



CITY DEAL
Preston, South Ribble & Lancashire



Preston
City Council

Doc 02: North West Preston

Masterplan

Supplementary Planning Document
March 2017

SPD Document 02

Limitations

Plans (unless otherwise stated) - please note that this masterplan framework (and plans) should be seen as a long term **indicative** vision (over 20+ years). The plan(s) will therefore be subject to periodic review, change and refinement over the long term. Every effort has been made to ensure plans are correct at time of publishing

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1 Introduction

On 2 July 2015 the Preston Local Plan (Site Allocations and Development Management Policies) 2012-26 was adopted by the City Council. It now forms part of the statutory development plan. Policy MD2 of the Local Plan is the key overarching policy for this SPD. The Masterplan seeks to expand on the level of detail in Policy MD2 by providing an indicative framework and general design principles to guide development in a co-ordinated and comprehensive way. The Masterplan will be a material planning consideration in the determination of planning applications in the area and sets out how the Council would like to see the adopted criteria of Policy MD2 implemented.

1.1 Why is the Masterplan needed?

URS Infrastructure & Environment Ltd were appointed by Preston City Council and Lancashire County Council in April 2013 to prepare a Masterplan to provide a comprehensive spatial planning framework for the area of North West Preston known as the North West Preston Strategic Location (NWPSL). The NWPSL has been identified in the adopted Central Lancashire Core Strategy (CLCS) 2012 as a key strategic location to deliver a new high quality, mixed use community to meet housing needs until 2026.

The NWPSL, as identified in the CLCS, "covers a broad sweep of greenfield land south of the M55 and north of Hoyles Lane / Lightfoot Lane stretching from the west of the Cottam area eastwards and extending east of the A6 to incorporate land north of Eastway / south of the M55".

Since 2013 Preston City Council (PCC) and Lancashire County Council (LCC) have needed to respond to NWPSL development aspirations of a number of land owners, developers and strategic land companies at various stages of the planning process. The Masterplan process has sought to understand and balance often competing and conflicting aspirations of several interested parties in producing a comprehensive framework to guide and plan for the area. The Masterplan strives to avoid piecemeal and fragmented development.

In the preparation of the Masterplan regard has been paid to addressing the requirements for a Supplementary Planning Document (SPD), as recommended by the Planning Advisory Service.

These requirements are:

- Have clear reasons for its production;
- Add value to the assessment of development proposals; and
- Comply with national policy and not allocate sites.



MAP 01 - Location Plan



1.2 How has the Masterplan been prepared?

The Masterplan has evolved since May 2013 through close working with Preston City Council, Lancashire County Council, residents, developers/landowners and other stakeholders. Various consultation processes have taken place since 2013. An interim version of the masterplan was adopted as informal guidance in February 2014.

The Preston Local Plan was adopted in July 2015, which included a specific policy for North West Preston: Policy MD2. This sets out the specific criteria for development proposals in the area. The Masterplan was subsequently updated again, and the Draft North West Preston SPD (July 2016) went out to public consultation between July and August 2016, and further amendments were made.

Full details of the Masterplan consultation process including the issues raised and how these were addressed can be found in the original URS Consultation Statement (background document) and in the updated SPD Consultation Statement (March 2017). These and all background documents can be found at the following quick link _____

<https://www.preston.gov.uk/article/1130/Supporting-and-Supplementary-Planning-Documents>

1.3 Masterplan Vision Statement

NWP presents a unique opportunity to deliver a substantial number of new homes in a highly attractive environment using a comprehensive approach to planning underpinned by Garden City principles - to help achieve the sustainable community aspirations of Policy MD2 of the adopted Preston Local Plan and the National Planning Policy Framework.

The Masterplan seeks to create a high quality; sustainable; walkable place. High quality, generous green streets and spaces are required with strong local cultural, recreational and shopping facilities located within easy walking distance.



Townscape and Streets image

Using this Vision the Masterplan proposes:

- Attractive residential development, in the form of a series of neighbourhoods which are well connected to each other and the surrounding area with tree lined streets which balance the needs of pedestrians, cyclists and vehicles;
- The provision of a main local centre at the heart of the area as a place-making focal point serving both new and existing residential areas plus other smaller local centres;
- The necessary educational facilities in the form of two new primary schools and one secondary school;
- A new movement framework that facilitates direct movement in and out of the area for all modes of transport. The framework will take advantage of existing routes to improve current and future connections within NWP and to surrounding areas. Given the shape and orientation of the site, this is underpinned by an East-West Spine route and the Preston Western distributor which together will provide a long term solution to existing traffic congestion;
- Provision of new bus routes with frequent and accessible service;
- To maintain, expand, enhance and restore local ecological networks; and
- Generous green infrastructure including new sub-regional parks, green open spaces, play facilities, allotments and corridors for nature.

