

## Site Description

The land at Woodcock Estate, Farington sits to the south of the River Lostock and Farington Road (A582) a key east-west connection linking Farington Moss to the west, Lostock Hall to the north and Bamber Bridge to the east, and beyond through to the M6 and the national motorway network.

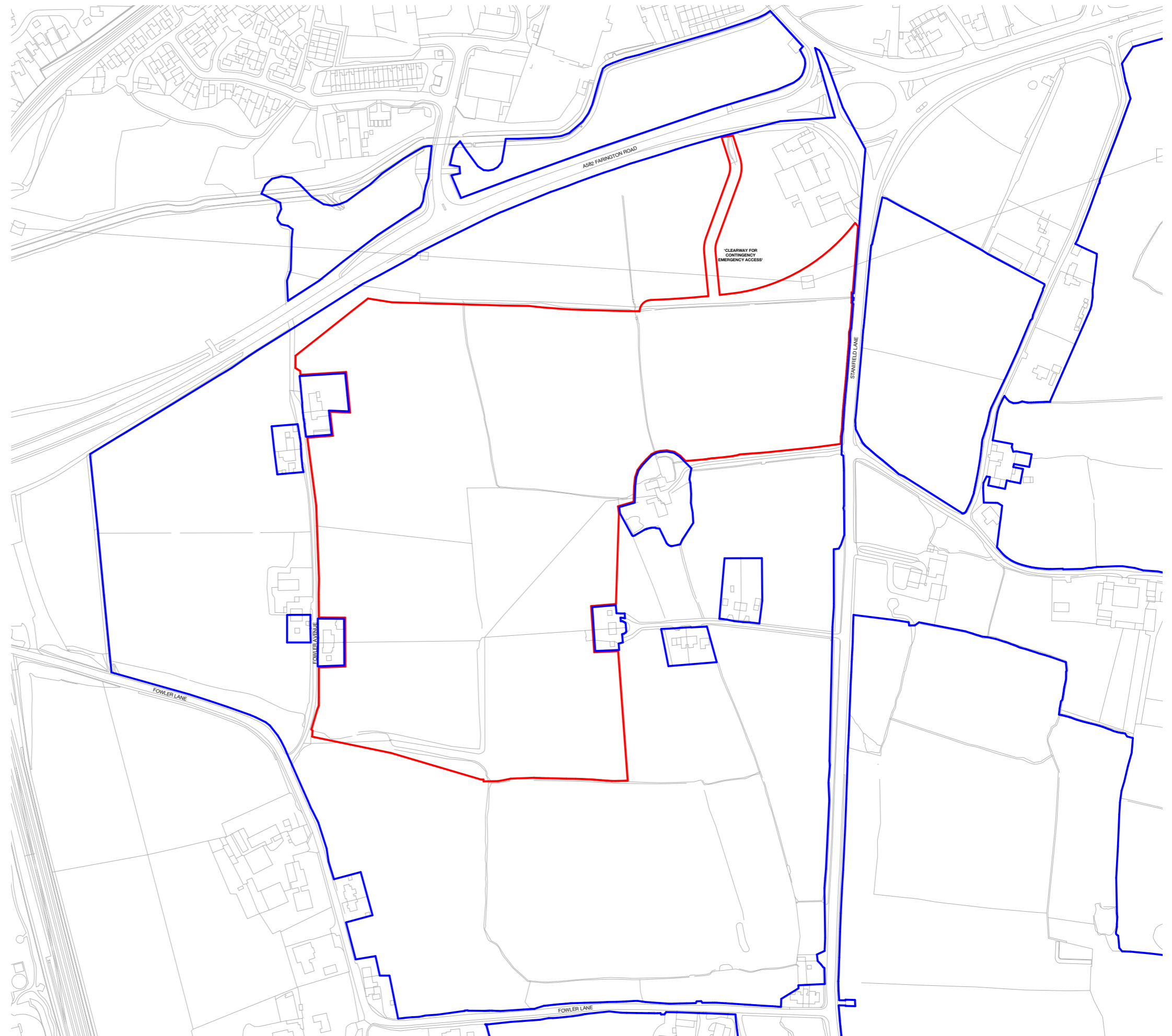
The proposed site application boundary outlined in red sits entirely within the site ownership boundary. This measures approximately 13,6637m<sup>2</sup> (33.8 acres / 13.7 hectares).

The proposed site is bounded by highways on all four sides; The major linkage of Farington Road (A582) to the north, a major north-south spur of Stanifield Lane to the east, and tributary roads of Fowler Lane and Fowler Avenue to the south and east.

The proposed principal site entrance is located in the form of a new connection to Stanifield Lane to the east of the proposed site. The provision of this new entrance driveway and junction seeks to minimise the impact of the proposed development upon the existing road network and surrounding properties, and compliments wider highway proposals and improvements already under development to Farington Road (A582) and beyond.

Further details of the proposed strategic approach to highways and transportation and can be found elsewhere within the Transport Assessment authored by WSP.

The proposed site also sits within the context of other significant surrounding development proposals which have been considered and coordinated with the approach to this development, further details of which are illustrated within chapter 4 of this report.



**EXISTING SITE LOCATION PLAN WITH SITE OWNERSHIP AND APPLICATION BOUNDARIES**

### Site Analysis

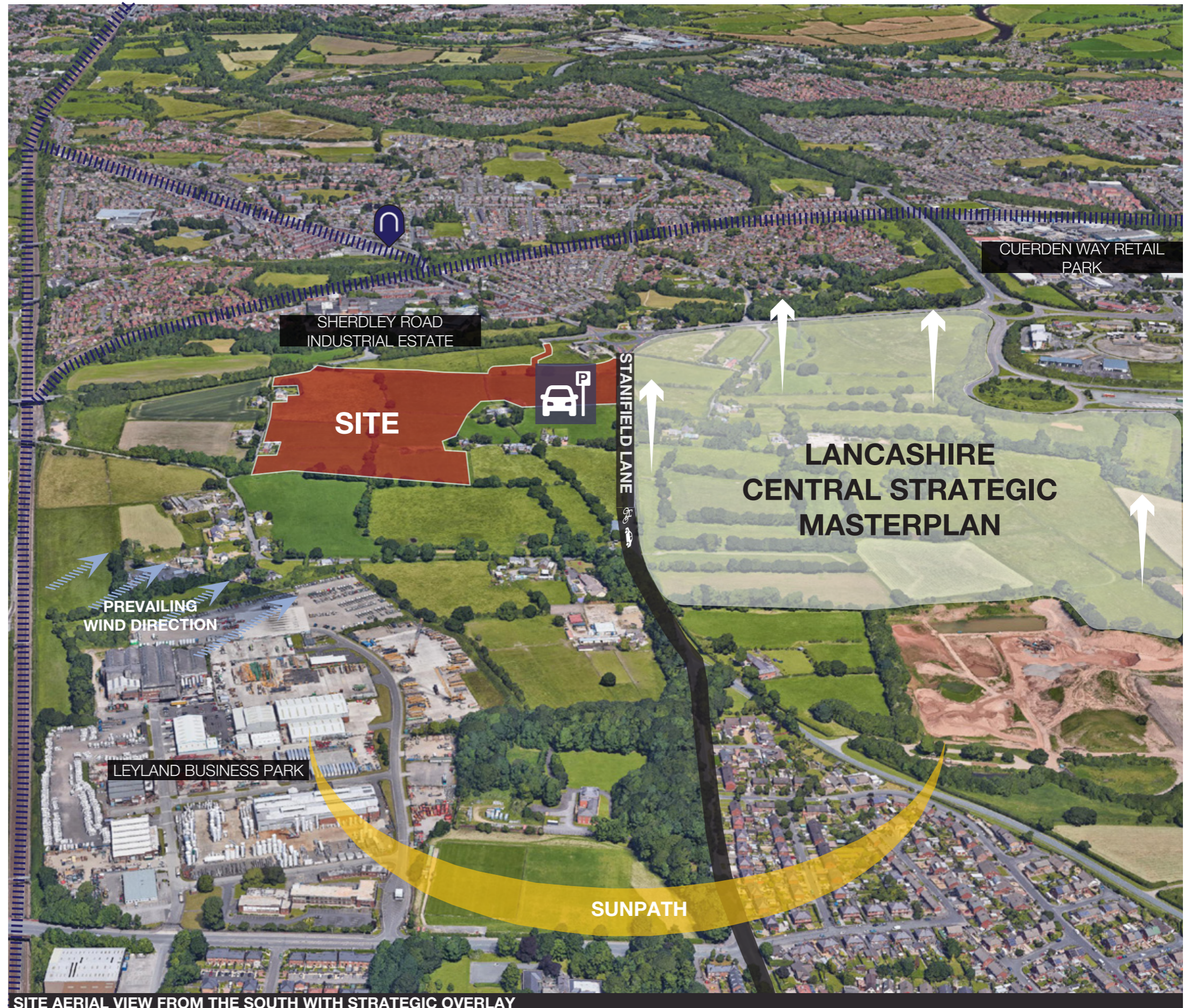
The proposed site is located within a green space forming an area of separation between the towns of Lostock Hall to the north, and the significant industrial centre of Leyland to the south. The site is extremely well connected, with two elements of major transportation infrastructure located nearby; the west coast main line railway to the west, and the M6 and wider national motorway network to the east.

