

3. SITE AND DEVELOPMENT DESCRIPTION

Site Context

- 3.1 The Site (Figure 1.1) is located approximately 4.1km south of Preston City Centre and is allocated in the South Ribble Local Planⁱ under C4 as a 'Strategic Site'. It is bound to the north-west by the Farington Road/Lostock Lane and Stanifield Road roundabout, to the north by the Lostock Lane (A582), and to the north-east by the Lostock Lane and the A6 roundabout. The north-eastern boundary is formed by the A6 dual carriage way which leads to a junction 1A of the M56 which itself forms the remainder of the northern Site boundary. The eastern boundary of the Site lies adjacent to Wigan Road (A49). Agricultural fields and an operational quarry form the southern boundary, and Stanifield Lane spans the entire western boundary of the Site. Figure 3.1a shows the road network surrounding the Site as well as the railway network to the north and west.
- 3.2 The land use in the immediate vicinity of the Site comprises residential housing to the north and south, agricultural fields located to the west and highways infrastructure surrounding the eastern, western and northern boundaries. There are multiple commercial buildings located to the north-east of the Site, approximately 70m from the boundary. The commercial floorspace is dominated by supermarkets, hardware stores and takeaway food facilities. Leyland Business Park is located approximately 300m south-west of the Site, containing multiple commercial properties.
- 3.3 There are multiple Public Rights of Way (PRoW) in and adjacent to the Site, including:
- A PRoW extending west towards the eastern boundary from Old School Lane and running parallel along the eastern boundary in a southerly direction;
 - A PRoW extending east from Stoney Lane in the central regions of the Site; and
 - A PRoW connecting Stanifield Lane with Stoney Lane.
- 3.4 The Site is not located within an Area of Outstanding Natural Beauty (AONB), National Park or Area of High Landscape Value, further there are no Special Areas of Conservation, Special Protection Areas (SPA), Ramsar Sites, Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserves (LNR) on or adjacent to the Site. The nearest statutory ecological designation is Preston Junction LNR located approximately 650m north of the Site. There are no additional ecological statutory designations within 5km of the Site.

3.5 The Site is not located within or within proximity to a World Heritage Site, Registered Battlefield or Conservation Area. The closest scheduled monument is located 2.1km south of the Site and contains the 'Moated site of Clayton Hall'. There are no registered battlefields and one registered park and garden within 5km of the Site. 'Worden Hall', a Grade II park and garden is located approximately 3.0km south west of the Site. There is one Grade II listed building, the 'Old School House', located adjacent to the north-west of the Site along Old School Lane. Additional listed buildings in close proximity to the Site:

- Farington House, 360m south, Grade II;
- Clock House Farmhouse, 340m south east, Grade II;
- Stable block attached to the west end of Cuerden hall, 500m south west, Grade II;
- Cuerden Hall, 500m south west, Grade II*; and
- Stag lodge to Cuerden Hall, 440m east.

3.6 A visual representation of the designations, cycleways and PROW surrounding the Site can be seen in Figure 3.1b.

Site Description

3.7 The Site covers 60.92 hectares (ha) of predominately grassed agricultural fields separated by hedgerows. There are three vehicular access points. The first is on the eastern boundary along Wigan Road (A49) providing access to the central regions of the Site. An additional access point is provided along the western boundary on Stanifield Lane along Stoney Lane, again providing access to the central regions of the Site. Lastly, an access point is located on Lostock Lane on the northern boundary known as Old School Lane.

3.8 There are six buildings currently situated on Old School Lane with a mix of residential and commercial property. There are three additional properties located on Stoney Lane.

3.9 The entire Site is contained within a Flood Zone 1 area and is at low risk of flooding. The nearest area at risk of flooding is the land in the immediate vicinity to the River Lostock approximately 80m north of the Site. In addition, the Site is not underlain by an area designated as a Principal Aquifer and is not located within a Source Protection Zone.

3.10 The Site comprises a range of habitats including arable grass fields, woodland, grassland, hedgerows, scrub and lines of trees. The agricultural land within the Site is considered Grade 3 agricultural land by the Post 1998 Agricultural Land Classification (ALC)ii, where Grade 1 is best quality and Grade 5 is poorest quality. Grade 3 agricultural land may be

considered Best and Most Versatile (BMV) agricultural land depending on whether it is classified as Grade 3a (BMV) or Grade 3b (not BMV). Agricultural surveys as part of a planning application on the Site identified that the then Site contained 9.7 ha of 3a (BMV) whilst the remaining land was classified as being Subgrade 3b or 'non-agricultural' land.