1.4 Structure of the Masterplan

This Masterplan document sets out:

- The context of the area (Section 2.0);
- Area appraisal summary (Section 3.0);
- The Masterplan & component elements (Section 4.0);
- Key Design Principles (Section 5.0)

Masterplan appendices (Section 6.0) are listed below:

- Expanded area appraisal (6.1);
- Indicative Green infrastructure provision calculation (6.2)
- Heritage Assets (6.3)

All background documents are available via the webpage here:

<https://www.preston.gov.uk/article/1130/Supporting-a-nd-Supplementary-Planning-Documents>

2 Context

2.1 Local Planning Policy

The key overarching policy for the masterplan is policy MD2 of the Adopted Preston Local Plan 2012-2026. This is repeated below

Policy MD2 – North West Preston

Land is identified on the Policies Map at the North West Preston Strategic Location for a residential-led mixed-use development comprising the erection of approximately 5,300 dwellings and associated local centres together with the infrastructure to facilitate the creation of a sustainable community.

Community uses should be located in association with the local centres with one to include a health centre.

Proposals should provide or financially support the provision of the following key infrastructure:-

- An East-West Link Road providing a connection from the Preston Western Distributor Road in the west to Lightfoot Lane in the east
- A comprehensive package of on and off site transport measures to mitigate the development's impact on roads and encourage sustainable modes of transport
- One 1.5 form entry primary school and one 2 form entry primary school
- One secondary school
- Green infrastructure and neighbourhood play areas, and a comprehensive package of on-site open space in accordance with standards.

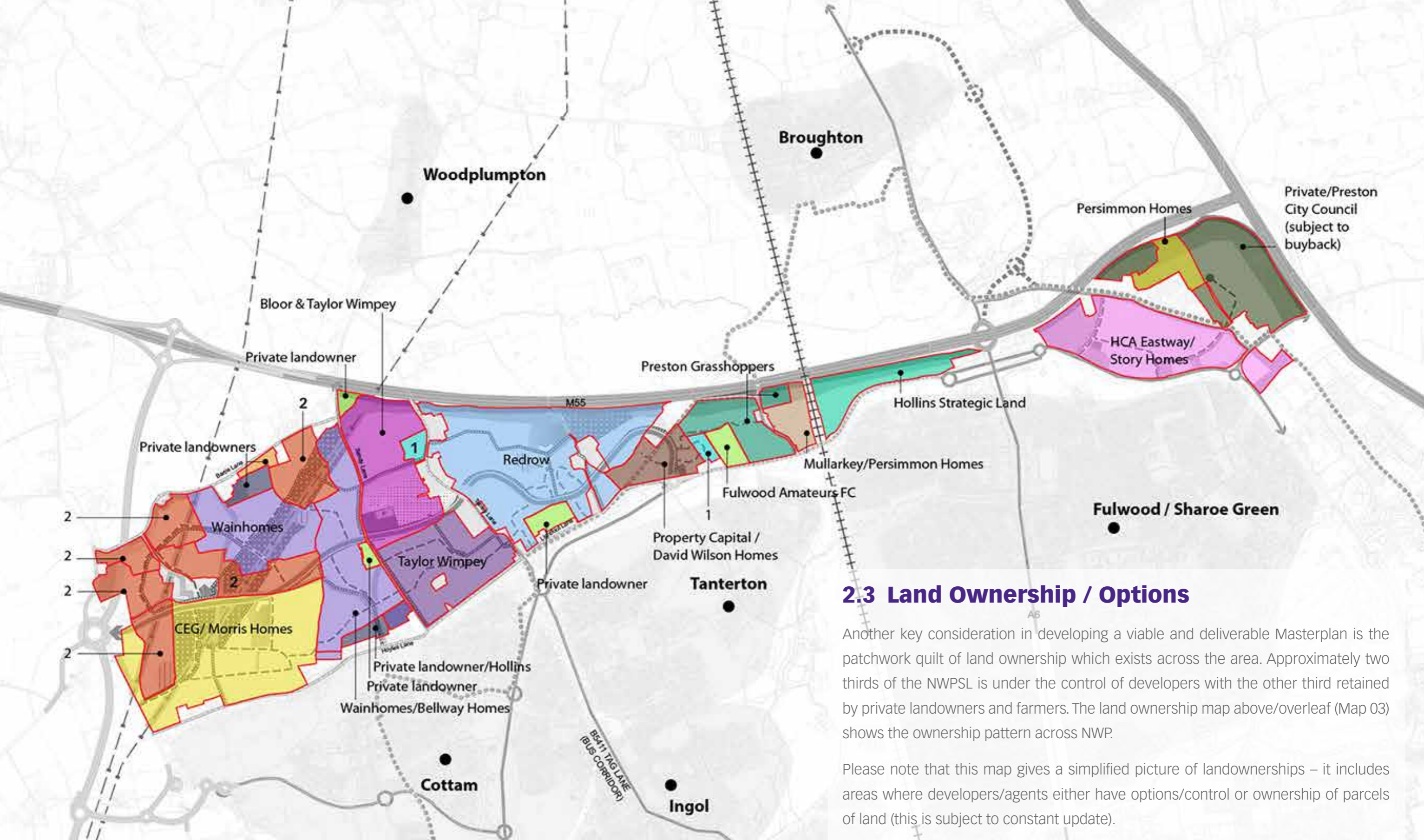
Development will be allowed in advance of the completion of the entirety of the Preston Western Distributor Road and the East-West Link Road provided that development does not result in any severe impacts upon the existing highway.