Current land use around the immediate site periphery includes agricultural tenancies and residential properties. The openness and smaller scale of development distinguishes the proposed site from the larger urban centres to the north and south, forming a naturalistic and green setting.

The relatively open nature of the site mean that it is relatively exposed, although a network of ditches, hedges and mature trees offer some natural shelter from the sun path and prevailing winds.

There are plans to undertake significant development to improve transport infrastructure and develop existing green space to the east adjacent to the motorway network, which will change the characteristics of the wider surroundings.

However, it is the intent of these proposals for the new cricket facility at Farington to maintain the sense of green landscaped openness which characterises the proposed site, whilst enhancing facilities for the local community, promoting sustainability, and enhancing biodiversity.



## Site Character

The adjacent site plan and photography captures some of the prevailing site conditions, and a sense of the character of the site and its relationship with neighbouring land and properties. Key features and observations include the following:

1. Narrow roads and large hedgerows to Fowler Lane.
2. Underpass to the west coast mainline railway.
3. Farington Road A582 bridge over the west coast mainline railway.
4. Small scale roads separating agricultural land north of the A582.
5. Larger scale and capacity of the principal east-west highway linkage of Farington Road A582. Mature trees screen both sides of the road.
6. Significant highway junction at the north-east corner of the site linking Lostonck Hall to the north and to the wider national motorway network to the east.
7. Large scale electricity pylons running east-west to the north of the proposed site.
8. Driveway and public right of way (PROW) leading the Sherdley Cottage.
9. Woodcock Estate road leading to private residential properties.
10. Stanfield Lane, currently a high speed link road.
11. Private residential properties adjacent the south-east corner of the proposed site.
12. Further walled boundaries and hedgerows to private properties to the south-east of the site along Fowler Lane.
13. Hedgerows line Fowler Lane south of the proposed site.
14. Further hedgerows and properties to Folwer Lane.
15. Private residential properties opposite the site to the west.
16. Small scale entrance to Fowler Avenue.

Further details of the proposed strategic approach to hard and soft landscape design and biodiversity can be found within the Landscape Design chapter of this report authored by Urban Green.

Details of ecological assessments can be found within the Ecological Assessment authored by BDP.



