



Lancashire Central

Statement of Community Involvement

July 2022

Application for Outline Planning Permission
On behalf of Maple Grove Developments and Lancashire County Council



Statement of Community Involvement

Lancashire Central, Cuerden

June 2022



Introduction

This Statement of Community Involvement has been prepared by Royal Pilgrim Communications on behalf of Lancashire County Council and Maple Grove Developments. It sets out the pre-application consultation undertaken in relation to the proposed Lancashire Central development.

Planning application

The planning application comprises:

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.

The importance of consultation

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

Consultation and communication 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.

National Planning Policy Framework (NPPF)

Paragraph 39 of the National Planning Policy Framework (2021) places emphasis on improving communication and engagement at pre-application stage. It advises that:

‘Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community’.

Paragraph 40 states the local authority should:

‘...encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.’

Lancashire County Council's Statement of Community Involvement (SCI)

Lancashire County Council's SCI encourages applicants to undertake pre-application consultation and provides guidance on consultation activity that may be beneficial. An excerpt from the relevant section of the SCI is below:

'There are several ways that an applicant could further involve the community including:

- *Circulating leaflets to residents that outline draft proposals.*
- *Arranging meetings or exhibitions with community and other local interest groups.*
- *Requesting feedback within a specified time-scale (allowing changes to be made to documents before plans are finalised).'*

Due to the ongoing COVID-19 pandemic, a decision was taken not to hold an in-person public exhibition.

Pre-application consultation

Informing residents, stakeholders and the public

Stakeholders

Stakeholders with a likely interest in the proposals were identified, including:

- Leadership of South Ribble Borough Council and neighbouring local authorities, including Chorley Council and Preston City Council
- Lancashire County Council – leadership, officers and members
- Ward and neighbouring ward members, South Ribble Borough Council
- Neighbouring ward members, Chorley Council
- Nigel Evans MP (Ribble Valley) and Members of Parliament for the neighbouring constituencies Chorley, South Ribble and Preston
- Cuerden Parish Council
- Farington Parish Council
- Clayton Le Woods Parish Council
- Lancashire LEP
- Preston, South Ribble and Lancashire City Deal
- Marketing Lancashire
- Leyland Town Deal
- North and Western Lancashire Chamber of Commerce
- Preston Partnership; Preston Towns Deal Board
- University of Central Lancashire
- Preston College
- Disability Equality North West
- Lever House Primary School

- Academy at Worden
- Runshaw College
- Friends of Cuerden Valley Park
- Lancashire Wildlife Trust
- Neighbouring landowner (Brookhouse Ltd)

On, or before 5 April 2022, the above stakeholders were contacted via letter, email or telephone to inform them of the proposals and invite them to take part in the forthcoming public consultation. Correspondence with stakeholders included a site plan and offered the opportunity to arrange a meeting with the development team (*see Appendix 1*).

Briefings have been held with:

- Lancashire County Council – members and officers
- South Ribble Council leadership & planning teams
- Preston City Council leadership
- Chorley Council leadership
- Neighbouring landowner (Brookhouse Ltd)

Engagement with stakeholders will continue throughout the planning process and further briefings will be held where appropriate.

Neighbours

On 4 April 2022, letters were issued to the closest neighbouring residents and businesses informing them of the proposals and inviting them to take part in the consultation. Neighbours on Stanifield Lane, Old School Lane, Stoney Lane, Woodcock Estate, Lydiate Lane, Fowler Lane and Fowler Avenue were contacted (*See Appendix 2*). A site plan of the proposals was enclosed with the letter and neighbours were offered the opportunity to arrange a meeting with the development team.

On 11 May 2022, a further letter was issued to the closest neighbouring residents on Stanifield Lane, Stoney Lane and Old School Lane enclosing an information leaflet and offering the opportunity to arrange a meeting with the development team (*See Appendix 3*).

Engagement with neighbours will continue throughout the planning and development process.

The wider public

Several methods were used to engage with, and encourage participation from, the wider community and general public, including a consultation website and information leaflet.

The consultation was widely publicised via the local media and on social media (*See Appendix 4*).

Consultation website

A consultation website was launched – www.lancashirecentral.co.uk - to enable people to view the proposals. There was also a feedback mechanism to allow people to comment on the proposals (*see*

Appendix 5). The website was included in all media releases and correspondence with neighbours and stakeholders.

Information about the project was also available on Lancashire County Council's website.

Information leaflet

An information leaflet with a tear-off, freepost feedback form was distributed to 10,726 households (*see Appendix 6*). The leaflet detailed the proposals and provided contact details for the development team should the recipient have any queries. The website was also displayed on the leaflet for those who would like to view the proposals and comment online.

Feedback

Feedback summary

To date, 151 feedback forms have been received either online or via the freepost feedback form. Of these, 15 'strongly agree' with the proposals, 19 'tend to agree' with the proposals, 15 'neither agree or disagree', 21 'tend to disagree' with the plans, and 81 'strongly disagree' with the proposals.

Several emails have also been received which are a mix of those wanting to find out more about the employment space, and other comments and queries.

Key comments from those who support the development include welcoming more employment space and job opportunities to be created and some welcome more homes for local people.

Key comments and issues raised by those who do not support the proposals included the site location and potential loss of green space, as well as the potential impact on ecology and biodiversity. Potential highways impacts on the surrounding road network were also key issues raised by many of those who do not support the proposals and by some who were either unsure or tend to agree with the plans. Questions were also raised regarding the need for the employment and residential elements of the proposals and also issues around community infrastructure such as healthcare and education.

Key issues raised by neighbouring residents also included residential amenity, security and boundary treatments and impact on neighbouring roads, particularly Old School Lane. These issues are discussed in more detail in the next section.

Example comments include:

"Excellent opportunity for employment for young people. Just need to ensure traffic management works."

"A superb development which helps to level up Lancashire and a huge benefit to Lancs people. 5 star for Lancs."

"Better to be used rather than an eyesore, which it is now."

“There are already unoccupied offices and such like on Buckshaw Village, also, there are boarded up shops and stores in our two local struggling market towns; Leyland and Chorley that could be considered for retail use. We have too many 'residential' areas, not enough green space and how can creating more concrete buildings help with climate change? Leave things alone.”

“Already, traffic in the surrounding area is a massive concern. This development will increase congestion, increasing fumes, pollution and decreasing the mental and physical wellbeing of myself and my family. Also losing the green spaces is extremely detrimental to wildlife in the area and impacts the environment negatively on so many levels.”

“How about you build more social housing and care homes for the elderly. There are already business premises empty in the area. Also traffic will be a lot worse.”

See Appendix 7 for all comments received.

Response to key issues

The applicant’s response to the various issues raised is below:

Highways

Potential for increased traffic, impact on local highways network

Similar to the previous consented scheme there are a number of highways improvements proposed, which are set out in the Transport Assessment submitted with the planning application, as well as road improvements this will also include for example new pedestrian/cycle crossings and public transport improvements.

We are exploring the provision of a number of new public transport options, including additional bus routes on the A49 Wigan Road, A582 and A5083 Stanifield Lane.

The Transport Assessment submitted as part of the planning application considers impacts on surrounding roads and the wider highways network as well as any mitigation required.

Potential impact on Old School Lane – access into the residential element of the application and future development

Lancashire County Council and Maple Grove Developments do not propose any vehicular access from Old School Lane into the development site. Access to the residential development as part of this planning application will come off Stanifield Lane.

Brookhouse Group, who own the northern parcel of land, has exercised its right to apply for access points onto its land. The planning application is currently being considered by South Ribble Borough Council.