It should be demonstrated in any planning applications that the proposal would not prejudice the delivery of adjoining land and would support an integrated and coordinated approach to the development of the North West Preston Strategic Location. Such proposals should:

- promote connectivity, ease of movement and legibility both within the individual development site and across the area as a whole; homes should have easy access to local services by a range of sustainable transport choices;
- provide a range of house types and supporting community uses; the density of development and mix of uses should reflect the location of the site within the context of the wider area;
- be designed in order to create a high quality townscape and an appropriate sense of enclosure including the delivery of a clear hierarchy of streets and spaces across individual sites and the area as a whole taking account, where appropriate, of the relationship with the East-West Link Road;
- provide high quality public and private spaces which should contribute to the delivery of a new green infrastructure network across the area;
- support the creation, and ensure the sensitive integration, of car parking and servicing areas within the development and ensure that such areas do not have a negative impact in terms of appearance or function of adjacent sites.

2.2 Existing Planned Development

A key issue that has influenced the Masterplan process is the recent planning activity which has taken place within and adjacent to the Masterplan area. Significant within this are a number of existing planning permissions. In preparing the Masterplan, these existing proposals have been taken into account, helping to shape the location and disposition of development and access arrangements. The general principle adopted has been to integrate existing and proposed layouts where possible.



2.3 Land Ownership / Options

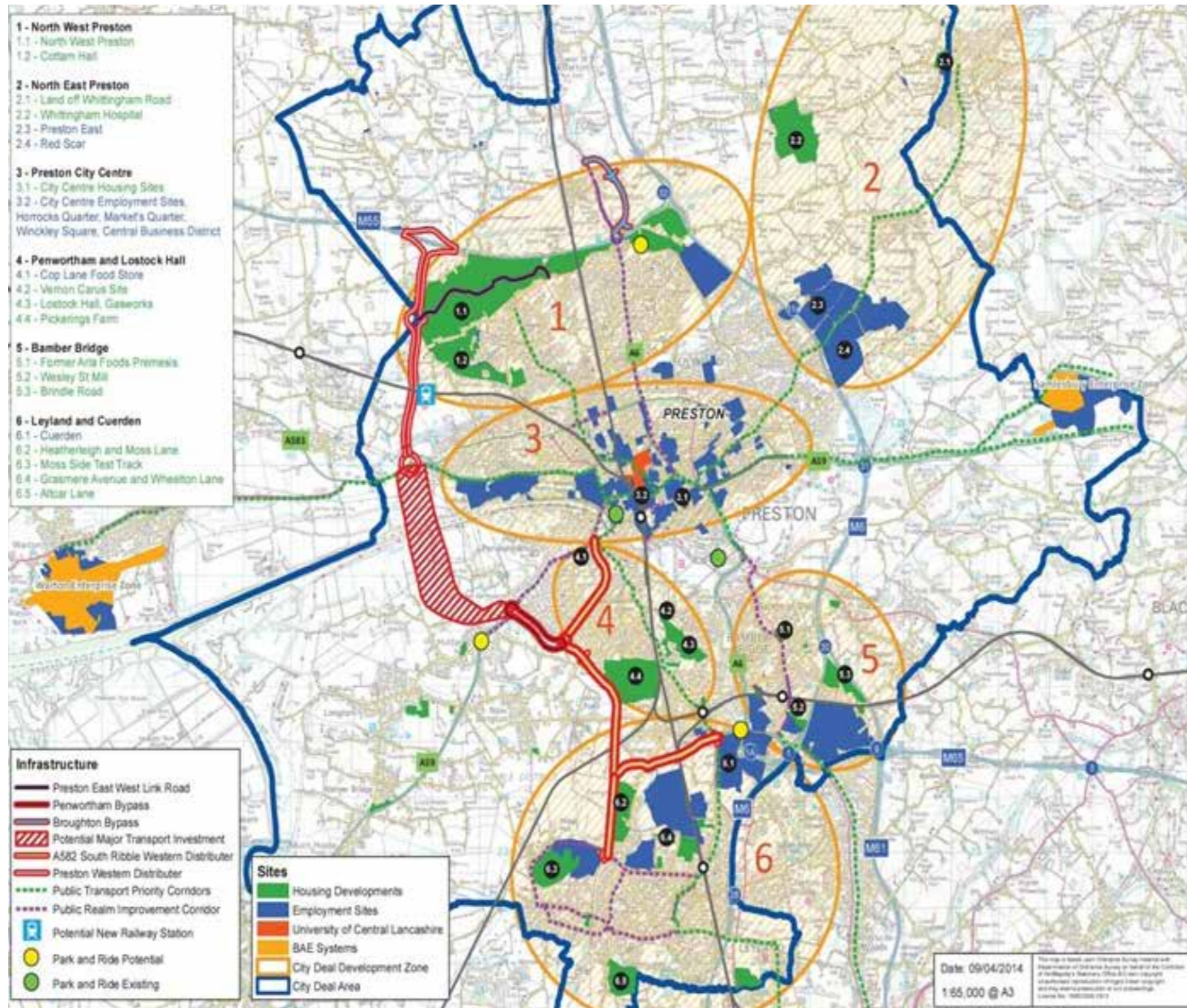
Another key consideration in developing a viable and deliverable Masterplan is the patchwork quilt of land ownership which exists across the area. Approximately two thirds of the NWPSL is under the control of developers with the other third retained by private landowners and farmers. The land ownership map above/overleaf (Map 03) shows the ownership pattern across NWP.