**SITE CONTEXT MAP INDICATING LOCATIONS OF SITE PHOTOGRAPHY**

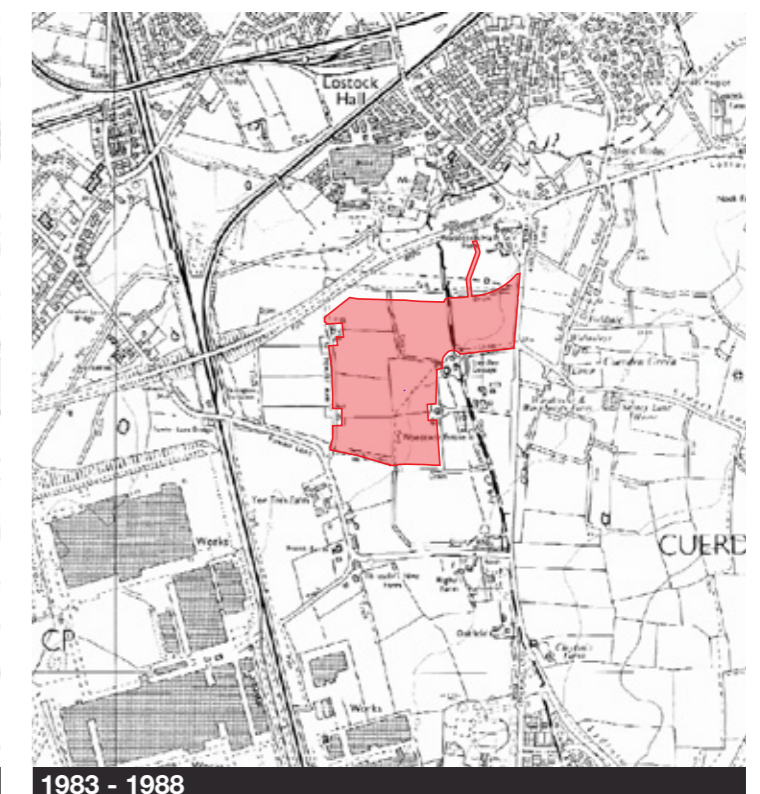
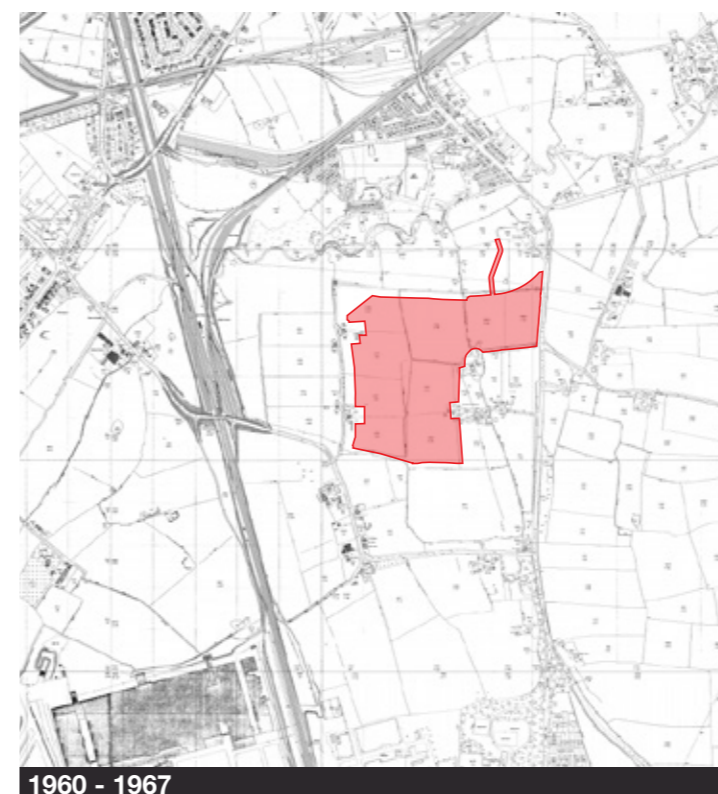
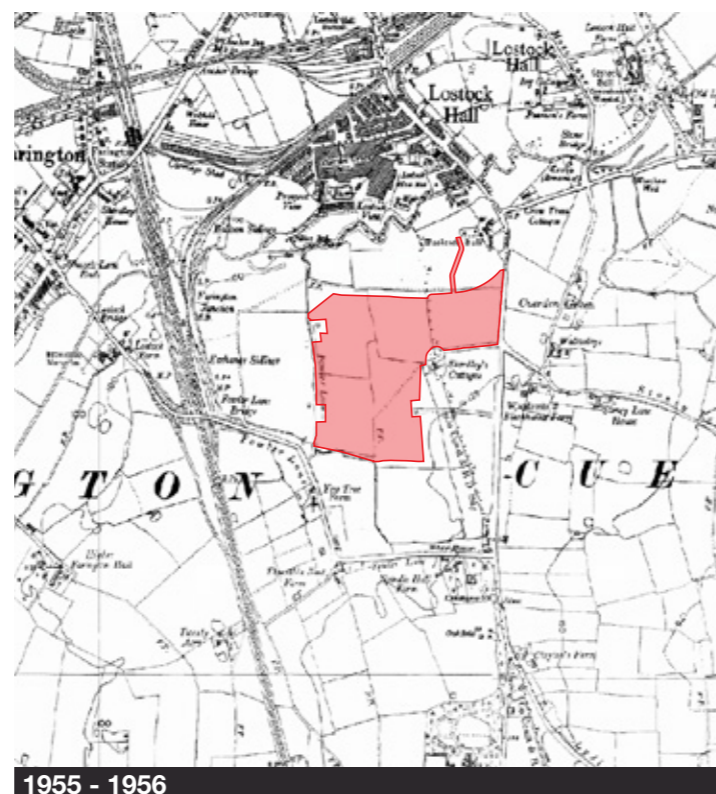
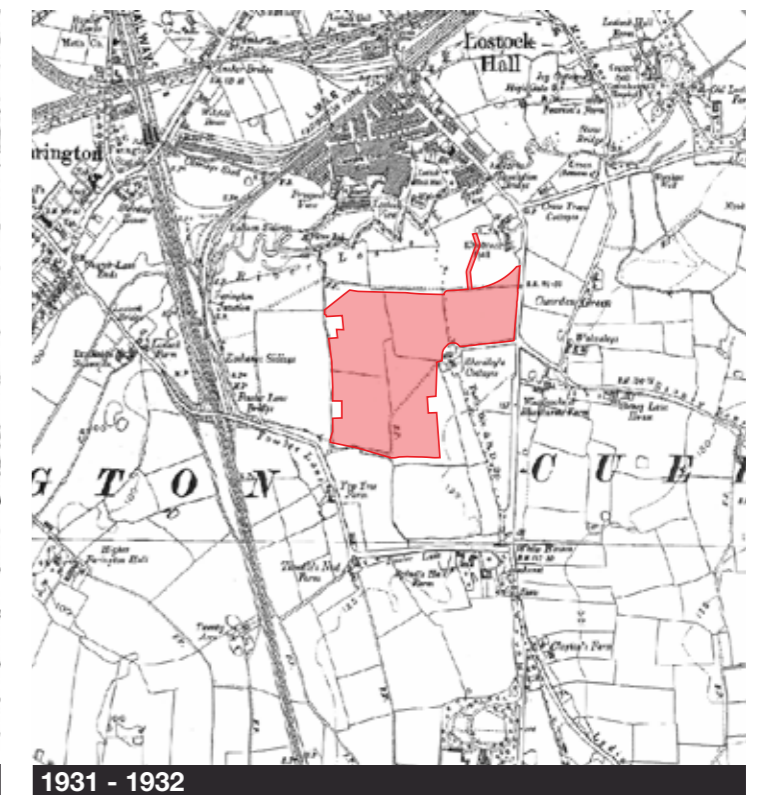
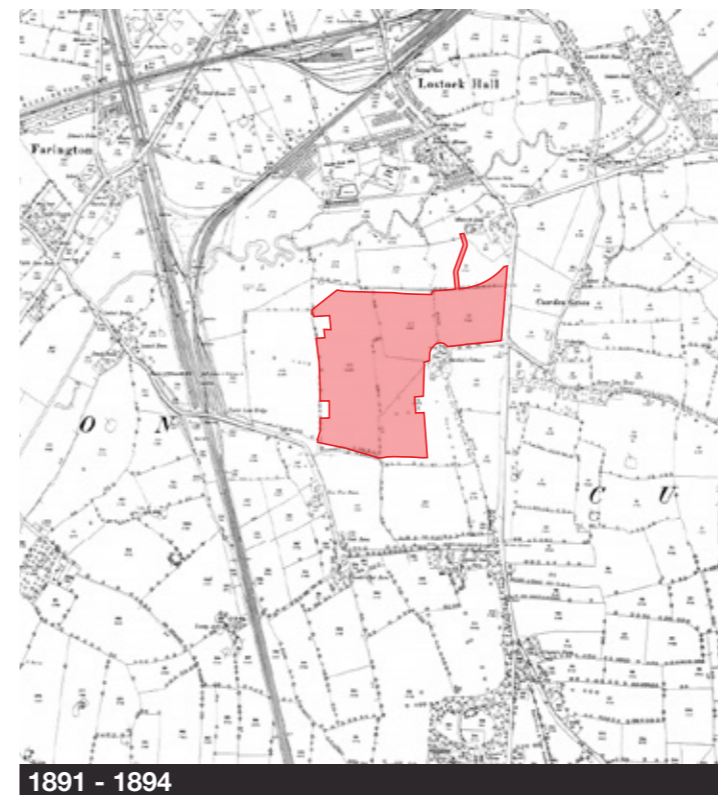
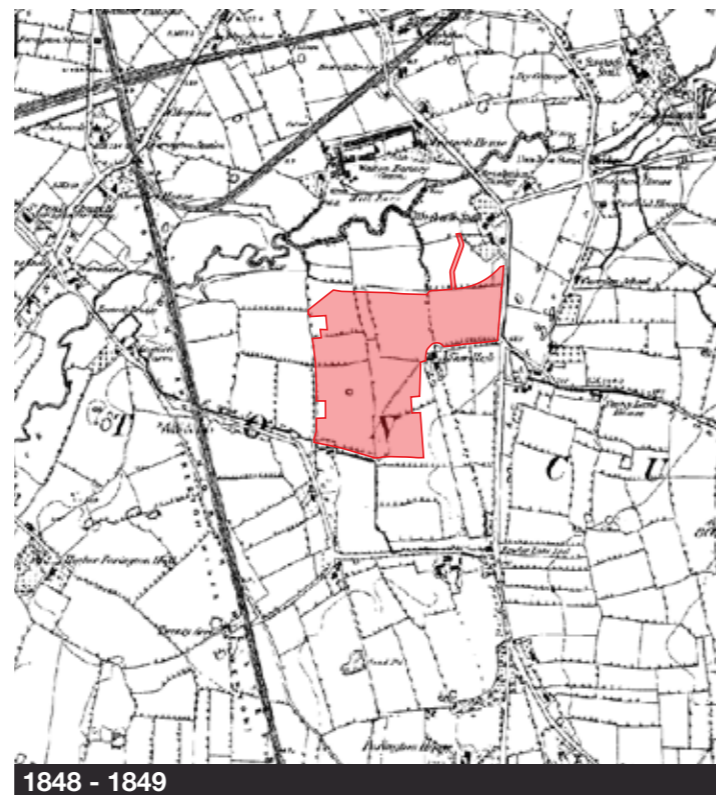


## Site History

The adjacent maps chart the development of some of the site characteristics explored within this chapter over the course of the last 175 years. To this day the proposed site forms agricultural green space separating the conurbations of Lostock Hall to the north and Leyland to the south.

Lostock Hall was historically a cotton mill town. Walton Cotton Factory is the earliest industrial use visible on site located close to the railway line. Terraced houses were built for the workers next to the mill. The Mill changed name to Cuerden Green Mill in later years and converted to offices for small companies. Over time, the residential community expanded to begin to form the village of Lostock Hall, Leyland.

To the south and west, spurred by more recent mid-century expansion of the area as a manufacturing powerhouse, the site which is now Leyland Business Park begun to develop, anchored by some of the major national company names synonymous with Leyland outlined earlier in this report.



