a focal point for the site helping to define a sense of place and identity for the whole development.

Strong attractive landscaping and street scenes aspire to provide clear legibility into the site. Strategically positioned building frontages assist in place making and wayfinding to help generate a coherent contemporary urban environment. This also provides natural surveillance helping to ensure safety and security for users and visitors.

A Transport Assessment has been prepared by WSP as part of the planning application. This establishes targets and methods to achieving a reduction in single occupancy vehicle trips to the site whilst promoting sustainable and public transport modes. It will be subject to signed agreements to implement the targets and carry out staff surveys post construction to understand travel patterns and how they can be influenced through incentives and measures.



Indicative Access Plan

5.0 Access & Security

5.3 Public Right of Way Strategy

The green infrastructure within the proposals includes well-designed access to Public Rights of Way (PRoW) providing residents and visitors access to good quality open spaces for formal and informal recreation.

The landscaping proposals provides the opportunity to add value by combining uses, creating a multi-functional Green Infrastructure network. A primary use, alongside habitat creation and amenity use, is the alignment of new and existing pedestrian links, both within and beyond the Site.

Consideration has been given to the existing PRoW located across the site and the benefits redirecting these routes to provide coherent connectivity to allow users to access to green spaces within the site, as well as utilise the site to connect to the wider footpath and PRoW network.

The pedestrian connectivity will be laid out with pleasant, well designed green spaces, to promote and encourage use for walkers, joggers, and runners. This connectivity promotes health and well-being, with opportunities to further this by introducing trim trail equipment or being part of a wider running route linking the Cuerden Valley Park trail.

In terms of rationale for changing the PRoW arrangements in this area the primary drivers are safety and connectivity. The existing PRoW running east-west towards the M65 spur currently has no particular destination having been cut off from the wider network by the construction of the highway itself presenting a very real and considerable safety hazard.

The proposed re-routing of the PRoW through the proposed green infrastructure presents positive opportunities to connect safely to the existing and remaining PRoW on Stoney Lane and the new structured planting/landscaping area. It would also link through safely to the mixed-use area and the

wider site becoming an integral part of a wider network of paths and cycleways around the site and provide more varied opportunities for recreation and access.

Hard surface materials will be specified that are robust and appropriate for frequent uses and not restrict movements for impaired users. Asphalt will likely be the primary material for footpaths and pedestrian routes with paving setts and flags used in selected areas to provide a lift in quality, demarking access points, social areas, and gateways. Along with the planting scheme, through the use of colour and layout, the paving accents will serve to define route ways and highlight entrances, aiding in wayfinding and site legibility.



Illustrative Public Routes

5.0 Access & Security

5.4 Public Transport

The Site has reasonable levels of accessibility in terms of sustainable and public transport modes, and there is potential to enhance these as the Site progresses. The proposals include a range of additional infrastructural measures which will encourage sustainable travel.

Public transport services are available in close proximity to the site, with bus stops located on Stanfield Lane, adjacent to the Site, and Lostock Hall Rail Station located approximately 700 m to the north of the Site, accessible via footways along Stanfield Lane and Watkin Lane.