Please note that this map gives a simplified picture of landownerships – it includes areas where developers/agents either have options/control or ownership of parcels of land (this is subject to constant update).

MAP 02 - Simplified land ownerships / options (as of March 2017)

- 1-Private landowner: client of Armistead Barnett
- 2-Private landowner: client of P.Wilson & Company





MAP 03 - City Deal

2.4 City Deal

City Deal for Preston, South Ribble and Lancashire was approved in September 2013. It plans to deliver a ten year economic regeneration programme that will deliver:

- **20,000 new private sector jobs**
- **£1bn growth in Gross Value Added (GVA)**
- **17,420 + new homes; and**
- **£2.3m in leveraged commercial investment**

City Deal will be facilitated by the delivery of critical highway infrastructure, improved transport solutions and community infrastructure. North West Preston will benefit from a City Deal project, the proposed Preston West Distributor road (PWD), which will run in a north south direction, potentially crossing land at the far western boundary of the Masterplan area. Construction of the PWD is a pre requisite to achieving a long term solution to existing traffic congestion and realising the full development potential of the NWPSL.

LCC is working towards construction of the PWD and is also committed to deliver a new East West Link Road in advance of this. The new East West Link Road is also a pre requisite to achieving a long term solution to existing traffic congestion and realising the full development potential of the NWPSL. The City Deal allows the County to use forward funding to deliver this new infrastructure and this is vital to achieving delivery.

3 Original Area Appraisal Summary



North West Preston typical landscape

The Masterplan study area comprises circa 319 hectares of land located to the north west of Preston. The location is divided into two by the West Coast Main Line (WCML). The Masterplan area is arranged and managed as numerous fields comprised of predominantly improved pasture, separated by hedgerows. There are a number of non-designated historic structures within the Masterplan boundary, however these do not present any significant constraints to development.

Most of the fields in the study area are used for agricultural purposes and split across a large number of different shapes and sizes. Within these there is an underlying pattern of rights of way, footpaths, field ponds, field rows and natural features that will work as important points of reference to generate areas for development. Other notable uses include the leisure facilities (Grasshoppers RUFC) along Lightfoot Lane.