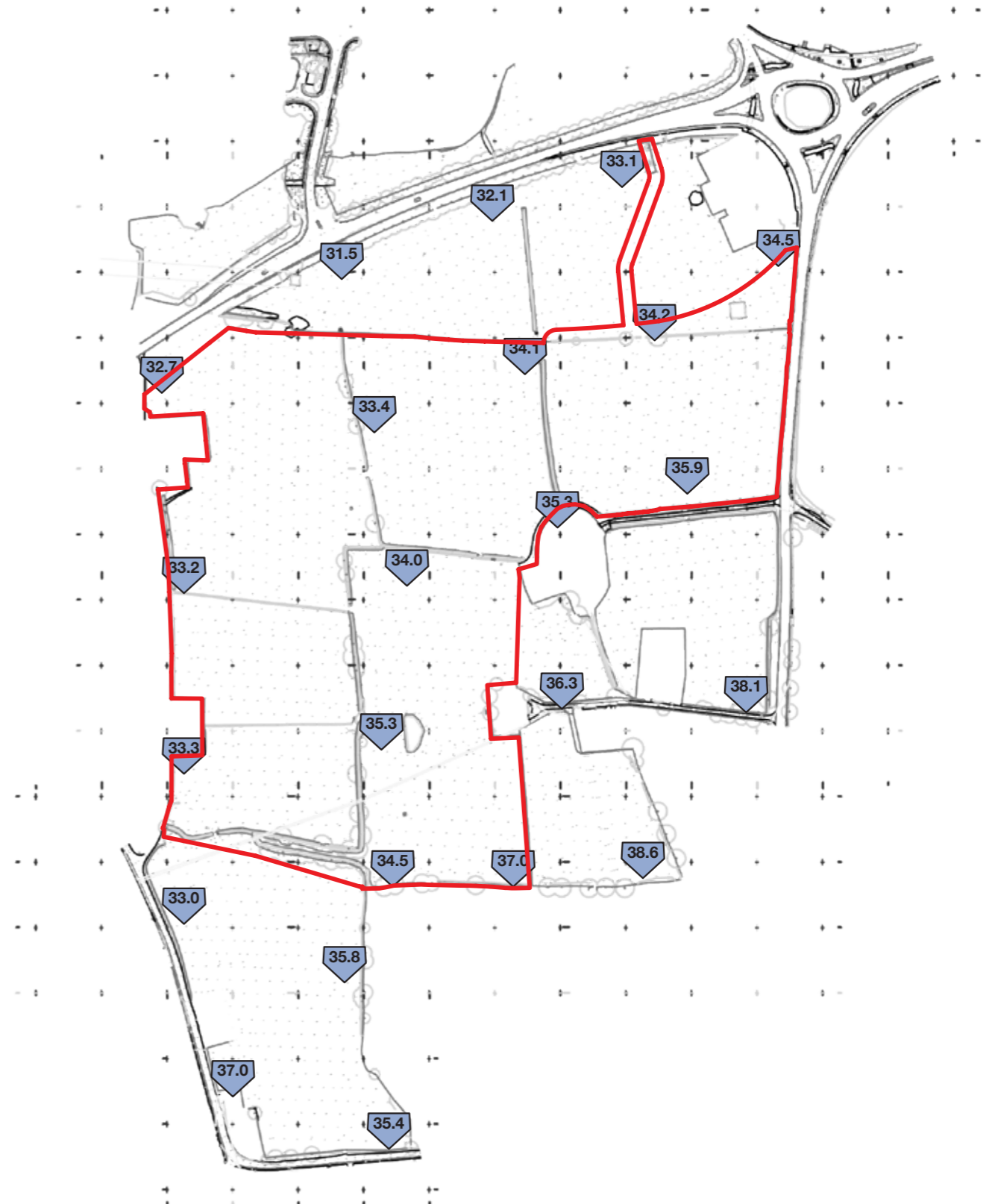
## Topography

The proposed development site levels and topography are characterised by a gentle fall from a high point of around 37.0m to the south-east, to a low point of around 32.0m to the north-west. This steady fall of around 5m occurs across a significant distance in the order of 400m. This equates to an aggregate average fall of around 1 in 80.

The fall from south-east to north-west naturally drains to land towards the River Lostock just north of Farington Road (A582). A series of localised ditches form the basis of existing site drainage system.

The Site is located in Flood Zone 1 (least risk of flooding) but given the scale of the site, and in accordance with the National Planning Policy Framework (NPPF), a Flood Risk Assessment has in any event been undertaken and is submitted as part of the planning application. This includes computer modelling of the drainage system which simulates extreme rainfall conditions, including an allowance for climate change, to ensure site flood risk, including surface water flooding, is managed and flood risk to adjacent sites is not increased.

Further details of the proposed site levels and drainage strategies can be found elsewhere within the application in reports authored by BDP.



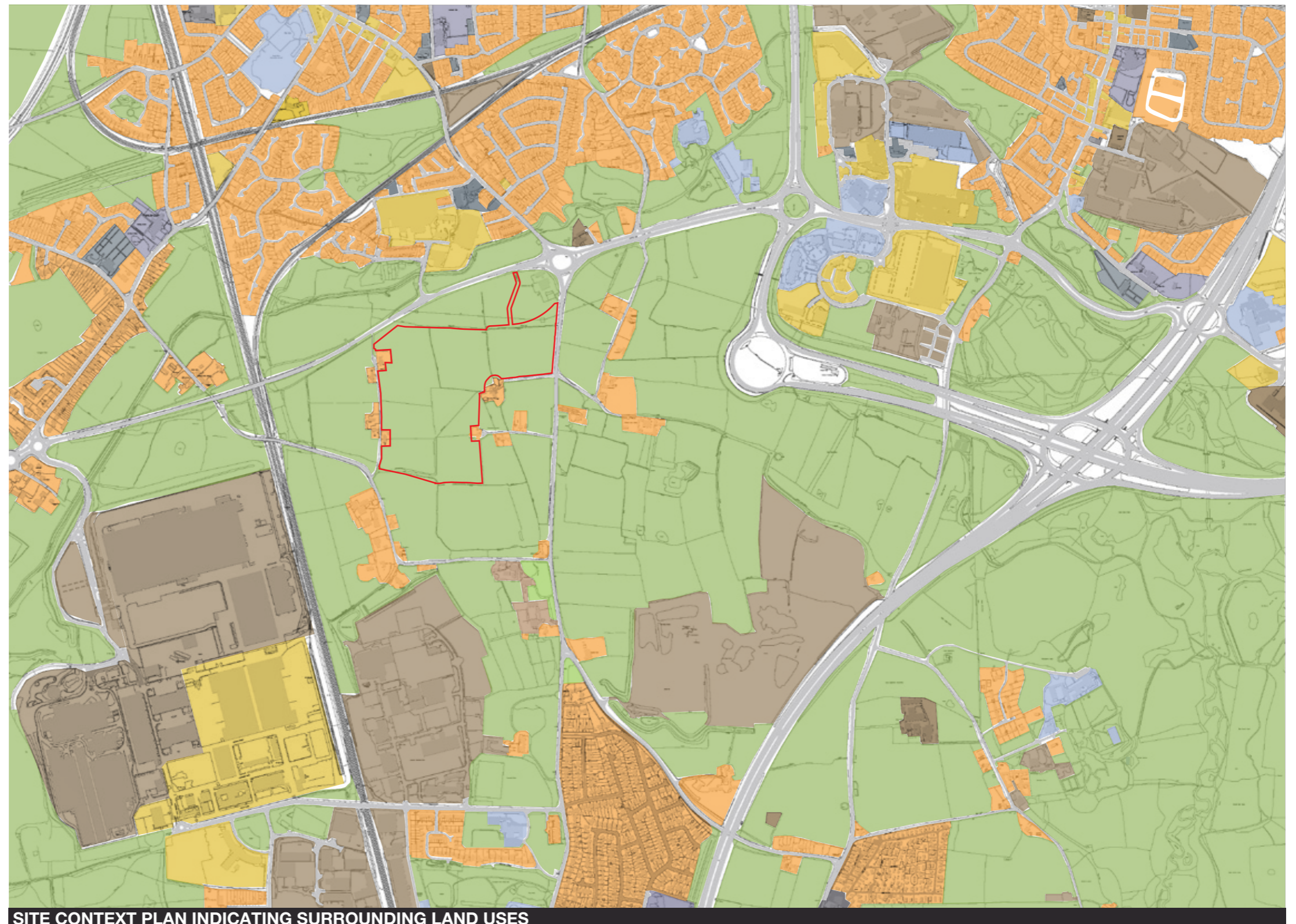
**SITE TOPOGRAPHICAL SURVEY PLAN WITH EXISTING SPOT LEVELS**

## Surrounding Land Uses

The proposed site sits within a green setting scattered with residential properties, with the wider site context characterised by larger scale development to the north and south, alongside future proposals which is highlighted within the context of the evolving Central Lancashire Masterplan described within chapter 4 later in this report.

There are a wide variety of different uses around the site, ranging from the Leyland Business Park, with several commercial & industrial units within the vicinity. There are also several parks nearby including St Catherine's Park & Cuerden Valley Park.

Perhaps the overriding observation which has gone on to inform the proposed design is the agricultural character, naturalistic area of green separation between more intense uses of the immediate site.



**SITE CONTEXT PLAN INDICATING SURROUNDING LAND USES**








- Site Boundary
- Civic
- Commercial
- Disused
- Education
- Industrial
- Park & Allotment
- Residential
- Retail
- Sport & Leisure
- Transport

### Emerging Development Scale & Context

Beyond the boundary of the immediate site extents, it is important to recognise not only the current context, but also a number of major future development proposals which will influence the setting and character of the wider area.

The scale of the surrounding development plans varies quite significantly, but within immediate proximity of the proposed cricket ground site along its eastern edge is the proposed Lancashire Central Masterplan, along with a range of other complimentary developments, linked together by proposed infrastructure improvements to the east-west linkage of Farington Road (A582) which sits along the northern edge of the proposals.

Further details of immediately neighbouring development proposals can be found within chapter 4 of this report.