The Lancashire Central proposals include access points that have been designed following extensive consideration of the site as a whole and have been informed by a full Transport Assessment. The proposed layout for the Lancashire Central scheme provides potential future access points connecting

the southern residential development plot to the north with the main access for both being from Stanifield Lane. This follows the principles agreed with the previous application, for which permission was granted (and remains in place). This planning application does not assume any access from Old School Lane.

It is the applicant's preferred option for all access to this parcel of land to be from Stanifield Lane and we are keen to work with Brookhouse Group to create a comprehensive and cohesive development on this part of the wider site.

Potential impact on Old School Lane & Stoney Lane – rat running

No connections are proposed into or out of the site via either Stoney Lane or Old School Lane, so it is not anticipated that any rat running issues would be exacerbated by the development. The existing 'no vehicles except for access' restrictions are anticipated to remain in place.

Wildlife and biodiversity

An Ecological Assessment has been undertaken and submitted as part of the application which considers and makes recommendations concerning existing wildlife and habitats on the site.

We propose to provide a substantial amount of open green space as well as sympathetic ecological landscaping, including ponds, for residents and workers to enjoy. Footpaths and cycle ways will be integrated across the site, connecting to the wider area.

We have assessed the wildlife that currently uses the site, including bird, bat and pond-life. We are working with Natural England and specialist ecologists to ensure that impacts on these species are properly managed. It is our hope that the provision of enhanced landscaping will encourage wildlife to thrive at the site.

Loss of green space in the area (Lancashire Central and Farington)

The site is allocated for employment development, which supports the principle of built development on this land. However landscape and ecological matters are being taken into account and an area of strategic green infrastructure is proposed. This and other areas of green space on the site will include significant tree and other planting and the provision of ponds and water features. The nearby Farington proposal seeks to work with the green character of that site and has been sensitively designed to maintain openness and green space.

Conclusion

Engagement is continuing and feedback will be accepted from the community throughout the planning process. Comprehensive pre-application consultation has been undertaken in relation to this planning application and engagement has been open and transparent.

Engagement with neighbours will continue throughout the planning and development process.

APPENDICES

Appendix 1

5 April 2022

By Email



Public consultation – Lancashire Central, Cuerden

I am writing on behalf of Lancashire County Council and Maple Grove Developments (part of the Eric Wright Group) to inform you of development proposals for the Lancashire Central site (also formerly known as the Cuerden Strategic Employment Site) at Cuerden. The latest proposals will replace the existing permission (granted in 2017) to implement a new and updated vision for this key strategic employment site, to deliver high-quality employment uses with the potential to create circa 2,000 jobs.

Before we submit a planning application, we will be consulting with the local community and stakeholders. The draft proposals will be available to view online at www.lancashirecentral.co.uk in the coming days. In the meantime, I enclose an indicative site plan for your information.

Consultation leaflets with freepost feedback forms are being distributed to over 10,500 households in the local area.

The proposals will deliver a vibrant high-quality development, totalling over 160,000 sq. m of floorspace with a strong employment focus, including:

- Circa 2,000 new jobs in a variety of sectors including a wide range of higher skilled, higher salaried positions
- Significant new local employment space for offices, research and development, industrial, storage and distribution uses
- Commercial uses such as retail (foodstore, car showroom), food and drink outlets, gym/crèche, health centre/pharmacy and leisure facilities, to support the delivery of employment uses
- Up to 116 new homes set in natural landscape and next to existing houses
- Significant landscaping and the creation of areas of ecological habitat across the site and new attractive walking and cycle routes connecting to existing routes and public rights of way
- Significant investment in infrastructure, including green and blue spaces and planting, highways, pedestrian/cycle routes and public transport improvements, responding to the wellbeing agenda.

The planning application will seek outline permission for all elements of the proposals except the access points and a proportion of core green infrastructure, which will be in detail.

You can find out more information about the proposals at www.lancashirecentral.co.uk. You can also keep up to date with the project by following our Facebook (@LancashireCentral) and Twitter (@LancsCentral1) pages.

If you have any queries or would like to arrange a meeting with the development team, please contact me on emily@royalpilgrim.com or 0800 089 0362.

Yours sincerely

Appendix 2



4 April 2022

Dear Resident,

Public consultation – Lancashire Central, Cuerden

I am writing on behalf of Lancashire County Council and Maple Grove Developments (part of the Eric Wright Group) to inform you of development proposals for the Lancashire Central site (also previously known as the Cuerden Strategic Employment Site) at Cuerden. The latest proposals will replace the existing permission (granted in 2017) to implement a new and updated vision for this key strategic employment site, to deliver high-quality employment uses with the potential to create circa 2,000 jobs.

Before we submit a planning application, we will be consulting with neighbours and the local community. The draft proposals will be available to view online at www.lancashirecentral.co.uk in the coming days. In the meantime, I enclose an indicative site plan for your information. Consultation leaflets with freepost feedback forms are being distributed to over 10,500 households in the local area.

The proposals will deliver a vibrant high-quality development, totalling over 160,000 sq. m. of floorspace with a strong employment focus, including:

- Around 2,000 new jobs in a variety of sectors including a wide range of higher skilled, higher salaried positions
- Significant new local employment space for offices, research and development, industrial, storage and distribution uses
- Commercial uses such as retail (foodstore, car showroom), food and drink outlets, gym/crèche, health centre/pharmacy and leisure facilities to support uses that will generate employment
- Up to 116 new homes set in natural landscape and next to existing houses
- Significant landscaping and the creation of areas of ecological habitat across the site and new attractive walking and cycle routes connecting to existing routes and public rights of way
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If you have any queries or would like to arrange a meeting with the development team, please contact me on emily@royalpilgrim.com or 0800 089 0362.

Yours sincerely

Appendix 3



11 May 2022

Dear Resident,

Public consultation – Lancashire Central, Cuerden

I am writing on behalf of Lancashire County Council and Maple Grove Developments (part of the Eric Wright Group) to let you know that the public consultation regarding development proposals for the Lancashire Central site at Cuerden, is ongoing and there is still an opportunity to comment on the plans.

If you have already contacted us to give your feedback, thank you, we will respond to any queries raised soon. If you haven't had the chance to look at the proposals yet, I enclose a copy of the leaflet for your information. You can also view and comment on the plans online at www.lancashirecentral.co.uk.

The latest proposals will replace the existing permission (granted in 2017) to implement a new and updated vision for this key strategic employment site, to deliver high-quality employment uses with the potential to create circa 2,000 jobs.

The planning application will seek outline permission for all elements of the proposals except the access points and a proportion of core green infrastructure, which will be in detail.

If you have any queries or would like to arrange a meeting with the development team, please contact me on emily@royalpilgrim.com or 0800 089 0362.

Yours sincerely

Appendix 4

Plans announced for key employment site in Central Lancashire

Development proposals have been announced for a major site in Central Lancashire, with a focus on high-quality employment uses and the potential to create around 2,000 jobs.

Lancashire County Council and its development partner Maple Grove Developments (part of The Eric Wright Group) are preparing proposals for the Lancashire Central site at Cuerden, which represent a new and updated vision for this key strategic employment site.

The plans for the site have been announced and people are asked to give their views on the latest proposals to shape the final planning application.

Residents who live close to the site will be contacted to make them aware of the plans and how they can give feedback.