- 3.11 The Site is not located within an Air Quality Management Area (AQMA)ⁱⁱⁱ. The nearest AQMA to the Site is AQMA No. 4 Bamber Bridge (South Ribble Borough Council (SRBC)). The area was declared by the local council on 15/08/2005 due to an exceedance in Nitrogen Oxide (NO₂) concentration. The AQMA is approximately 760m north east of the Site.

Planning History

- 3.12 Planning consent was granted in 2017^{iv} for the following redevelopment on 70-hectares of land including the Site and additional land outside the current Development boundary:

"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."

The Development

- 3.13 The form of the application will follow that of the previous planning application albeit it will be submitted in outline with all matters reserved for future consideration save for access. The application seeks permission for employment, residential and mixed uses and associated car parking, access, public open space, landscaping and other works. The formal description of development is as follows:

'Application for Outline Planning Permission (with all matters reserved save for access from the public highway and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage, and the realignment of Public Right of Way Ref 9-12 FP12, 9-12 FP6/FP7/FP8, 9-12 FP9 and 9-12-BW11'

- 3.14 The planning application will be supported by a set of parameter plans and a design code

document that will control future reserved matters. The parameters that define the Development are shown on: Figure 3.2 Development Zones, Land Use and Quantum, Building Heights, Figure 3.3 Highways and Access and Figure 3.4 Landscape Parameter Plan. An illustrative masterplan is included as Figure 3.5 to show how the Development could realistically look, however, has not been used to assess the parameters of the Development.

Land Use

- 3.15 Figure 3.2 (Development Zones, Land Use and Quantum and Building Heights) displays the spatial extent of the Development. The residential and non-residential commercial floorspace will be limited to these areas. As shown in Figure 3.2, residential dwellings will be contained within Zone E of the Development.

Commercial Uses

- 3.16 The maximum floorspace provision for each of the non-residential uses proposed by the Development as well as the maximum plot size are set out in Table 3.1 below. The maximum Gross Internal Area (GIA) of the non-residential area will be no more than 214,300 sqm.

Table 3.1: Non-Residential Development Maximum Uses

Zone	Use	Floorspace Shall Be No More Than (sqm)	Max Plot Size (sqm)
A	Retail (E(a))	4,000	30,000
	Hotel (C1)	2,500	
	Gym (E(d))	1,000	
	Food, Drink & Drive Thru Restaurant (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)	25,000	
B	Business (E(g)(i-iii))	4,000	65,000
	Employment (B2, B8)	65,000	
C	Business (E(g)(i-iii))	5,000	18,000
	Employment (B2, B8)	18,000	
	Leisure Centre (E(d), F1(e), F2(b))	13,000	
D	Business (E(g)(i-iii))	5,000	47,000
	Employment (B2, B8)	47,000	
	Leisure Centre (E(d), F1(e), F2(b))	13,000	
Total	N/A		160,000

Residential

3.17 The residential element of the Development will be provided in Zone E, in the south-west region of the Site. Table 3.2 sets out the extent of proposed residential development.

Table 3.2: Residential Development

Zone	Use	Number of Homes
E	Residential (C3)	116

Building Heights

3.18 The Development will have a maximum building height of +77.00m above ordnance datum (AOD), in Development Zone B in the western region of the Site. Development Zones A, C and D will have maximum building heights of +64.09mAOD, +60.15mAOD and +74.00mAOD respectively. The residential Development Zone component (Zone E) will be no more than +51.1mAOD. The proposed building heights have been set with reference to the wider Site context and on a local scale, with the massing changing through iterative feedback throughout the design process, as detailed in Chapter 4 of this ES. The proposed heights of each of the Development Plots can be seen in Table 3.3 below and shown on Figure 3.2.

Table 3.3: Development Building Heights

Zone	Building Heights (mAOD)
A	+64.09
B	+77.00
C	+60.15
D	+74.00
E	+51.1

Access

3.19 As set out on Figure 3.3, primary vehicular access will be provided into the Development from four locations:

- Wigan Road on the eastern boundary of the Site into Zone B;
- Stanifield Lane on the western boundary into two different access points with one into Zone B in the south-west and one into Zone E in the north-west; and
- Zone A from the M65 motorway.