-  Site Boundary
-  1 St Catherine's Park / The Mill
-  2 Cuerden Way Retail Park
-  3 Cuerden Valley Park - Stag Lodge
-  4 Cuerden Valley Park
-  5 Lancashire Central Masterplan
-  6 Leyland Business Park



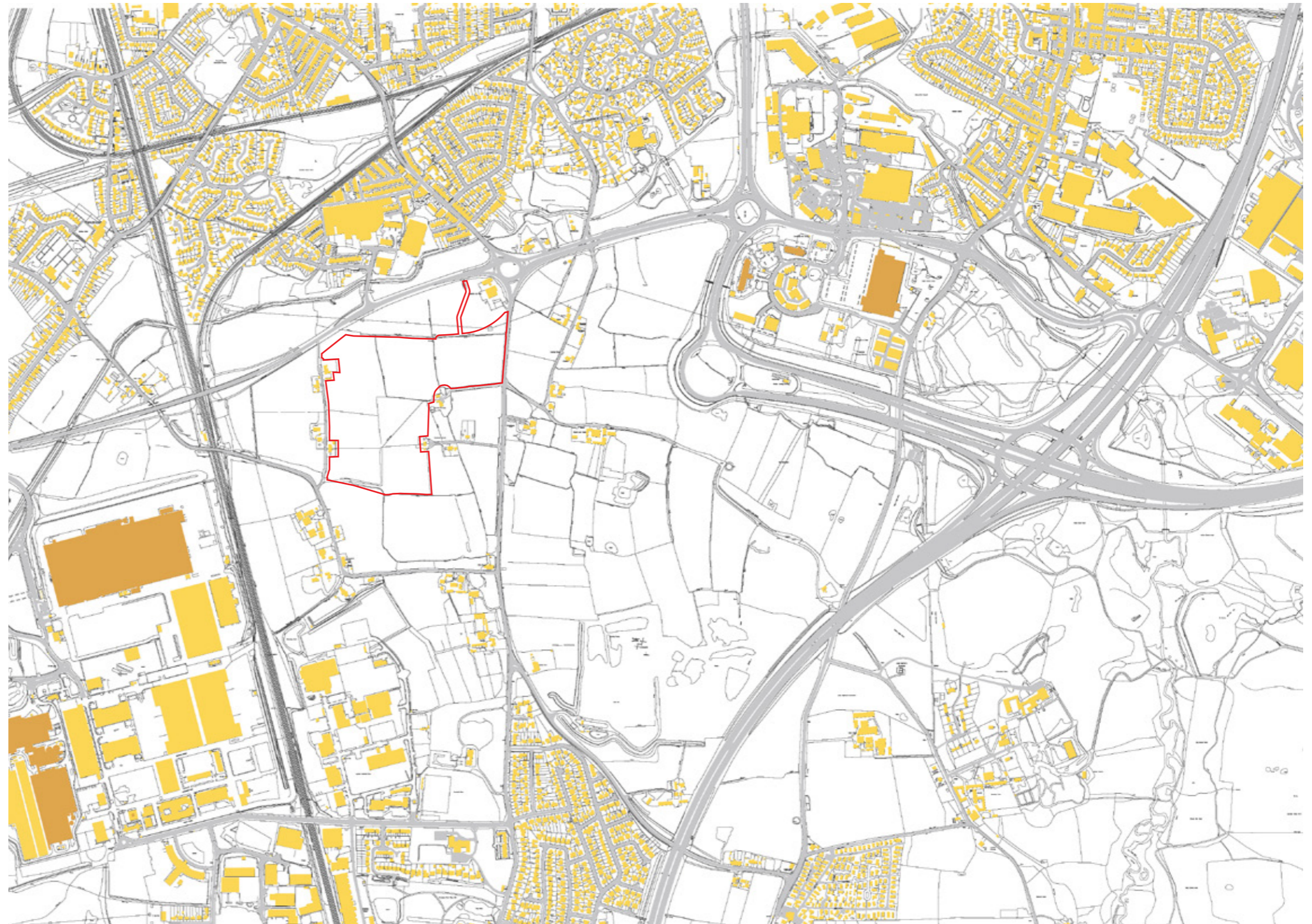
**SITE CONTEXT PLAN INDICATING SURROUNDING STRATEGIC DEVELOPMENT CONTEXT**



## Existing Context - Streetscape & Surrounding Scale

Looking at the wider scale and mass of the surrounding urban grain, the adjacent diagram illustrates the relatively significant scale and density of development to the north and south of the proposed site, and the more open, lower scale character of the immediate site context.

It is this immediate character of smaller built agricultural and domestic structures which has helped inform the design approach to the positioning and manifestation of the proposed Pavilion building. Further details of the proposed design approach can be found within chapter 5 of this report.



**SITE CONTEXT PLAN INDICATING SURROUND SCALE AND MASSING**

### Local Transport Connectivity

The proposed site area is relatively well connected by existing public transport links, alongside provision for cycling and private cars.

#### Rail

Access from the rail network to the site is provided via Lostock Hall on the East Lancashire Line, a 10 minute walk from the north of the site. There are regular services to key destinations, including Preston, Blackburn, Burnley & Colne every hour Monday to Saturdays.

There are also limited connections from Blackpool South, York & Leeds during morning peak hours.

#### Road

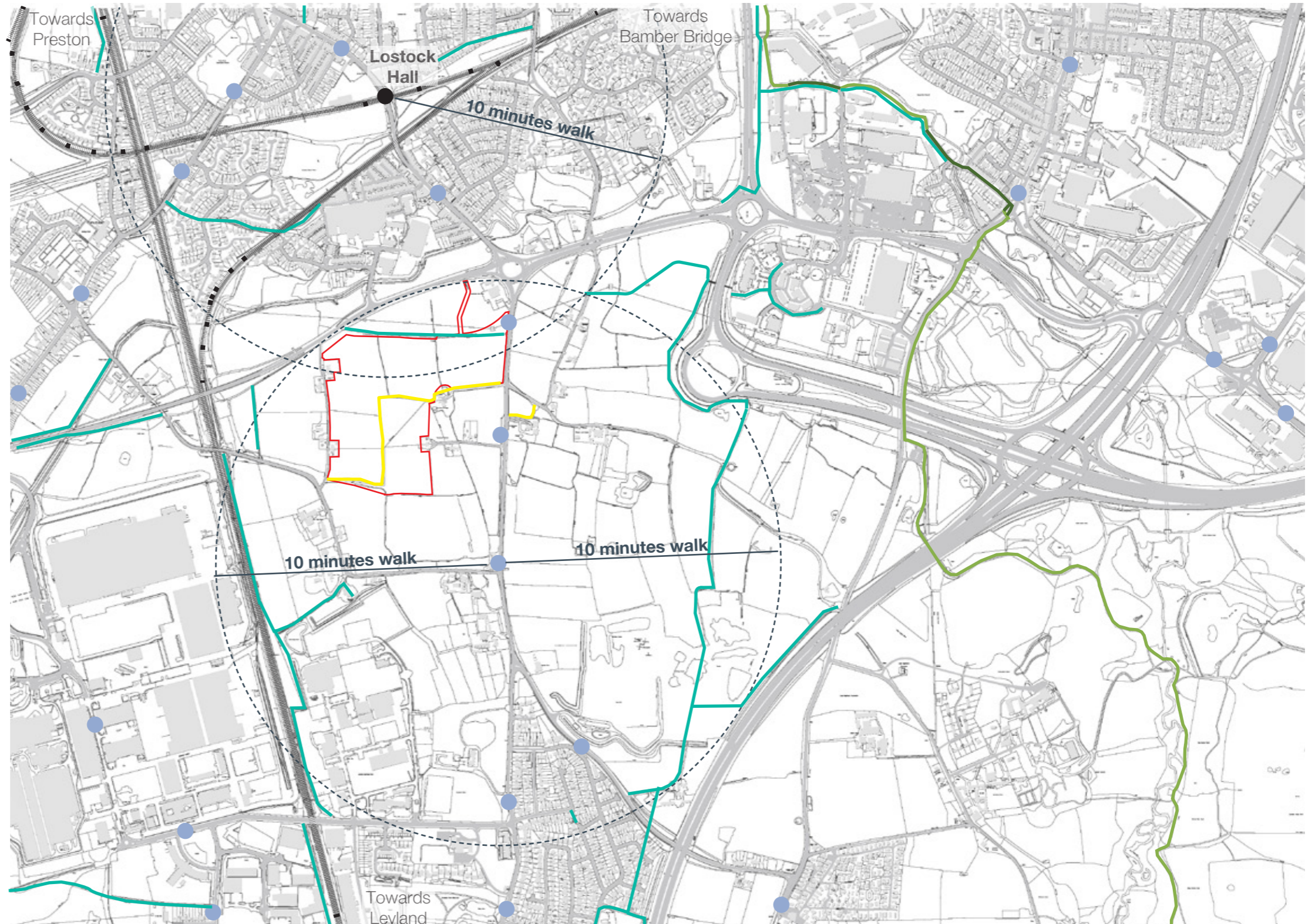
The site is well connected regionally via the M6, M61, M65, linked into the site via the A582 - itself already in the process of upgrade as part of a dualling scheme to increase capacity of east-west connectivity.