The site aims to deliver significant economic and employment benefits for the people of Lancashire. The proposals include:

- The generation of hundreds of job opportunities over the construction phase of development, and the creation of around 1,900 job opportunities once operational, including a wide range of positions including higher skilled jobs.
- The delivery of new employment floorspace on a key strategic development site with direct access to the motorway network, providing opportunities for existing businesses to grow and flourish, and to attract new business to the area.
- Provision for other commercial uses which will support the wider employment function of the area.
- The provision of 116 additional homes, contributing to the supply of new homes and providing a significant boost to the local economy through increased expenditure in the local area.
- Significant investment in infrastructure, including highways, pedestrian/cycle routes, public transport improvements,
- Environmental infrastructure, which also supports the health and wellbeing agenda including planting and green space, ponds and open drainage features.
- A design which will include a number of sustainability initiatives.
- A multi-million pound investment that is essential to Lancashire's emerging long-term strategy, Lancashire 2050, and which will also support the county's post Covid-19 recovery and the Government's Levelling Up agenda

Wider benefits will arise from the development, including significant landscaping and tree planting, as well as the creation of ecological habitats on the site.

New walking and cycle routes will connect to existing routes and public rights of way.

Steve Burns, head of strategic development at Lancashire County Council, said: "These are exciting proposals for this key strategic employment site in the heart of the county. It would create thousands of jobs, both during construction and upon completion, and is a significant opportunity for local skills development opportunities and social value.

"The site is regionally significant, vital to the place shaping agenda and delivers economic outcomes for Lancashire."

Karen Hirst from Maple Grove Developments said "We are very proud to be bringing forward this important site as Lancashire County Council's developer partner, which will provide significant employment opportunities in Lancashire. This is a key project for Maple Grove and the Eric Wright Group, which we are looking forward to delivering, not least because it is one of the closest schemes to our head office here in Lancashire."

A planning application is expected to be submitted in the coming weeks. Detailed planning permission will be sought for site access and a proportion of core green infrastructure and outline planning permission will be sought for all other aspects of the proposals through a series of parameters which will guide the future development of the site.

The proposals will divide the site into a series of smaller development plots, setting out the intended use and scale of development for each plot. Detailed development proposals for each plot will follow through a series of separate applications for 'reserved matters'.

If planning permission is granted, and depending on the planning and development process, work could begin on the initial infrastructure works later in the year.

The development will be phased with a proportion of employment space and some commercial and residential likely to come forward first, as well as the required on and off-site highway works and provision of green infrastructure.

More information on the proposals can be found online at www.lancashirecentral.co.uk

If you can't get online and would like more information about the plans, please contact 0800 089 0362 or emily@royalpilgrim.com.

Notes to editors

Notes to editors:

A concept plan of these proposals is included as an attachment with this news release.

These proposals relate to the county council owned land at Cuerden. They have been designed to accommodate future phases on adjacent areas of land, which are in other ownership.

Local residents in the immediate area surrounding the site will receive a letter to make them aware of the plans and how they can give their views, as part of shaping the final planning application.

Leaflets will also be distributed to properties in the area around the site.

The planning application will be submitted to the county council as the local planning authority in this case. This is due to the county council's ownership of the application site and Regulations 3 and 4 of the Town and

Country Planning (General Regulations) 1992 require the Council to act as both Applicant and Local Planning Authority (or decision-maker).

South Ribble Borough Council will continue to be consulted through the application process.

Appendix 5

Title

Name

First Name

Last Name

Address

Postcode

Email

example@example.com

Which best describes you?

Other (please state)

How strongly do you agree or disagree with this proposal?

Comments:

Please tick here if you would NOT like us to contact you about the project.

Privacy Policy:

The data you provide is being collected by Royal Pilgrim Communications (who can be contacted on 0113 335 0033 or emily@royalpilgrim.com). The lawful basis for processing this data is Legitimate Interests for the purposes of this consultation, to gather your opinion on the proposals and to enable us to contact you regarding the project in the future. You can opt out of any contact by ticking the box below or contacting us at any time. You do not have to provide any personal data in order to comment on this proposal. We will not publish or share your personal data with any third parties except the project team where appropriate. A copy of the comments that you make regarding the proposal will be provided to the Local Planning Authority as part of the planning process and so that it can note the comments made, but no personal data will be shared, other than any personal data you choose to put in the comments section. Your personal data will be stored securely for the lifetime of the project which will be until the development is complete or a decision is made not to progress the project. You have the right to access, amend, object and remove the data we hold about you at any time.

Appendix 6

Freepost: RUEA-SSTX-YLL
Royal Pilgrim Communications
15 Queen Square
LEEDS
LS2 8AU



SOCIAL & ECONOMIC BENEFITS

- These proposals represent a multi-million pound investment and are essential to Lancashire's emerging long-term strategy 'Lancashire 2050', and will also support the county's post Covid-19 recovery
- New employment space with direct access to the motorway network will encourage new business to the area and allow existing businesses room to grow. Other commercial uses, such as retail and leisure facilities will also support the wider employment development
- The creation of circa 2,000 new local jobs in a wide range of positions, in addition to hundreds of new construction related jobs created per year during development
- Increased expenditure providing a significant boost to the local economy. Once fully occupied, the development could generate £89 million of GVA (Gross Added Value) per year
- Significant investment in infrastructure, including green and blue spaces and planting, highways, pedestrian/cycle routes and public transport improvements, responding to the wellbeing agenda
- New Homes in Central Lancashire
- Higher skilled jobs with competitive salaries, boosting employment growth and creating a quality place to work, live and visit, making a real difference to the lives and wellbeing for people in Lancashire
- A design which will include a number of sustainability initiatives which offer an effective response to climate change.



Lancashire County Council and its development partner Maple Grove Developments (part of the Eric Wright Group), are preparing development proposals for Lancashire Central (also previously known as the Cuerden Strategic Employment Site) at Cuerden. The latest proposals will replace the existing permission (granted in 2017) to deliver a new and updated vision for this key strategic employment site, that will support the development of high-quality employment opportunities with the potential to create circa 2,000 jobs.

Before a planning application is submitted for the proposals we would like to know what the local community thinks of the plans. To have your say, please complete the feedback form and return it to the FREEPOST address provided. Alternatively, you can view the plans and have your say online at www.lancashirecentral.co.uk or by email emily@royalpilgrim.com.



More information available online at www.lancashirecentral.co.uk

PLANNING APPLICATION

We intend to submit a planning application to the local planning authority, Lancashire County Council, in the coming weeks. Outline planning permission will be sought for all elements except access points and a proportion of core green infrastructure, which will be in detail. Detailed development proposals for each plot will then follow through a series of separate applications for reserved matters.

Should planning permission be granted and there are no delays in the planning or development process, work could begin on the core infrastructure works later in the year.

Find out more
More information on the proposals can be found online at www.lancashirecentral.co.uk

If you can't get online and would like more information, would like the information in a different format, or have any questions about the plans, please contact us on 0800 089 0362 or emily@royalpilgrim.com.

THE PROPOSALS

The proposals will deliver a vibrant high quality development, totalling over 160,000 sq. m of floor space with a strong employment focus, including:

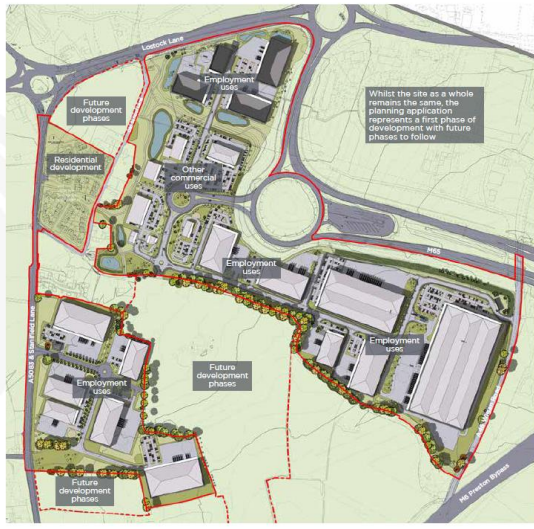
- Circa 2,000 new jobs in a variety of sectors including a wide range of higher skilled, higher salaried positions
- Significant new local employment space for offices, research and development, industrial, storage and distribution uses
- Commercial uses such as retail (foodstore, car showroom), food and drink outlets, gym/crèche, health centre/pharmacy and leisure facilities to support uses that will generate employment
- Up to 116 new homes set in a natural landscape and next to existing houses
- Significant landscaping and the creation of areas of ecological habitat across the site and new attractive walking and cycle routes connecting to existing routes and public rights of way.