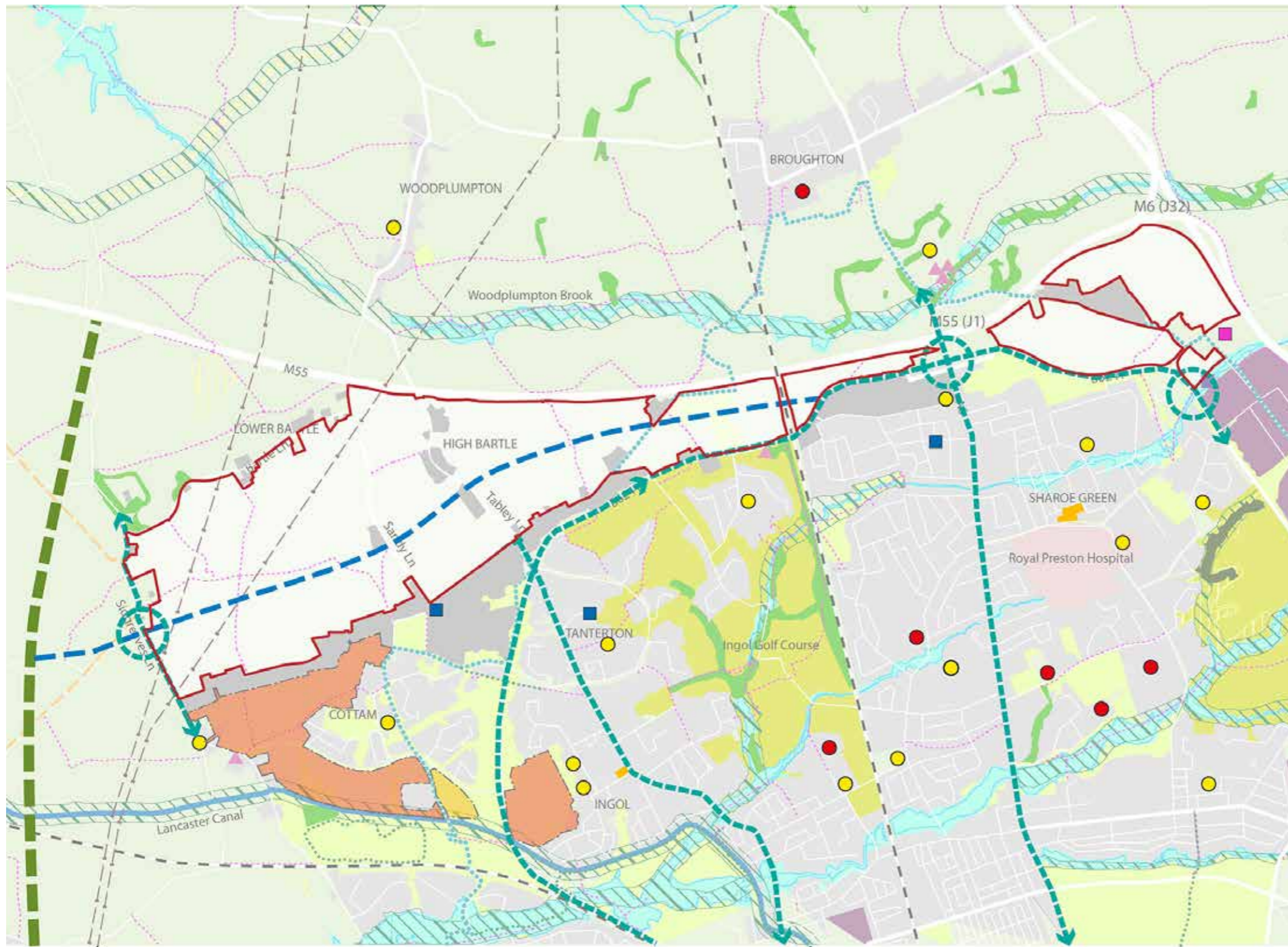


Land off Sandyforth Lane

Existing residential development along Hoyles Lane, Sandy Lane, Bartle Lane and Tabley Lane has its own distinct character and image. These areas will be affected by the new development proposed and in order to sensitively deal with the interface and transition between these existing and new areas of development good urban design is necessary.

The existing road network provides a useful starting point for developing the movement framework for the area to be developed. Developing a comprehensive understanding the function and capacity of the strategic highway network, existing local lanes (Hoyles Lane, Tabley Lane, Sandy Lane, the B6241 and Sidgreaves Lane) and potential issues arising from new development has been essential to bringing forwards sustainable transport solutions

A summary appraisal map of the NWP and adjacent areas is shown overleaf. A more detailed area appraisal summary is located at **appendix 6.1**.



- Proposed residential & commercial developments
- Proposed Cottam local centre
- Existing primary school
- Existing secondary school
- Potential gateway
- Key existing routes
- Potential local distributor
- Potential western distributor
- Existing local centres within 10 min walk

- Existing local centre
- Area of major open space
- Biological heritage site
- Existing residential area
- Existing employment area
- Open space and park
- Woodland
- Wildlife corridor
- Floodzone 2
- Floodzone 3
- Overhead powerlines
- Railway
- Guild Wheel route
- Cycleway
- Public right of way
- Preston City boundary
- Listed building
- Record of scheduled monument

MAP 04 - Original Area Appraisal

4 The Masterplan

The Main Masterplan Indicative Framework Plan is shown further overleaf in Map 05. The Masterplan is underpinned by the supporting work listed below (available via the website):

- Design principles (see Chapter 5);
- Baseline report & supporting documents
- Area appraisal (see summary at Appendix 6.1);
- Transport modelling;
- Consultation – refer to most recent consultation statement (March 2017)
- Existing development proposals and consents;
- Delivery and Implementation Plan (subject to review/update)
- Health Impact Assessment
- Heritage assets review (see Section 4.8)

A summary of the **over-arching design principles** underpinning the Masterplan is shown in Fig. 4.0 overleaf.

In summary - key community facilities are indicatively co-located (where possible) and spread across the masterplan area in sustainable locations. These are locations where they should have easy access by walking, cycling and public transport – to help create sustainable neighbourhoods in line with policy.