3.20 The Development will provide additional pedestrian and cycle access from each of the vehicular access points on the western and eastern boundaries to the Development. The Development will also provide a pedestrian access point from the northern boundary.

Vehicle and Cycle Parking

- 3.21 Car and cycle parking for the Development will be provided in accordance with required standards and in consultation with Lancashire County Council and are detailed further in the Transport Assessment, which will be submitted as part of the planning application.

Green Infrastructure

- 3.22 The Development includes areas of public open space provision within the Site. In the south-western region of the Site, an area of public open space will be provided parallel to the Stanifield Lane on the western boundary. Additionally public open space will line the boundary of the Development on Zone B on the south-eastern regions of the Site. Grassed areas of land comprising green and blue infrastructure will lie adjacent to the boundaries of Zones A and C.

Drainage

- 3.23 The Site is located in Flood Zone 1, and therefore is considered to be at low risk of tidal and fluvial flooding. A number of drainage ditches have been identified through the Flood Risk Assessment and Drainage Strategy, that will be submitted as part of the application, from east to the west of the Site towards the culverts beneath Lostock Lane and into the River Lostock itself.
- 3.24 The Development will see the ditches re-aligned together across the Site and as a result, create a drainage infrastructure capable of efficiently preventing flooding across the development that will adversely impact upon the built form.

Lighting

- 3.25 The adoption of controlled lighting and implementation of a lighting strategy in accordance with current best practice guidance will ensure that the potential effects on surrounding sensitive receptors from light spill, glare and sky glow are minimised and reduced to an acceptable level.

Energy, Sustainability and Climate Change

- 3.26 An Energy Strategy Report has been prepared and submitted in support of the Development. The report outlines the proposed design approach of the Development in terms of carbon

emissions to meet the requirements of National, Regional and Local Governments. The report states that passive measures can be incorporated into the design through optimising U Values (the rate in which heat is transferred or lost through materials), air leakage (process of air leaving buildings through cracks and holes in the material) and through natural daylight. The design can be optimised through incorporating materials of high thermal insulation, tight air leakage rates to reduce heat loss and efficient orientation of buildings to maximise daylight and therefore heating.

- 3.27 The Development will also benefit from renewable and low carbon measures to achieve maximum savings. Ground Source Heat Pumps (GSHPs), Air Sourced Heat Pumps (ASHPs) and Photovoltaic Panels (PV) can be incorporated into the design of the Development to reduce the dependence on non-renewable sources.
- 3.28 The Sustainability Statement outlines that based on the pre-assessment strategy and detailed consideration, the Development will achieve a 'Very Good' BREEAM Rating across the healthcare, industrial and retail uses of the Development. In line with CLCS Policy 27.
- 3.29 The Sustainability Statement outlines a range of measures to enhance the sustainability of the Development, including:
- A substantial area of accessible green infrastructure, including new structured planting and landscaping to provide recreational opportunities for local communities including cycleways, bridleways, footpaths and jogging trails;
 - The Development includes the provision of space for health, fitness and leisure use (Class E(c)), as well as access, public open space and landscaping;
 - Passive design measures, energy efficiency and renewable technologies as outlined above;
 - For the residential units, it is expected that the incorporation of water efficient sanitaryware systems and appliances will ensure compliance with the required standard of a maximum of 105 litres per person per day;
 - SuDS in the form of an attenuation ponds have also been incorporated into the drainage design, which help manage and drain the surface water run-off without impacting on existing utility drainage networks;
 - The Development will aim to maximise the use of materials and products that are produced responsibly and will avoid where possible the use of products that contain hazardous substances to health or the environment;
 - The Development will take steps to encourage re-use and recycling of construction,

- demolition and excavation waste to achieve a 95% recycling rate; and
- A Framework Travel Plan (FTP) has been prepared to demonstrate how sustainable and active travel can be used to access the site, and how these sustainable modes of travel will be promoted to future users of the site.

REFERENCES

- ⁱ South Ribble Local Plan (2015) Available at: https://www.southribble.gov.uk/media/125/The-Adopted-Local-Plan-July-2015/pdf/Local_Plan_-_Adopted_July_2015_0.pdf?m=637369819342800000
- ⁱⁱ as illustrated on the Magic GIS online map (<https://magic.defra.gov.uk>)
- ⁱⁱⁱ <https://uk-air.defra.gov.uk/aqma/maps/>
- ^{iv} South Ribble Borough Council Ref: 09/2017/0211/ORM