The development will be phased with a proportion of employment space and some commercial use and residential likely to start first, as well as the green infrastructure corridor, sustainable drainage and both on and off-site highways infrastructure.

SUSTAINABLE INFRASTRUCTURE IMPROVEMENTS

The site is easily accessible and like the previous scheme, we propose a number of infrastructure improvements, including:

- New accesses and associated road infrastructure improvements
- Significant investment in pedestrian/cycle facilities and public transport improvements.



FEEDBACK FORM

Please complete the feedback form below and return it to the freepost address overleaf. Alternatively you can comment online at www.lancashirecentral.co.uk.

Title Name

Address Postcode

Email

Which best describes you?
 Resident Councillor Business/Organisation
 Other (please state)

How strongly do you agree or disagree with this proposal?
 Strongly agree Tend to agree Neither agree or disagree
 Tend to disagree Strongly disagree

Comments:

Please Reply:
The data you provide is being collected by Royal Pilgrim Communications (can be contacted on 015 255 0033 or emily@royalpilgrim.com). The useful basis for processing this data is a legitimate interest for the purposes of this consultation. To gather your opinion on the proposals and to enable us to respond appropriately to the proposals in the future. You can opt out of any contact by ticking the box below or contacting us at any time. You do not have to provide your personal data to participate in this consultation. We will not disclose your personal data to any third party without your explicit consent. All data provided to the Local Planning Authority as part of the planning process and that is not the statutory basis for the decision will be shared with the Local Planning Authority. Your personal data will be stored securely in the 'Public' of the council which has the development. It is considered a decision is made not to progress the proposal. You have the right to access, amend, delete and remove the data we hold about you at any time.

Please tick here if you would NOT like us to contact you about the project.

Appendix 7

- A superb development which helps to level up Lancashire and a huge benefit to Lancs people. 5 star for Lancs.
- There is a massive shortage of medium size/15-25k sq ft industrial units in the Preston area. After spending the last 6 years searching for a unit around this size with plenty of yard space to store the vehicles we convert we have all but given up. We have no way to expand as there is just nothing available. The options have been 2-3k sq ft (useless to a business our size) or massive (80k upwards - far too big for our budget). You can have as many offices as you want at the minute including entire office blocks and several of them, but there was literally 5 industrial units last time I looked. This, amongst other similar developments, cannot come soon enough...
- Better to be used rather than an eyesore, which it is now.
- Agree with the employment side of things but there must be more leisure facilities (not gyms) 4G full size pitches for football, hockey etc.
- I fully support the development.
- Hopefully any residential housing proposals will be proposing building smaller 'starter' properties to enable young people on lower incomes to get into the housing market.
- More houses are needed in this area.
- Excellent opportunity for employment for young people. Just need to ensure traffic management works.
- It's a shame to see more green field development. A good cycle route to link Leyland to the tramway avoiding A5038 is a must.
- Suitable site for new hospital, handy for motorways. Extra room across from Stanifield Lane for car park if needed.
- Hopefully it will bring more employment into the area and affordable housing!
- Entry/exit to the site from the non-dual carriageway roads 4 new and 1 existing would benefit greatly from installing roundabouts/traffic lights, noting the significant traffic to the employment sites and the size of lorries etc accessing them.
- No problems re planning.
- How about building a health centre and schools to support the growth in housing developments across the area.
- From junction Lostock Lane/Stanifield Lane traffic from roundabout down through Lostock Hall and Tardy Gate, traffic is already bad. What traffic measures do you propose to cut amount through village?
- There are more than enough industrial/commercial units in the area, without the need for any more. Shortly, there will be no green spaces between here and Preston. Leave the fields and the few houses as they are! You are devaluing my property. I may consider moving if this sort of development continues.
- Far too much development going on in the area. Money would be better spent investing in the city centre. Soon, there will be no fields/green spaces around. There are already plenty of empty units for commercial/employment - they should be full before building more. Very disappointed that LCC are even considering this!

- Farington and local area has more commercial estates than other area. New build housing is also evident in South Ribble yet health and education hasn't had any investment. 1 health centre will not make a difference. The road infrastructure is not coping it will not increase cycling, but more pollution and but like Ikea and waste plant doesn't ????
- No no no!!!! Please no to all these proposals. The road system can't take any more traffic. There is enough small industry in South Ribble. Please no more housing on green belt land or anywhere else in South Ribble. Not enough schools for the children of Leyland and no facilities for them either. Please NO MORE BUILDING of any kind. Stop it NOW.
- This land would be better used to build a new additional hospital. Preston & Chorley hospital are overwhelmed now with all the new houses being built in the PR postcode. This will only become worse. I strongly disagree with this proposal.
- If you live in this area you will know that the roads are already congested morning and afternoons. This development will overload Lostock Hall with traffic. Have you seen what Watkin Lane is like when there's a problem on the M6 it's a nightmare.
- Large industrial units adjacent to Lostock Lane. What an eyesore! Diminished light and lowering of the quality of the area. No green space. Why were the industrial units not placed further in and Stanifield Lane is already extremely busy. Extra housing will add to that. Where is the foot bridge that was alluded to over Lostock Lane? Not happy. Concrete car park!
- You already have part of the proposed envelope marked out from the previous Cuerden strategic employment site with initial ground work carried out, so you probably know that planning permission will be given in these areas. What I strongly disagree with is the development on either side of the Old School Lane area of the proposal. If I was a resident in this area I would be devastated. How is Stanifield Lane supposed to cope with the additional traffic from 116 new homes at peak periods? Lostock Hall will be grid locked even worse than now.
- Too much traffic. 2. Too much land being built on already / think about the damage to the wildlife. 3. Pollution levels increase. 4. Noise levels from all the extra lorries/cars. 5. More take aways - litter increase. I object to this!
- PLEASE NO!!! Enough is enough.
- We are fed up with our green belts being used for industry and housing.
- The roads around that area are already congested enough. Yet more green land being given over for development. There is more need to use old neglected brown land which is desperate to be used properly.
- QUESTION. Why more destruction of our local countryside, wildlife habitats, more traffic congestion, more pollution? ANSWERS :- profit and greed! SOLUTION :- go and build it on your own doorstep!
- There are already unoccupied offices and such like on Buckshaw Village, also, there are boarded up shops and stores in our two local struggling market towns; Leyland and Chorley that could be considered for retail use. We have too many 'residential' areas, not enough green space and how can creating more concrete buildings help with climate change? Leave things alone.
- Already, traffic in the surrounding area is a massive concern. This development will increase congestion, increasing fumes, pollution and decreasing the mental and physical wellbeing of

myself and my family. Also losing the green spaces is extremely detrimental to wildlife in the area and impacts the environment negatively on so many levels.