Further detailed guidelines and principles adopted are outlined in Section 5.

Several key requirements were established following consultation, including:

- A link road which serves the entire area;
- The delivery of the Preston Western Distributor to provide long term capacity to help alleviate congestion at M55 junction 1/A6;
- Avoidance of additional traffic using rural lanes;
- The provision of well-designed and attractive housing sympathetic to existing residential areas;
- Provision of attractive and useable open space for recreation; and
- Provision of local centres with a range of services to serve new and existing communities.

Table 4.0 further overleaf sets out an indicative land use budget adopted by the Masterplan, again informed by supporting work listed above.

Recommended Electricity pylon buffer zones (60m):

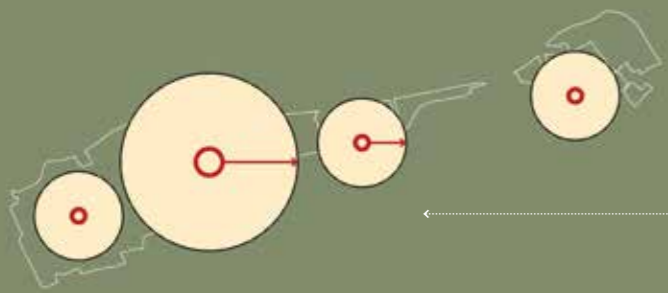
Two high voltage **400kv** electricity pylons run through the west side of the masterplan area. The government set up a Stakeholder Advisory Group on Extremely Low Frequency Electric and Magnetic fields (SAGE). SAGE found a possible link between Electric/magnetic fields and childhood leukaemia. Based on this SAGE recommends:

Derived from a magnetic-field level of 0.4 microteslas (μT); SAGE consider the minimum horizontal distance from centre-line of cables to nearest part of a building should be maintained at:

- 60m for 275kv and **400kv** cables (and 30m for 66kv, 110kv and 132kv cables)

Also see additional guidance in section 4.7: Utilities and drainage.

Key masterplanning principles



◀ Sustainable neighbourhoods

- Based on walking from home to school, work, the park, the shops and the library
- Each centre will have a range of facilities these could include schools, local shops and services, parks, jobs and a range of housing
- Different possibilities for the location, size and number of centres

Green infrastructure ▶

- A range of different types of green space - playing fields, gardens, parks, allotments and natural amenity areas
- Space for relaxing, playing, sport, for learning and for growing food



Accessible centres ▶

- Accessible from each other and from Cottam Hall, Tanterton, Fulwood/Sharoe Green and other local communities
- Accessible by foot, by cycle, by public transport and car
- Centres can be located where they best serve the local community and where they benefit from passing traffic



◀ Buffers and integration

- Opportunities for linkages between new and established communities
- Green open spaces around sensitive edges and a green buffer to mitigate noise and air pollution from the M55



◀ Addressing Constraints

- Designed around the constraints of the M55, overhead power lines, north-west coast mainline, and sensitivities of existing residential development

Travel choices ▶

- Real options for travelling within the new community - on foot, by cycle, by bus or car
- Integrated network of streets connected to the green infrastructure and existing routes such as the Guild Wheel.
- Walkable neighbourhoods



◀ Community facilities

- Each centre will have a range of new, high quality community facilities to meet local needs - primary schools, health facilities and parks
- Potential for a state-of-the-art secondary school
- Facilities planned when and where they are needed



Fig. 4.0 above – Key Masterplanning principles underpinning the Main Framework Plan (overleaf)