#### Bus

There are also frequent bus services along Stanifield Lane connecting Lostock Hall & Leyland town centres.

#### Cycle

The Route 55 cycleway has established segregated cycle provision through Cuerden Valley Park, behind the Cuerden Way retail park and beyond.



- Site Boundary
- Bus Stop
- Rail
- Train Station
- 10 Minute Walking Radius
- Traffic Free Cycle Route
- On Road Cycle Route
- Public Right of Way
- Public Footpaths

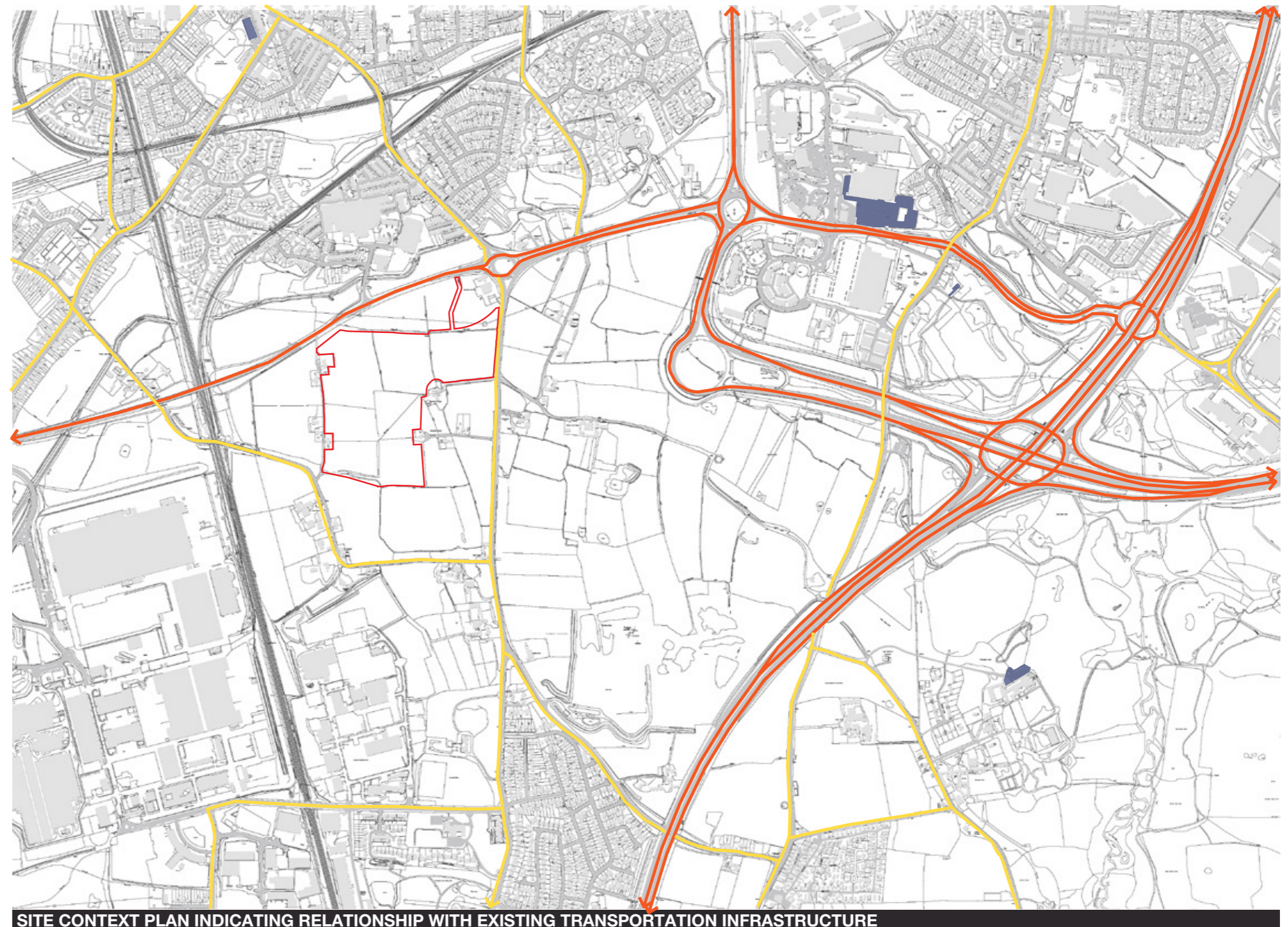
**SITE CONTEXT PLAN INDICATING RELATIVE WALK TIMES**

## Vehicular Routes & Parking

The area is well served by existing vehicular routes connecting to the local towns, with direct access to the national motorway network. Most industrial & commercial premises have their own private car parking available and there is little public parking in the vicinity.

For this reason the site will benefit from having its own parking arrangements to limit the potential for congestion on the local roads on a day to day basis, in addition to providing overflow to allow the venue to flex capacity for occasional larger events. These types of special events will be accompanied by specific transport planning which will include measures to prevent ad hoc parking on surrounding residential streets including through the use of off-site park and ride services as a supplement on-site parking capacity.

Further details of the measures proposed to cater for the transportation needs of the new facilities, car parking and the wider range of public transport, cycle and pedestrian movement are provided separately within the Transport Assessment authored by WSP.



- Car Park
- Private Car Park
- Site Boundary
- Vehicular Routes
- Primary Vehicular Routes

**SITE CONTEXT PLAN INDICATING RELATIONSHIP WITH EXISTING TRANSPORTATION INFRASTRUCTURE**



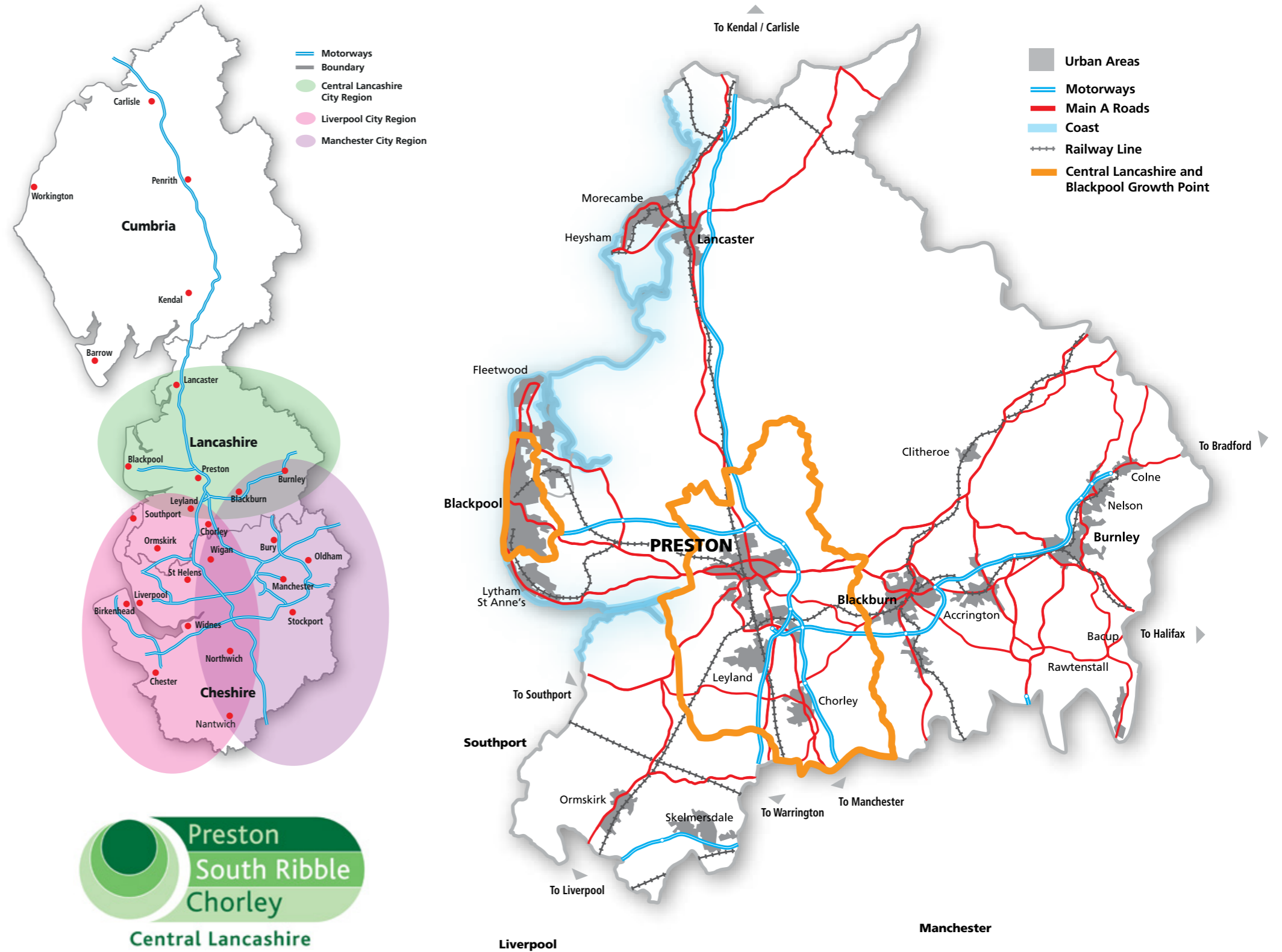
**AERIAL VIEW OF THE PROPOSED CRICKET GROUND LOOKING NORTH WEST, WITH LOSTOCK HALL BEYOND**