- I live on Old Hall Drive and my house backs on to Holme Road Park. We already have lorries shining headlights into our bedroom as well as cars coming out of the Matalan and Council yard opposite. How about shielding us from environmental pollution instead of putting us slap bang in the middle of it.
- It's a crime. It's valuable agricultural land. We need to feed ourselves. More building and more traffic = yet more pollution. We need our green 'lung'! There is nowhere near enough infrastructure for present development without yet more!
- This proposal needs to include new schools, doctors and dentist surgeries. Too many houses and employment spaces are being built without these facilities creating massive problems for existing residents. More access roads need to be added or Lostock Lane will become more chaotic. What happened to the new hospital plans?
- All my residents want to keep green site and keep wildlife not more homes. Not more cars and traffic jams.
- The site is boxed in by very busy roads. To truly make this pedestrian/cycle friendly a footbridge/safe crossing from Todd Lane South to Old School Lane would be beneficial.
- Only one thing is it needs a dual carriage way down Stanifield Lane from Lydiate Lane to Lostock Hall
- Be a good thing for the local area. More jobs are always a good thing. Are the houses going to be affordable housing?
- Traffic congestion is my main concern.
- If the idea goes ahead, it will bring in more jobs etc.
- Although I have a tendency to agree, I am concerned that an already poor traffic system along Lostock Lane will be yet further add to undesirable congestion. A lot of traffic already heads from the M6/M65 to this road at its junction with the A6 roundabout. The M65 requires extending to the roundabout at Penwortham Way with access/exits to the proposed area, Lostock Hall and Leyland.
- Protect what precious green space you still have.
- How about you build more social housing and care homes for the elderly. There are already business premises empty in the area. Also traffic will be a lot worse.
- On already busy over crowded roads your building employment opportunities. Besides the wagons while its being built. What about the delivery wagons producing. MORE emissions. The increase in traffic after its built with cause more hold ups on the roads. You haven't finished building houses yet with no infrastructure for the kids or people moving into these so called needed houses and no change to the roads with increasing traffic loads that are coming with it. When are you going to stop building and think of peoples health. Stop ruining our countryside and the homes of the wild life. Where will the foxes live once you have taken their homes?
- There needs to be more dedicated spaces for wildlife/trees. Not just a few lines of hedges and trees and a couple of tiny ponds. Actually use some land to plant lots of trees! And help the environment you are destroying. Whilst I agree small industrial are useful. Office spaces are not needed as much as most businesses now operate a hybrid or flexible working model and many

now share spaces in the city. As for retail- unnecessary so close to Capitol retail. Park, the large Sainsbury's. People Do not need that many shops. It's all just a ploy to build as many houses as possible in the 'future development areas' as we see all over Chorley and Preston without providing the necessary infrastructure such as doctors, dentists and schools which are all Completely over subscribed in the area. You may see it as improving economy and the existing land... most of us see it as more traffic, less places in schools, increased carbon emissions and yet more potential green spaces destroyed.

- As a resident of Todd Lane south, this development will be right on our doorstep, this area and road network simply cannot cope with any more traffic, its already way beyond the remits of what one could safely say was normal road traffic and noise, you risk your life every time you pull out onto Lostock lane into the path of high speed idiots, let me ask you how on earth are you going to consider this an area safe for pedestrians and cyclists as per your glossy website, its way too dangerous to even consider crossing Lostock lane on foot, stick on your proposal a 30mph limit with an average speed camera and you might just get some support. I also ask how on earth did this area even pass its initial planning phases i.e. the wanton destruction of fields, trees hedgerows ponds, rabbit warrens etc, there was once a plethora of rabbits, birds and other wildlife before the diggers moved in. There's a tree with a preservation order on it at the rear of our house, I can't touch a single branch of this monstrosity yet you get the green light for total destruction of wide open green space and its accompanying wildlife, how many tree preservation orders did you rip up to get this land passed (I'm going to be doing some investigation!). Another point, just where will you be draining your surface water into? The river Lostock by any chance? If so forget it, this river can't cope with any more water, its already a flood risk for many nearby properties. I object strongly to this development and its associated traffic, noise, pollution, destruction of wildlife and putting housing developments in places where its simply not proper and safe to do so, this on top of the Lancashire cricket ground proposal is an absolute mickey take!! Leave Lostock hall alone and go and build elsewhere!
- Dear Sir or Madam Primarily this awful proposal will completely destroy yet another beautiful area of our countryside. What on earth are the planners thinking about when we already have redundant ex industrial sites in abundance quite close by. Equally, why are the planners proposing to create Employment Use areas close to Lydiate Lane - absolutely ridiculous as this is close to existing housing - and I note the plans include residential development very close to the Lostock Hall roundabout, therefore sandwiched between commercial developments. Surely it would be far more sensible (if we have to destroy more of our countryside) to position the residential development close to Lydiate Lane instead of the Employment use proposal - makes far more sense. DO NOT mix Residential with Commercial wherever possible - you can put the warehousing all together.
- Consider how to minimise travel disruption to local residents. Boost local infrastructure please.
- I see nothing saying the roads are going to be improved. The junction coming off the M65 is pretty much grid locked for 3 or 4 hours a day as it is at "rush hours"! This is due to the(at least) 7 or 8 large industrial and commercial areas all situated within a few miles of the proposed site. Adding more warehousing and industrial facilities and a new residential estate is only going to make this far worse and add more big lorries and a lot more personal cars to the equation. This

will worsen air quality in the area, will mean the local park car park will be FULL constantly with people using it for the commercial area over the road(it's already getting that way now! The layby regularly has big trucks parked in it already as well), and will make it harder for local people to take their kids and dogs down to enjoy the park, play area and the river. Warehousing doesn't generally need that many employees so I can't see how it is going to provide as many jobs as is being claimed. Please feel free to contact me on this matter.

- I have several concerns about this development 1)The Lancashire Evening Post reported that at the time that the original traffic report for the development plan in 2017 it was carried out in August so was not an accurate depiction of peak rush hour traffic in the area, and since then there has been several housing developments in the vicinity the traffic impact will be greater still. 2)This development will result in the loss of a considerable amount of green space in the area which will not be offset by the ""creation of ecological habitat"". 3) It is my opinion that improvement in public transport and pedestrian and cycle facilities should not be linked to developments such as this as it feels very much like a ""sweetener"" for the local community. 4) The plans for the commercial and employment development seem incredibly vague what business it's being considered for the area, what controls will there be to ensure that the local environment and population will not be potentially put at risk by any of the businesses operating here. 5) what will the ""future development stages"" involve will there be further consultation about this?
- The roads around here are a complete nightmare. Rush hour is now called, "Crawl for hours!" The traffic can be backed up from the roundabout at Booths, all the way onto the M65. And vice versa. Sort the roads out, oh and the roundabouts that have lights on them at times when they definitely are not required. It's a absolute joke! Sort the roads then plan for other things or you will end up with a lot of angry people. Oh and thanks for a leaflet through my door!! NOT! I live off Farington Road and never received one, so where exactly did you post them, and how many exactly?! STOP being greedy before you've sorted out the traffic chaos that you've created! It's absolute hell.
- There's thousands of houses gone up in this area over the last few years and there's no longer any destination between the villages which is turning into one big sprawling housing estate with not one extra service on offer. If this must be developed then no more houses should be approved in a lot of peoples opinion as two other massive developments are still being built. We miss the trick every time in Preston, we are supposed to be a city but have zero entertainment venues. If we want a show or concert we have to travel to Manchester, Sheffield, Liverpool and blimey even Blackpool. Build an arena to attract big names to the city, build ice rinks, roller domes, adventure parks anything to attract leisure industry badly needed. Let's breathe some life into this city for a change. With this the food and retail outlets will automatically be needed! A walk in health clinic would also be a bonus and free up the hospitals, come on councillors do the work for the people. What we don't need is more and more houses.
- Quickly loosing lovely green space, that should be kept. Already far too much development within the area.
- Loss of natural habitat. Increased traffic, increased pollution, increased risk of flooding. Just no need.