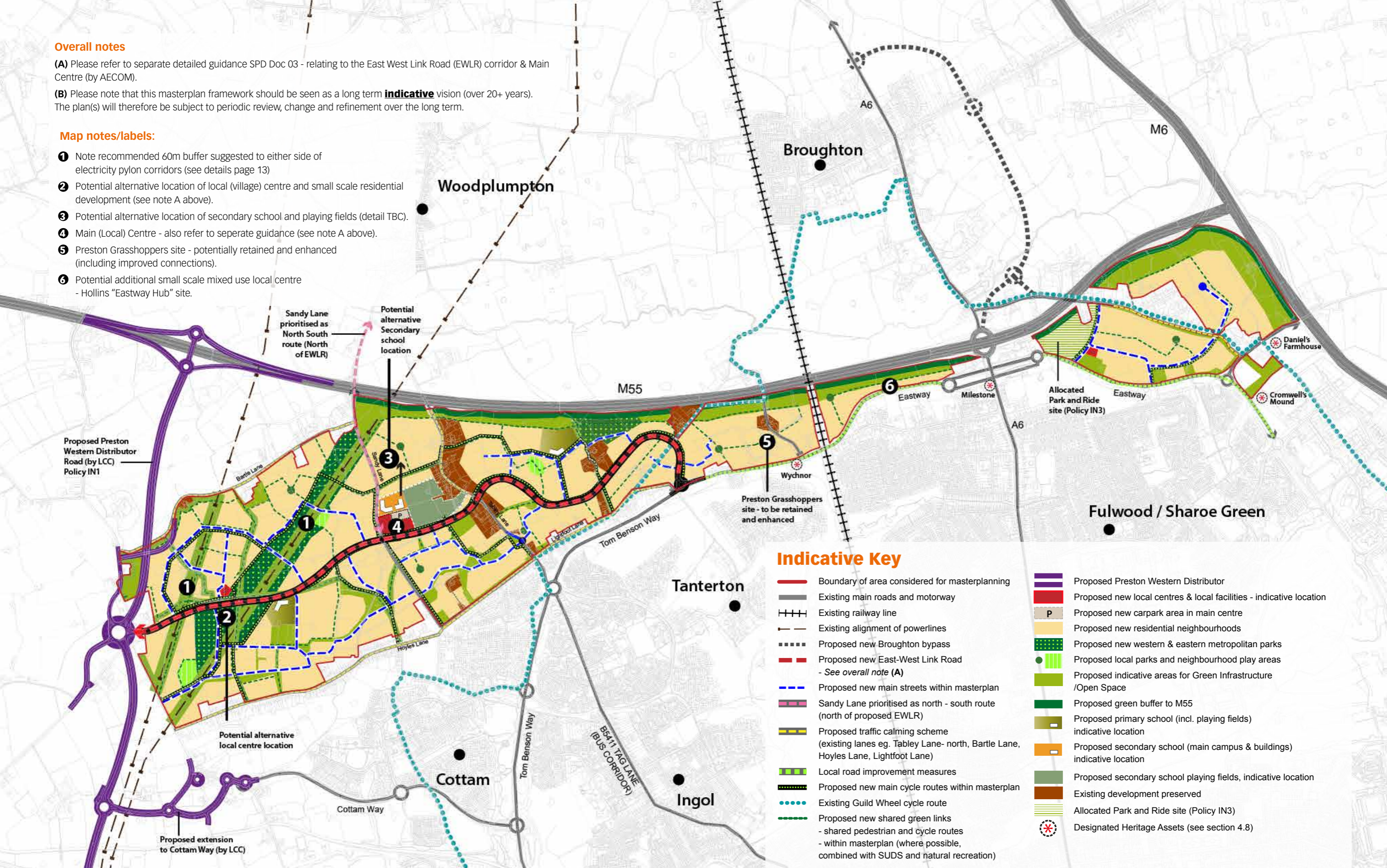
Overall notes

(A) Please refer to separate detailed guidance SPD Doc 03 - relating to the East West Link Road (EWLR) corridor & Main Centre (by AECOM).

(B) Please note that this masterplan framework should be seen as a long term **indicative** vision (over 20+ years). The plan(s) will therefore be subject to periodic review, change and refinement over the long term.

Map notes/labels:

- 1 Note recommended 60m buffer suggested to either side of electricity pylon corridors (see details page 13)
- 2 Potential alternative location of local (village) centre and small scale residential development (see note A above).
- 3 Potential alternative location of secondary school and playing fields (detail TBC).
- 4 Main (Local) Centre - also refer to separate guidance (see note A above).
- 5 Preston Grasshoppers site - potentially retained and enhanced (including improved connections).
- 6 Potential additional small scale mixed use local centre - Hollins "Eastway Hub" site.



Indicative Key

- Boundary of area considered for masterplanning
- Existing main roads and motorway
- Existing railway line
- Existing alignment of powerlines
- Proposed new Broughton bypass
- Proposed new East-West Link Road - See overall note (A)
- Proposed new main streets within masterplan
- Sandy Lane prioritised as north - south route (north of proposed EWLR)
- Proposed traffic calming scheme (existing lanes eg. Tabley Lane- north, Bartle Lane, Hoyles Lane, Lightfoot Lane)
- Local road improvement measures
- Proposed new main cycle routes within masterplan
- Existing Guild Wheel cycle route
- Proposed new shared green links - shared pedestrian and cycle routes - within masterplan (where possible, combined with SUDS and natural recreation)
- Proposed Preston Western Distributor
- Proposed new local centres & local facilities - indicative location
- P Proposed new carpark area in main centre
- Proposed new residential neighbourhoods
- Proposed new western & eastern metropolitan parks
- Proposed local parks and neighbourhood play areas
- Proposed indicative areas for Green Infrastructure /Open Space
- Proposed green buffer to M55
- Proposed primary school (incl. playing fields) indicative location
- Proposed secondary school (main campus & buildings) indicative location
- Proposed secondary school playing fields, indicative location
- Existing development preserved
- Allocated Park and Ride site (Policy IN3)
- Designated Heritage Assets (see section 4.8)

MAP 05 - Main Masterplan indicative framework (March 2017)