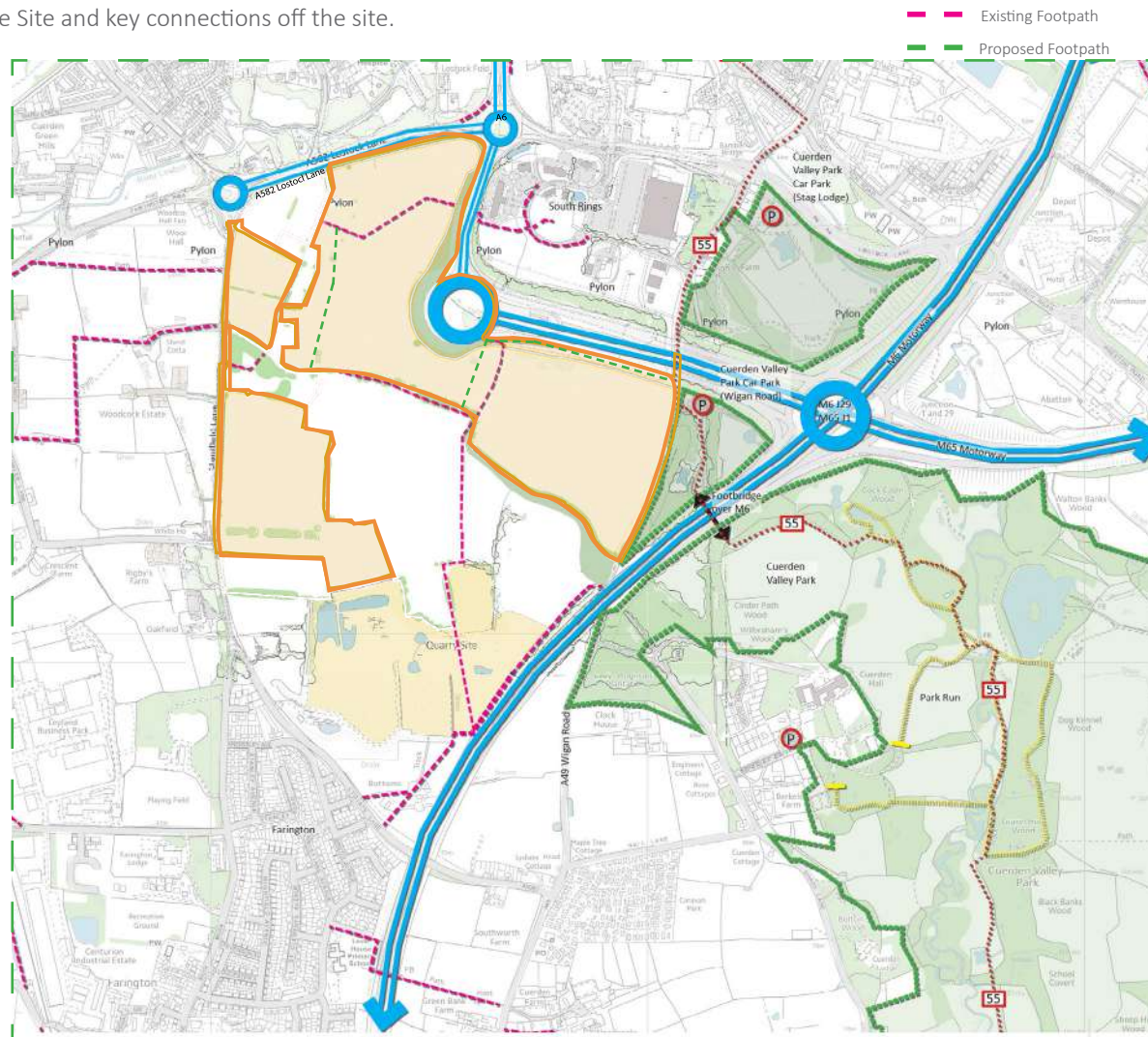
Opportunities are being explored with the local bus operators (refer to separate Transport Statement prepared by WSP) to establish if two bus routes could be diverted into the site as it develops. The 111 bus service and the 109 bus service from the west could enter and exit the site with small diversions to their existing routes. Provision has been made within the site layout to accommodate bus stops in appropriate and convenient locations.

The site is well located to a range of existing local facilities within the nearby residential areas. Future residents of the site will be able to make use of existing active and sustainable travel provision to access a range of facilities locally.

The parking provision across the Site will be provided in accordance with South Ribble Borough Council (SRBC) Parking Standards, and will include provision for:

- Electric Vehicle Charging;
- Cycle parking;
- Accessible Spaces;
- Customer Spaces; and
- Staff Spaces.

The Proposed Development will enhance the existing sustainable and active travel opportunities, in particular through the provision of a high-quality foot and cycle network within the Site and key connections off the site.



Existing Site Location and Transport Connections

5.0 Access & Security

5.5 Security

Through consultation with Lancashire Police's Architectural Liaison Officer, the principles of Secured by Design 'Commercial Development 2015' Guidelines should be introduced into the proposals wherever possible and introduced in support of future Reserved Matters Applications.