- It will bring yet more traffic to Bamber Bridge, it is gridlocked regularly now as it is. With the current crises use the space for a wind or solar farm to create energy for South Ribble also you grow food there. We do not need more housing and is there enough businesses out there to fill it
- Traffic issues are bad enough as it stands at present. I really don't wish to suffer the effects of all the extra traffic this site would introduce. It seems that some decision makers may not live in the area proposed.
- Lancashire would not be best served by the creation of another Business parks. The Northern part of the plan could be turned into a Business park, but the Southern part (ex IKEA) next to Wigan road to the East and the M65 to the North would serve the people of Lancashire better if it became a Super hospital A&E department combining the present A&E departments of Chorley, Preston and Blackburn in one place with easy motorway access and good parking facilities. Whilst still allowing the hospitals to function more efficiently without the burden of three separate A&E departments. Reducing patient waiting times and giving the people of Lancashire a more efficient NHS service. Allowing patients to be assessed and then transferred to the hospital best suited to their medical needs, if required. All the benefits of the proposed plan could still be achieved but with the added bonus of providing the people of Lancashire with a modern up to date medical service that would be the envy of many other parts of the country. Profit motive should not be the driving force of all new developments within Lancashire, the good of the people who Lancashire County Council serves should be the driving force of any planning proposal put forward
- Whilst the site is ideally located to the motorway network, the roads in the area are already severely congested and there are frequent accidents and issues on the motorways in this area that cause traffic to leave the motorway and go through the city in order to avoid the issue which causes significant gridlock in and around the city with only 2 ways to cross the river rubble. Also we have the Capitol Centre and Deepdale retail park. I don't think we require another concert city filled with Starbucks, Greggs bakery etc.!
- Taking green fields out of the area. Increasing traffic which is bad enough. Increasing strain on already limited services. Too much development in the area already, no need for new business as existing ones are struggling.
- 1. The development takes away green belt and seriously affects the habitat of animals and birds.
2. We already encounter unacceptable levels of traffic & pollution in the area and this development will add to that.
- As above, I tend to agree with the proposals, however, due to the expansion of housing developments within the local area, has any serious thought been given to the development, within this scheme, of new, both local junior and high schools. The good local schools are now oversubscribed. Prior to final approval being granted, I believe new school/academy development should be prioritised. Thank you.
- There is a local grassroots juniors football club called Lostock Hall Juniors FC. It provides opportunities and life skills to over 650 children and young people, as well as supporting the local community, charities and surrounding areas. The club is the largest in SRBC and has been awarded QAVS (MBE)!! All they want is their own venue to call 'home'. Please find somewhere in

these plans to accommodate them and to develop and support the community further. It may help with support for the rest of the development.

- There is way too much traffic in and around Lostock Hall already and when there is a motorway closure the whole of Lostock hall turns into a car park. Also the air quality is poor. The traffic on Todd Lane North has increased massively since The Cawsey opened we've also seen an increase in HGV's, so goodness knows what it will be like if these plans go ahead. Todd Lane North is already being used as a short cut and a rat run for the traffic lights. Not only do we have to put up with the increase in standing traffic, we also have an increase in air pollution from standing traffic potentially affecting our health, not to mention the speeding on here and the road noise is horrendous because of the road surface. We have had to move out of our front bedroom because of the noise and we have double glazing! It seems all the roads off of Todd Lane North have a 20 MPH speed limit yet we do not especially as there is a school. We have a right to breathe clean air and a right to a good quality of life without constant traffic noise and the worry of being hit by a speeding car. Todd lane North needs traffic calming measures, it needs to be made access only and it needs a quieter road surface the same as Todd Lane South. Maybe Lostock Hall could have a bypass like Broughton? I'm sure Lostock Hall has a larger population than Broughton and I'm sure we all deserve clean air. After all the needs of the many outweigh the needs of the few. The local roads cannot cope with the traffic we have at the moment let alone this new development
- Better thought needs to be given to pedestrian and cyclist safety along Lydiate Lane and Stanifield Lane towards Lostock Hall. Currently these roads are very busy with narrow footpaths and fast traffic. There does not seem to be any recognition of this in these plans, nor on the impact on air quality due to the extra traffic resulting from development. What is being done to discourage personal car use in line with net zero Lancashire by 2030? Although anything would be better than the current wasteland at the end of the M65.
- Road and Rail needs access needs to be looked at.
- Traffic at times is at gridlock now god help us if all the planning in this area is approved
- Too many field being sold off for greedy farmers and big building companies and the council
- Concerns re accessing the site from motorway roundabout. Increased traffic. Decreased air quality- I have asthma and this is a real concern.
- I strongly disagree with this proposal because the roads around this area and the roads leading to it are completely congested and cannot cope with any more traffic. Housing developments have sprung up out of nowhere with absolutely no consideration towards local residents, thanks to greedy developers and even greedier councils, taking up all our greenspaces and joining together the little suburbs.
- The area can't afford to lose anymore green space, to the detriment of wildlife and the increasing flash flooding that occurs due to the removal of greenspace in favour of more residential and commercial areas. There are many new developments for residential housing estates already being built loyally.
- All these plans are fine and dandy but no more infrastructure is planned to support all this development i.e. schools , doctors surgery's dentist more hospital beds A&E departments but we get more people cars ! Already extortionate waiting times for gp appointments and hospital

waiting times for surgery and general check-ups this with the already extortionate price of domestic and commercial fuel price increases who is going to rent or purchase any of the developments currently proposed and who gains only the local councils selling off land and developers building new houses to be sold and make money We as residents gain nothing ! No descent roads playgrounds or facilities for all this new business premise's or new householders



- Too many fields lost already, some of which were used for crops. The traffic is horrendous at peak times as things are now and not helped by three nightmare roundabouts in the vicinity.
- Main reason for objection is this would cause more congestion in this area, traffic is already very busy around the end of the M65 and its feeder roads. Your own plan seems to be based on speculation, employment here, possible housing here, employment uses there, other commercial uses around here.
- "Hello, I have the following questions and wondered what consideration if any you have given to them. 1. Will the development improve congestion. 2. Will the development improve air quality. 3. Is the development carbon neutral or close to carbon neutral. 4. Will the development improve habitat for wildlife. The above mentioned should be a consideration when planning a development, we can't always justify a development based on the creation of jobs. Also will the opinion of the local community be taken into consideration and will it impact the outcome of any decisions made. Kind regards REDACTED
- I think employment opportunities to the area is a good thing. The site is excellent next to the motorway network and between Leyland Lostock Hall and Bamber Bridge. However I don't think there is a requirement for housing in this project as there are enough of these in the area and the infrastructure round here can't cope as it is. If the housing was removed I'd definitely vote for this project.
- You continually do this. You DO NOT put in place proper roads to accommodate this. That area of roads already resembles the centre of Manchester. Parking where is it???? On footpaths or on yellow lines because you have nowhere to park... and no traffic wardens or police to police it.... As for housing build them off road parking... oh no we can build a few more houses to hell with the parking not our problem.. the roads are already a joke they resemble a patchwork quilt with all the bits of tar stuck in the pot holes and you want to put more traffic on to it... just step back and take a look..
- I received my feedback form on 8th April. Today 11th April I've noticed a sign on Watkin Lane for 9 new homes. So to ask for 'what the community thinks' is a typical couldn't care less, we are doing it anyway Lancashire county council (lack of) communication. We all know that the creation of 2000 jobs, high skilled high salaried positions, is utter guess work, unless you can provide proof ?!. The likelihood is that any local jobs (after construction carried out by non local builders) will be minimum wage, in positions that currently can not be filled anyway. Since the millions wasted on the Ikea debacle LCC has been trying to cover its tracks and build come what may. This area is already becoming more and more congested, the roads (Watkin lane roundabout obviously inadequate from the start, next step to increase, more disruption!) and infrastructure poorly planned without this white elephant. I'm willing to bet that the planners,

and those who have already approved the plans, do not live anywhere near this area, and by the time it's built will be out of accountability's range.