# 4.0 Development Context | Lancashire Central Masterplan

## Surrounding Development Ambitions

The Strategic Regional Investment Site at Cuerden has long been recognised as being capable of stimulating economic growth in Central Lancashire and the wider Lancashire sub region.

Part of the wider Lancashire Central Masterplan, the site comprises 65 hectares and has the potential to deliver circa 2 million square feet of floor space and circa 4,500 jobs. The County Council is landowner for 44 hectares of the site, and has been examining the potential for it to influence and accelerate the delivery of the strategic employment aspirations at this location.



## A Vision for Central Lancashire in 2026

By 2026 Central Lancashire will be recognised as a highly sought after place to live and work in the North West. It offers excellent quality of life to all its residents. It will play a leading role in Lancashire’s world class economy and have sustainable economic growth based on the area’s unique assets. Its central location at the hub of the transport network, its green spaces and access to open countryside make it a place with ‘room to breathe’.

Preston, Leyland and Chorley will attract investors and visitors taking advantage of retail, heritage, education and high-quality city and town centres. Central Lancashire’s wider role will be as a driver of sustainable economic growth for the region, marrying opportunity and need and providing a transport hub to improve connections for the region.

Preston will have become a regenerated and transformed city, complementing Manchester and Liverpool by providing high quality retail, cultural, entertainment, business and higher education services. Leyland will have built upon its world famous industrial heritage, driving forward change and economic growth in the town and borough to become an enterprise engine.

The character of the City, towns and villages will reflect their individual historic and cultural heritage, with high quality designed new buildings enhancing their local distinctiveness. There will be improved transport connections within Central Lancashire and to wider regional, national and international destinations. The character of rural villages will have been maintained, with access to services to sustain the local communities and overcome rural poverty.

Neighbourhoods will be safe, clean and sustainable with healthy, highly skilled and diverse communities. Residents will have easy access to public services, good jobs and decent, high quality affordable homes. Energy use will be minimised with an emphasis on sustainable sources, including mitigation measures and wherever possible, adaptation to Climate Change.

## A Shared Vision

The vision for Lancashire Central promotes a number of themes and objectives which are equally relevant to the proposed Farington, including the following;

### Achieving Good Design

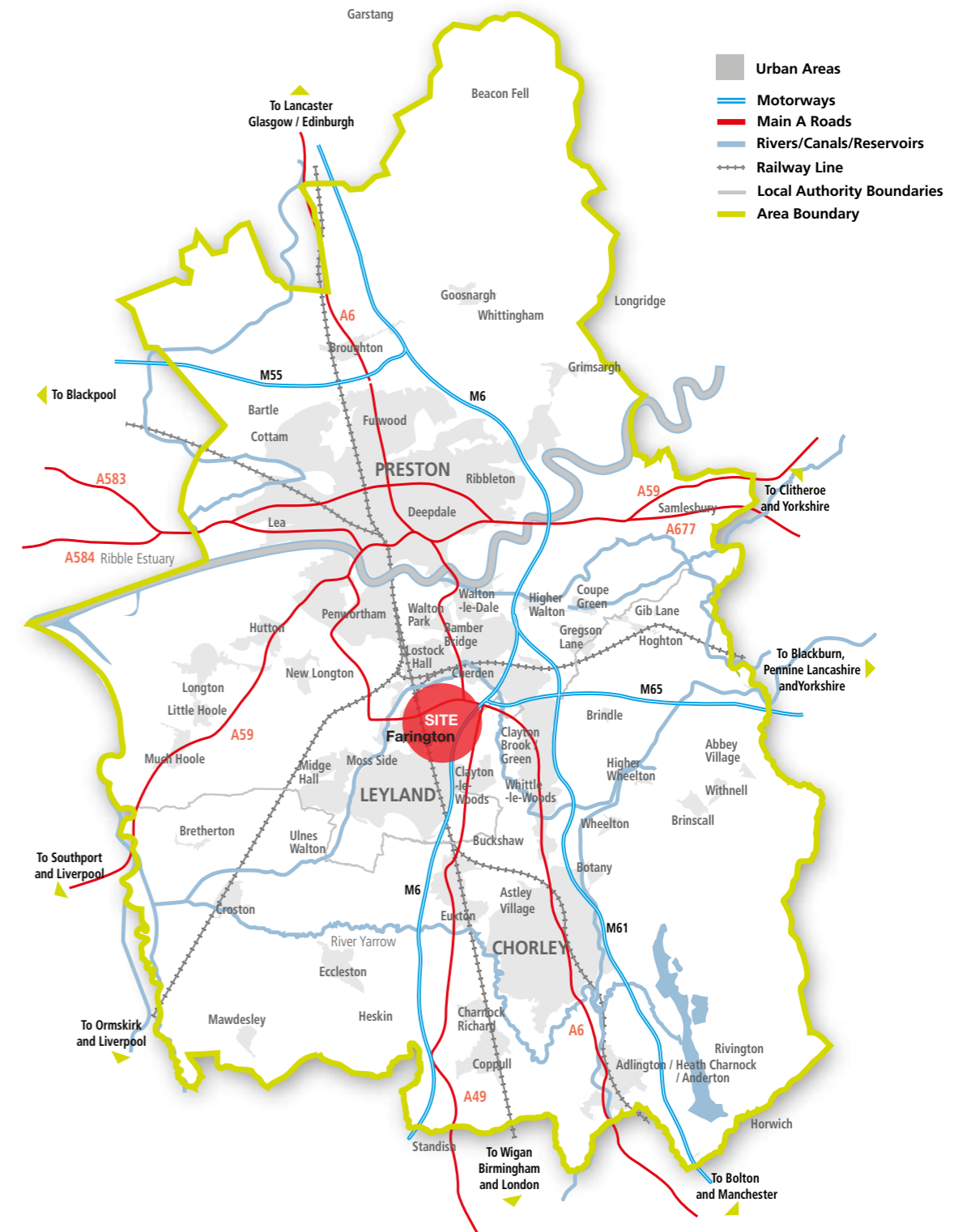
The layouts of new developments should include safe and secure pedestrian routes and cycleways linking with local services including public transport connections to enable necessary longer trips.

### Promoting Health and Wellbeing

Walking and cycling are good forms of exercise increasing cardio-vascular activity and reducing the risk of heart related diseases. There are lottery funded ‘cycling for health’ schemes in Preston, South Ribble and Chorley.