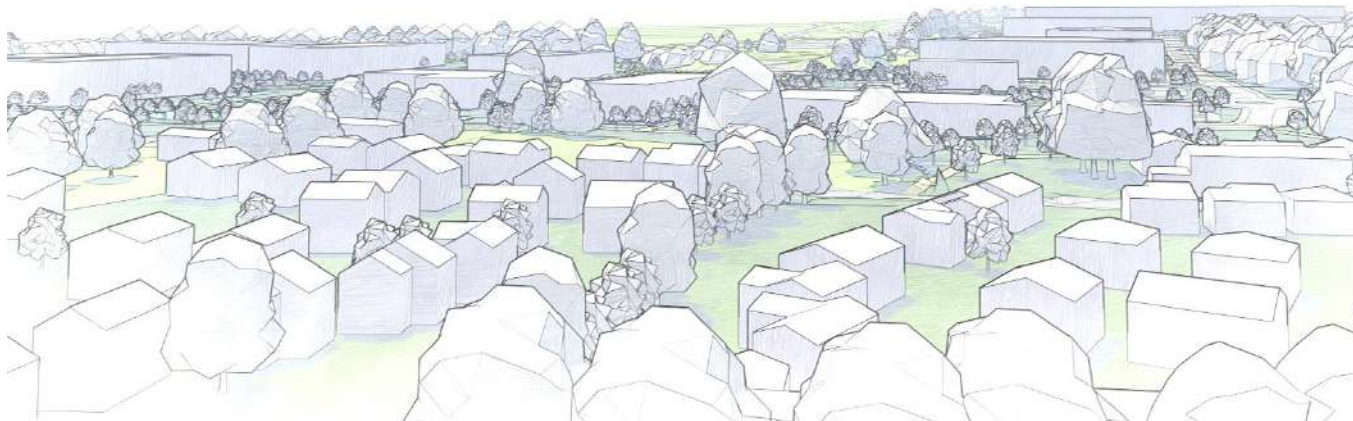
Consideration shall be given to the principles of natural surveillance and defensible space, landscaping and boundary treatments, access and egress, car parking, lighting, and CCTV. Secured by Design does not guarantee that a particular area will be crime-proof but indicates the site has been subject to a design process and improved levels of security which have been shown to significantly reduce the risks and the fear of crime.

5.6 Signage

Adequate and coherent signage provision shall be adopted to define pedestrian and vehicular routes and to highlight entrances to future development plots. Such provision will aid in wayfinding and legibility across and within the Site.

5.7 Summary

The accessibility of the development by all modes has been considered in detail as part of the Transport Assessment and Travel Plan. This demonstrates that the development will be accessible by a variety of means of transport to all.



Illustrative 3D Render Aerial View

6.0 HEALTH & SAFETY

6.1 General Site Hazards

6.0 Health & Safety

6.1 General Site Hazards

A. The decisions made by designers during a project's development from conception to completion affects the health and safety of workers and others who will construct, maintain, repair, clean, refurbish and eventually demolish or remove the building or structure, as well as those who will use it as a completed workplace. Design forms an important part of delivering a project safely and without risks to health.

Designers Duties:

- Understand and be aware of significant risks that workers and users can be exposed to, and how these can arise from their design decisions;
- Have the right skills, knowledge, and experience, and be adequately resourced to address the health and safety issues likely to be involved in the design;
- Check that clients are aware of their duties;
- Co-operate with others who have responsibilities, in particular the principal designer;
- Take into account the general principles of prevention when preparing or modifying their design;
- Provide information about the risks arising from their design;
- Co-ordinate their work with that of others in order to improve the way in which risks are managed and controlled.

The Risk to Health & Safety must also be considered, alongside other factors such as cost, fitness for purpose, aesthetics, environmental impact and current industry knowledge and practice.

Risks that cannot be addressed at the initial stage of a project should be reviewed later on, during the detailed design stage.

To manage the hazards that arise during the design and development of the project, the project team look at the design details, developing drawings at the different stages, the surrounding areas, surrounding houses, pedestrian routes, utilities supplies, the local populace, water courses, request any historic information that is available (i.e. mines, flood plains, businesses).

The team will arrange design work shops as required, attend design meetings, project meetings, and create documentation for interrogating design risk and development of projects (i.e. use of design matrixes to raise, close out and record significant risks) liaise with the design team to request, receive and record their design matrix information, collate and distribute pre construction information.

B. The Constraints with the site are varied and as such present many issues that require recording and closing out.

Some of the design constraints already identified are:

- Local Housing in the area;
- High level HV cables that run across the edge of the site;
- Below ground HV cables that run across site;
- Local streams/ water courses & ponds;

- Blocked water courses;
- Public Rights of Way.