- There is already too much pressure on the services in the area such as health care, policing and schools. Not only that but it is also destroying the green environment, nature and wildlife habitats. There are plenty brown belt areas that could be developed such as the Walton Summit area which is no longer 'sought after'.
- I would like to raise a few points: 1. Are you doing enough to publicise the plan and it's recent changes. There are those with no internet access and the flyer campaign is hit and miss. I found my leaflet drop down the side of my house! 2. The changes now encompass a significant move to large shed, otherwise known as warehousing and distribution. Similar example would be N and E Preston development at Red Scar. This will inevitably lead to an increase in vehicles at the high end of weight limits. What action would be taken to safeguard the road surfaces in the feeder roads. 3. Given the idea is tonnage distribution centres, that will lead to an increase in lighter goods delivery vehicles. This increase in traffic will have an impact on the local road network, particularly Lostock Lane. What action would be taken to safeguard road users of all kinds on that named road as well as other local A roads. 4. Given the current "higher than safe" speed limit on Lostock Lane, what action will be taken to reduce local speed limits. I can vouch for the fact that Lostock Lane is already used as a location for drag racing at night. 5. What action will be taken to reduce to nil any construction traffic on Lostock Lane? 6. Given the current difficulty in exiting Todd Lane south onto Lostock Lane due to weight of traffic and too high a speed limit and the weight limit on the bridge over the river Lostock, what action will be taken to manage traffic flow at that junction and will those plans include a reduction in the speed limit?
- I would encourage the scheme to include adequate car parking spaces and electric charging points for the expected numbers of employees working on the sites. While I understand the need to encourage use of public transport, there has never been a public transport infrastructure capable of fulfilling all the needs of commuters. We often see the roads leading to other business parks clogged with parked cars for lack of adequate spaces. Providing generous parking with electric charging points will attract more workers and encourage use of electric vehicles which go some way to reducing pollution.
- There are plenty of brown field sites which need re-development before we destroy green field sites yet again. Any housing will not have enough low cost family homes.
- The local roads surrounding this proposed development would be grossly insufficient to carry all the associated extra traffic and are already very congested. It is already a nightmare trying to join Lostock Lane from the Todd Lane South junction with the amount of traffic speeding from the roundabout at Watkin Lane to the roundabout just before the Sainsbury's supermarket. I feel that Todd Lane South would turn into a "rat run" with commuters trying to find an alternative quicker route into Preston also.
- The current traffic situation in this part of South Ribble is already heavily congested particularly if problems occur on one of the three nearby motorway networks. This development is going to exacerbate traffic problems, increase pollution and generally make life much more difficult for those of us who currently live and work in the area.

- There is enough homes! Where do you plan on the children of these 'homes' to go too as schools are full and no schools being built! What about doctors?? There's Enough shops and empty businesses units around the area!! Knock them down and rebuild on them! Traffic is terrible especially around school hours. Seen a raise in crashes near that roundabout plus the woodland creatures need their habitats more than us, not that you care!
- Leyland is already overpopulated and overdeveloped.
- No consideration for local environment or residents. Traffic infrastructure I'll thought through and will cause more air pollution. No access should be allowed from Wigan Road. It is a warehousing site now and should only be accessed from M65 roundabout, local infrastructure cannot cope with this much extra traffic. Where is the demand, lots of warehouse space across the borough. No green space remaining in the local area. A completely unsustainable development
- To be frank, this proposal is a disgrace. It is another example of greed and corruption by the council, partner and planners developing green belt purely for the sakes of furnishing their own pockets. I suspect outside of that motivation it has very little at all to do with the greater good of the community. Considering how the world has changed over the past couple of years with more people working from home and the growing concerns about food shortages, climate change and the need to protect our countryside; plus a future where workers will be increasingly replaced by AI in industry; the proposals to build on prime agricultural land that is also an important wildlife corridor for many birds and animals (personally seen buzzards, sparrowhawks, many kinds of rodent, foxes, songbirds, migrant wildfowl, deer etc) are not only senseless but quite honestly shameful. Stanifield Lane and the other roads are already highly congested, especially during commuter hours and also dangerous for pedestrian use - how will further residential and business development feeding in improve this? What about the increased noise and light pollution to existing local residents? Is this development going to be tapping in to the already strained existing mains, drainage and sewerage systems and what about the impact of this? What about the cost to human health and wellbeing in removing yet more green space? What you are proposing to leave/put back for Nature is pathetic - it isn't even the minimum that you should be proposing. What about the reduction this will have in desirability for people to move into the area and the effect on housing market prices? What about the impact will this have on Cuerden Valley, which is beloved by residents for its peace and beauty and because it is already sadly an island in area of ugly development? People come from far and wide to enjoy the tranquillity of that place. No I cannot support this development in any way and I hope that many, many people stand up and speak out against this. If you really care about improving Lancashire, you would be protecting the land under your feet, which is the true and only wealth of this world. You would be reducing pollution and encouraging areas of wild beauty and investing in people's wellbeing that way. How many business unit already stand empty around the Preston/Leyland/Buckshaw/Chorley area? This proposal has likely been planned for years to make Preston, Leyland and Chorley one big industrial conurbation and the goal is purely profit. Please don't insult the intelligence of the local people by making false claims of employment and housing opportunities - how many of those 2000 jobs will be permanent once this thing is built? Would you like to live with your children on an estate next to all that industry and traffic? No.

So why force this on us? So I hope your plans get rejected wholeheartedly and any other ones like this. Feel free to publish my comments as I hope they will inspire others to consider what is more important to the local area. Proposals like this are destroying all that is left of the good things in this area.

- I am a local resident and live next to Shady Lane not far from the planned development. I write in response to the request to do in the leaflet delivered to local homes and also write on behalf of my wife, REDACTED, and myself, as she shares my concerns and agrees with all that follows. We objected to previous proposals for the site in a similar way back in 2016 and there is not much that has changed to alter my opinion in the meantime. We understand that the site is earmarked for development and there may be little that can be done about that; however if you go ahead with the work then you have a direct responsibility to engage with and listen to the concerns being raised by locals. By asking for feedback that is certainly a sign that you are engaging. We await with interest how you will turn that engagement into listening and responding. The number of jobs (2000 according to the literature) coupled with the total footfall on the site itself and consequent traffic impact will have to be handled very carefully so as not to overload the surrounding roads, some of which are quite small. When we pointed this out at a consultation event for the previous development plans in 2016 there was an acknowledgment of this but we kept hearing the phrase 'the site is designed to be well positioned for traffic coming off the motorway'. We assume that will be the same thought this time but, while my wife and I agree an amount of the traffic will arrive by this route, it is likely there are considerable numbers of vehicles that will NOT arrive by the motorways. Not least many of the vehicles belonging to the 2000 people who will be working on the site. Most of those people will, we suspect, come from the local area and those people will drive up from Leyland and Chorley or down from Preston. Many will not need to use motorways and will be familiar with the 'rat runs' around the area and, with many of those rat runs being quite narrow, the potential for traffic chaos is considerable. So any final plans for this new development being submitted need to take full account of this and we will be looking at this specifically when they are submitted and in relation to one road in particular ...We live on the nearby 'flowers estate' in Clayton-le-Woods ... REDACTED specifically. Our house overlooks REDACTED. Shady Lane is one of the aforementioned 'rat runs' and much of the Lane is quite narrow and already this requires cars to slow down to pass each other safely; but at one end of the Lane (the top entrance to the Lane from Town Brow) there is a further narrowing which means only one car can pass along this stretch at a time. When two cars meet anywhere along this stretch one car always has to give way to the other. As it often requires one vehicle having to reverse some way, occasionally a stand-off occurs which we have witnessed on many occasions through our front window! Shady Lane is already a rat run because of what can be quite severe congestion at the top end of nearby Lancaster Lane near the motorway; this congestion leading to tailbacks all the way back up to Town Brow; especially at peak times. Add a major new development like the one planned by yourselves into the mix and particularly at the location where you plan to develop and you can see our concern! We are also concerned about the potentially severe affect on our quality of life of a massive increase in 'rat run' traffic using Shady Lane to access the new development site and also the attendant noise and increased levels of pollution. This is particularly of concern as