### Tackling Climate Change

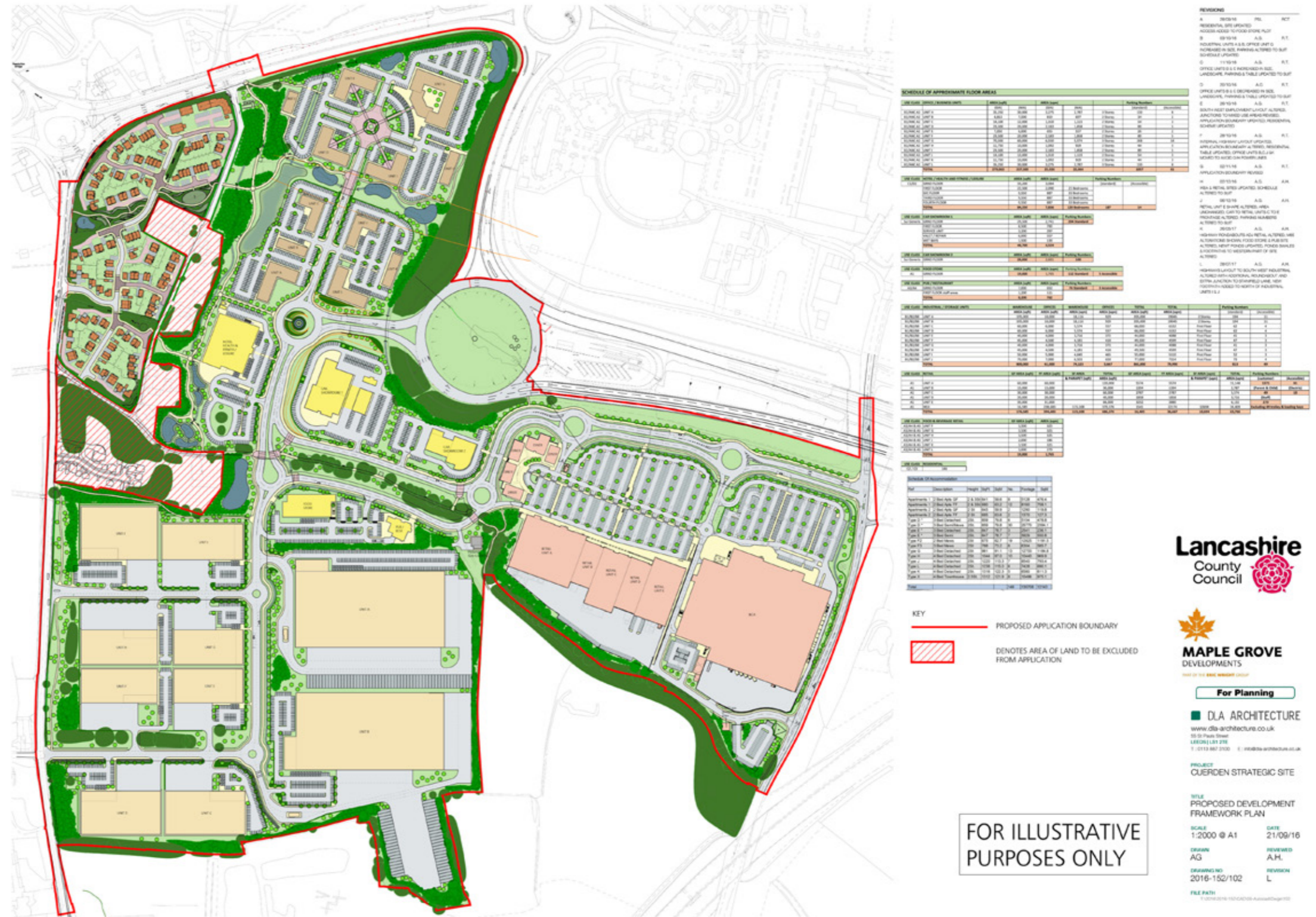
Car travel produces high proportions of carbon dioxide (and other polluting emissions) per vehicle occupant; walking, cycling and public transport produce far fewer emissions.



# Local Development Context | Lancashire Central Site

The Lancashire Central site masterplan was given the go ahead in 2017, and had been going through a process of evolution as further detail of the proposals is developed. Two of the key aspects which tie in with the proposals for the cricket development are the adjacency and connectivity with the adjacent proposed residential development and highway network to Stanifield Lane to the east of the site, along with the significant expansion of highway capacity to the A582 Farington Road to the north.

Further details of both of these elements of development context are illustrated on this and the subsequent page.



**Lancashire County Council**

**MAPLE GROVE DEVELOPMENTS**

For Planning

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PROJECT: CUERDEN STRATEGIC SITE

TYPE: PROPOSED DEVELOPMENT FRAMEWORK PLAN

SCALE: 1:2000 @ A1 DATE: 21/09/16

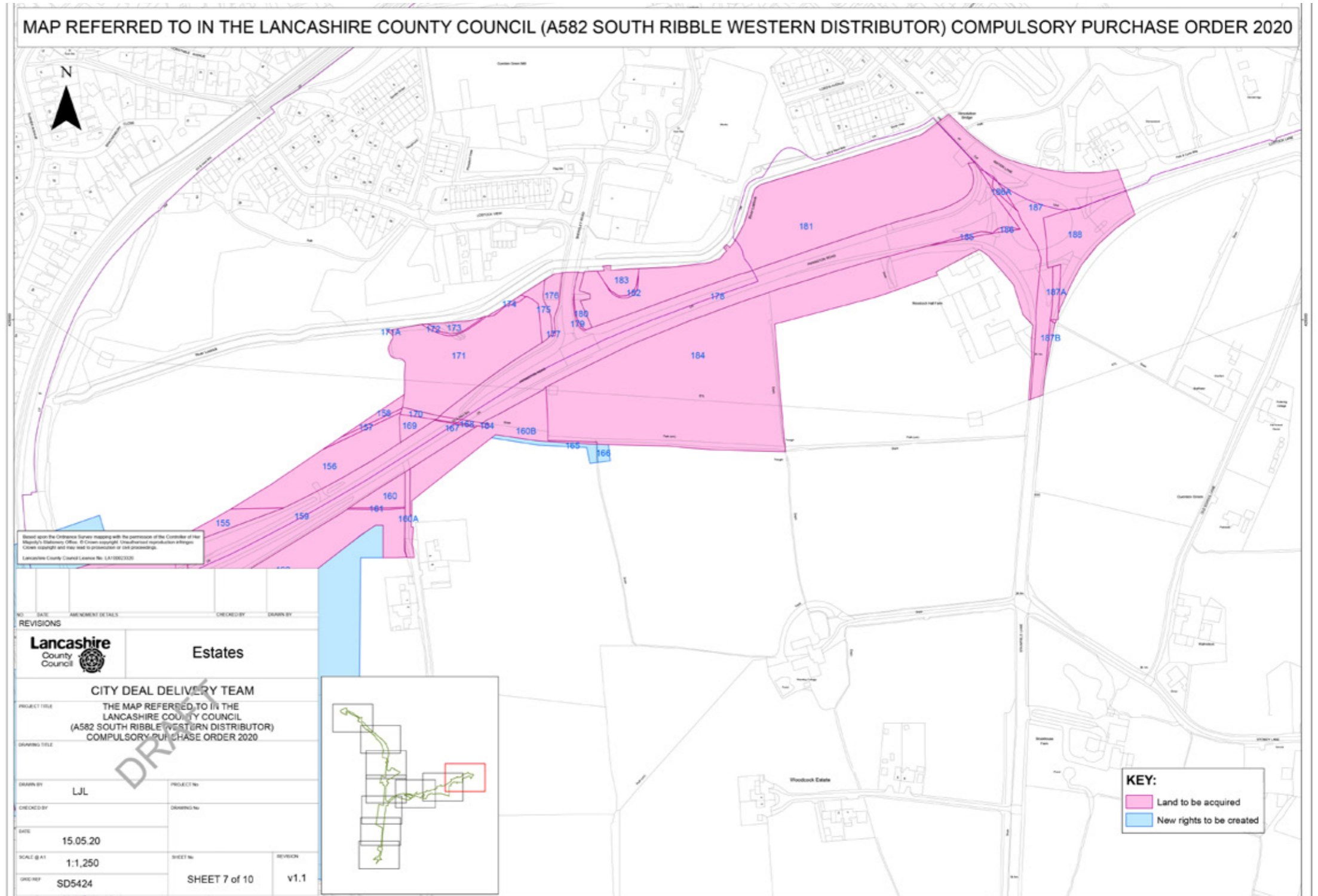
DESIGN: A.G. REVIEWED: A.H.

DRAWING NO: 2016-152/102 REVISION: L

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# Local Development Context | A582 Dualling

The adjacent drawing provides further detail of the proposed dualling works to Farington Road (A582).



**FARINGTON ROAD A582 DUALLING SCHEME - RELATIONSHIP TO THE PROPOSED DEVELOPMENT SITE**



# 5.0 Lancashire Cricket Proposals