C. Our Methodology of dealing with the site constraints and any issues that arise, is to feed information into the design team.

Recording the information into the design matrix and recording the closing out of the points created / raised and by the company/designer closing the items out. If the points/issues remain open, we still chase the team recording what point has been raised and to whom, so that at the completion of the project there is a clear paper trail of what decisions had been made and by who.

If any are left open it is recorded when the information has been requested and from whom. The information is then included into the health and safety file that is created and issued to the client at the end of the project along with all the relevant information specified.

7.0 SUMMARY

7.0 Summary

7.1 Summary

The proposals for the Lancashire Central Site have been developed to create a major employment led, mixed-use development that will benefit the local and wider economy, providing homes, jobs, and amenities for the community. To create a new “place” that will deliver significant economic and social benefits to the Central Lancashire area.

The Site has long been identified for potential development and these proposals build upon a masterplan adopted by South Ribble Borough Council in April 2015.

The proposals have been developed at a macro scale which incrementally develops into a detailed analysis of the site and establishes how these existing assets can best be incorporated into new development proposals to create a cohesive and integrated feel and character.

Where existing site assets would severely restrict development opportunities and cannot be retained, extensive mitigation and replacement measures have been proposed.

At the wider scale, all opportunities to connect the proposals into the surrounding areas have been explored and promoted to create an accessible, legible, and unique environment. This process has been both iterative and collaborative, with a series of regular meetings held with the Local Authority. The development principles established during this period have been discussed and illustrated within this document and are also described within the Design Code document that accompanies this planning application.

In summary these are:

- a comprehensive green infrastructure strategy designed to enhance the ecological value of the site, promote health and well-being and create a unique sense of place;

- an accessibility strategy for all, including all modes of transport that is highly legible;
- a highly sustainable design and a design that develops a strong, unifying urban form.

The proposed mixed-use and residential proposals will enable the opening up of the site through the provision of new access, highways, landscape and services. This infrastructure will be delivered during the first phase of development.

It is envisaged that the proposals will generate significant construction employment and construction supply chain opportunities arising throughout the sites development. Based on a development period of approximately 8 years, this equates to an average of around 300 full-time equivalent (FTE) temporary construction jobs each year. Once the Lancashire Central Site is fully developed and occupied, between 2,200 and 5,600 FTE jobs will be located at the site, generating between £95M and £390M of GVA per annum for the Central Lancashire economy. The addition of up to 116 new homes in South Ribble is a positive contribution towards addressing the housing needs of the borough.

The Client and Consultant team have set out to design a unique, distinctive and innovative new development that will provide benefits for the local and regional community, future employees and customers. The proposal has developed around a green infrastructure that seeks to preserve existing landscape features and promote ecological corridors. It has been developed to create seamless connectivity between zones and to encourage a healthy lifestyle for the new community through well designed and integrated walking, cycling, exercise and jogging routes.

The approach has been to create a people focussed design

that integrates the scheme proposals into its context, engaging positively with the existing environment to create a strong sense of place at the same time presenting opportunities for local-residents and businesses to take advantage of and flourish in a safe and comfortable environment for the years ahead.

Through carefully considered design, the development will provide high quality facilities, a mix of complimentary uses, recreation and well-being opportunities that will all be serviced by a strong and clearly defined infrastructure that creates a long-term platform for true sustainable development and regeneration.

The Site presents an ambitious once in a lifetime opportunity to achieve a dynamic, sustainable, premium employment-led development that will benefit the local and wider economy, providing homes, jobs, and amenities for the community and has the potential to generate significant economic benefits in Central Lancashire.



Illustrative 3D Aerial Perspective

8.0 SUPPORTING INFORMATION

8.1 Proposed Drawings / Supporting Information

8.0_Supporting Information

8.1 Proposed Drawings / Supporting Infration

Please refer to drawings listed below :

21017-FRA-XX-ZZ-DR-A-9111- Parameters Plan 1 – Development Zones, Land Use, Quantum & Building Heights

21017-FRA-XX-ZZ-DR-A-9112- Parameters Plan 2 – Highways and Access

21017-FRA-XX-ZZ-DR-A-9113- Parameters Plan 3 – Strategic Landscape

21017-Lancashire Central – Design Code