my wife and I both suffer from chest problems related to asthma. Shady Lane is also very well used by pedestrians, including younger families and children on bikes; dog walkers and even horse riders ... all seeking to gain access to neighbouring Cuerden Valley Park. The Lane is already a danger point for all the above users as it has a lot of bends and cars often drive fast (much faster than the existing 40mph speed limit) and therefore without due care and attention. All the above will only be worse and will increase the risks with greater volumes of traffic if the development continues with mitigation being taken to avoid the problems. At a time when people are being encouraged to cycle and walk more for health reasons the likely increase in traffic will severely limit opportunities to do so safely. Given there is nowhere to expand Shady Lane where we live (with our housing estate on one side and the greenbelt land of Cuerden Valley Park on the other) we can see only one solution; a solution which has been mooted before when previous housing developments have been added to the local area. In recent times this solution has even had a 'trial run' during the pandemic. The solution as we see it is to CLOSE Shady Lane near the Town Brow end, with a barrier just past the last house on the Lane so as to continue to provide full residential access; but to prevent the 'nightmare scenario' of a dangerous and constant clog of traffic on the Lane disrupting the lives of the people in all the surrounding houses and/or speeding cars and a much busier Lane overall causing greater danger to pedestrians etc. Alternatively a one way only system on the road might be suitable? As we said, closing the road actually happened recently during the pandemic as part of an initiative on several similar roads in the region by the council, to get people out and walking safely during lockdown. I'm sure there should even be data available as a result of that closure to gauge the impact of closing Shady Lane. People found a way round that time; they can do so again. I spoke to our local councillor recently when he was canvassing for the local election and he agreed it was a huge issue. If action is not taken to avoid the chaos that will ensue your development will be seen as responsible for making it worse and you will create a lot of resentment and anger locally. Please heed these concerns and avoid that. My wife and I will be looking closely at the impact aspect of the application and to how you seek to resolve this issue. You cannot just ignore it. It is just over a mile away from your development. We will object strongly when the planning application is submitted if you do not fully take this issue into account. We hope you will. On a positive note my wife and I appreciate the land will have to be used for something as it has been earmarked for it. We were surprised IKEA didn't go ahead and we are still surprised the well positioned site hasn't attracted other big names like John Lewis. They would do well in this area in my opinion as there is considerable affluence in the surrounding towns and villages; but their nearest stores are in Manchester. Further to this, and regarding the kind of retail development we would like to see, should it go ahead ... we would like to see smaller independent stores. Interesting and creative things. To create a more 'human' experience. For example a really good coffee store ... not just another bland Caffè Nero or similar. A really good independent restaurant or pub ... not just another bland gastro pub chain site. A live music venue. A wonderful delicatessen. All this could thrive alongside the businesses being brought to the site. Be creative please and think outside the usual retail box!

- Leyland is a wonderful community to live in but has significantly been affected by both increasing residential buildings, changing the road infrastructure and the increasing amounts of

business parks. All of the local roads surrounding your proposed development frequently become congested at key times of the day despite modifications to access roads being built and 'improved'. The beauty and charm of the local area is also being damaged by pop-up housing estates with cheap build quality. The schools infrastructure is also being tested along with access to effective GP facilities.

- I do agree that this land you ruined in 2017 needs something doing with it and I have no real issues with what is being proposed on the land itself. My concerns are the infrastructure around it, I live in Clayton le woods about a mile from this site and a just over a mile from Leyland. Yet I will likely rarely be able to visit this site unless you do something about the M6 motorway junction at Leyland and all the surrounding infrastructure from there to this site. The B5256 Lancaster Lane to a49 junction is not fit for purpose, I've lived in Clayton le woods for over 25 years and it is quicker for us to drive to Chorley or even to Middlebrook retail park at Horwich than it is to get into and out of Leyland. This site development further increases the strain on a poorly designed junction and the priority traffic flow to Buckshaw at everyone else's expense. It is also the same at the Stanifield lane and a5083 Lydiate junction, as well as the unfinished work already promised at the a582 junction with Stanifield lane that was supposed to now be a duel carriageway through to the recycling centre, yet no plan or sign of you finishing this work. at peak times all the above infrastructure is blocked, especially the motorway with traffic flowing off the M6 to red traffic lights, that once they change can't be driven through as the road is already blocked. This proposals to develop this site as well as the cricket ground development, will simply cripple this infrastructure for local residents. So please by all means develop this site once your committed to completing already promised infrastructure at the a582, redesign the motorway access at Leyland and the surrounding junctions at Lancaster lane and the a49 as well as Stanifield lane and Lydiate lane. These roads are the only route for the people of Clayton le woods to navigate this local area and it can't be accessed due to the poor design and lack of real investment in this vital infrastructure. Once the commitment is made to correct this infrastructure then by all means approve the development of this site, but until there is real commitment this should not be approved.
- We are a local land surveying and setting out company that would be very interested in providing quotations/rates for the work on this site. We have provided topographical and measured building surveys for Lancashire County Council previously and are currently commissioned to carry one out this month. We would love to be under consideration for this. If you need some more info, please call me on REDACTED.
- Hello, As with the previous plans for IKEA, access from Todd Lane south to the A582/Lostock Lane is my concern. Due to the speeds at which cars set off from the traffic lights, and volume of cars on this already busy road, it's already difficult to enter on to the road safely. Although this junction is small, it does serve a lot of housing and is well used. So this is my concern raised. Happy to be contacted back. Thank you.
- I moved to REDACTED in 1959 with my parents and for the last 62 years this house has been our family home. Initially, my father was a tenant renting the former smallholding from Lancashire County Council, farming the land with livestock and Market Gardening produce. In the 1980's when the Government started to sell council owned properties to sitting tenants, my parents

bought REDACTED complete with the plot of land that my father's greenhouses were sited on. The remaining land was tagged back to REDACTED, still as tenant rental for farming purposes, within the green belt. Following the death of my mother in 2013, my wife and I sought planning permission from South Ribble Borough Council for a ground floor extension to the property to suit my wife's mobility needs. After some months of submissions and discussions we were eventually granted drastically reduced scale planning permission, due to the area being "Green Belt". Quite clearly, should the Cuerden Development proposals go ahead, it will remove a great proportion of the "Green Belt". Having lived here for 62 years, it is tragic to see yet more farms lost to building development. I have grave concerns that this development will drastically devalue our existing homes, which were considered to be in a rural, "Green Belt" area. Currently, A5083 Stanifield Lane suffers from heavy traffic congestion at peak travel times. The planned additional access routes to the proposed development, via Stanifield Lane, are clearly going to cause a severe increase in traffic congestion on and around Stanifield Lane. Ideally, removing all access from the A5083 Stanifield Lane and restricting access to the M65 round-about only, would prevent an increase in congestion on already horrendously busy local roads and help reduce the impact to existing local residents.

- Assuming the planning permissions are approved, would the developments be freehold/leasehold, purchase/rent (or free) to a charity such as ours looking for a new venue (base) in the south of our operational area?