	Ha	
GROSS DEVELOPMENT AREA (measured in cad)	319.74	
FACILITIES LAND BUDGET	11.62	4%
2 no. Primary School	3.54	
1 no. Secondary School - Playing Fields	4.65	
1 no. Secondary School - Main campus + Building	1.22	
1 no. Main local Centre	1.84	
3 no. Local Centre	0.37	
INFRASTRUCTURE	40.50	13%
East-West Link	9.74	
Primary Roads	17.39	
Buffers to the M55	13.38	
EMPLOYMENT	1.18	0.4%
EXISTING AREAS NOT AFFECTED	11.76	4%
GI & CORE OPEN SPACE	77.27	24%
Green Infrastructure (incl green strips under powerlines)	53.65	
Eastern Park	2.92	
Western Park	15.53	
Neighbourhood Play Areas	5.16	
RESIDENTIAL AREA	177.41	55%
	TOTAL AREAS 319.74	100%
POTENTIAL NO UNITS	5,322	HOMES
Average Density	30 dwellings per net hectare	

The main components of the Masterplan are detailed in the following sections and in summary include:

- Residential & Employment (Section 4.1);
- Community Infrastructure (Section 4.2);
- Transport & Access (Section 4.3);
- Bus Routes & Public Transport (Section 4.4);
- Green Infrastructure (Section 4.5);
- Biodiversity (Section 4.6);
- Utilities and Drainage (Section 4.7);
- Heritage Assets (Section 4.8);

TABLE 4.0 - Potential land use budget of the indicative Masterplan

4.1 Residential and employment provision

4.1.1 Residential

The Masterplan assumes an average density across the whole net developable area of 30 dwellings per hectare, which gives a total potential yield of 5,322 homes. This average density is consistent with Policy 5 Housing Density of the CLCS and is in line with developer advice received during consultation. Housing density should not be uniform. New housing adopting different densities will ensure that appearance of new development is not monotonous and that a range of house sizes are provided. In general terms density should be higher where development is located near or within planned local centres.

Based on discussions with developers the likely indicative mix of housing sizes to be delivered across the area is set out below:

No. of Bedrooms	% of 5,322 units	No. of Dwellings
1	0	0
2	0.15	780
3	0.4	2,130
4	0.35	1,820
5	0.1	520
TOTAL	100	5,322

TABLE 4.1 - Potential indicative mix of housing



Typical Residential Higher Density exemplar

Discussions should be held with Preston City Council as to the preferred affordable housing mix for any given scheme. It is likely that affordable housing needs will change over the delivery period of the Masterplan and flexibility will be required to address housing needs. Proposals must reference the existing SHMA (and subsequent updates); CLCS Policy 7: Affordable and Special Needs Housing and Central Lancashire Affordable Housing SPD, and any additional policy requirements.

All new housing should reflect the Council's current approach to achieving sustainability / energy efficiency standards, as set out in current policy / guidance / legislation.

Also refer to next section (5) for design principles, including principle 4 relating to Density & Mix of Uses.

4.1.2 Employment

New employment within the Masterplan area will be limited but is anticipated and supported in the following areas:

- **Provision of live/work units at local centres – subject to market demand;**
- **New workspace at HCA's Eastway site – c. 11,800 sq m; and**
- **Local apprenticeship and employment opportunities will be encouraged. Central Lancashire Employment Skills SPD is expected to provide further details.**



Medium to Lower Density exemplar

4.2 Community Infrastructure

To deliver healthy, attractive and sustainable new communities, the Masterplan provides a range of facilities and services. The options consultation exercise identified that the preferred option was to deliver services via a main (central) local centre supplemented by smaller local centres, rather than an all-encompassing larger centre. The locations of these have been strategically placed (and co-located where possible) making them accessible by walking and cycling, supporting healthy communities. Local centres may include a mix of uses including health and community based services as well as retail outlets.

Community centres need to be local to the area that they are intended to serve. Large scale development such as this can create issues relating to social isolation and sterile social environments and therefore there will be a need to support and foster community activity and involvement. It is felt relying on existing facilities of those in the surrounding area which are too distant would be inadequate. The provision of one main community centre is therefore strongly promoted (probably co-located with other uses).

As part of the consultation process, and as part of the Masterplan development, the need for and value of providing retail uses has been considered. Detailed soft market testing has not been undertaken, however local agents have commented that this scale of new development would benefit from a local provision of food retail, convenience shopping and personal services e.g. hair salon. The likely need for local retail provision has been confirmed within the Health Impact Assessment and indeed during the preparation of the Masterplan an enquiry from a food retail operator has been expressed to PCC.

The retail hierarchy defined in the Core Strategy makes it clear though that nearby Cottam Brickworks is the designated district centre for this part of Preston, so it is important to ensure that the scale of new retail provision at North West Preston respects this. The Masterplan assumes a main local centre at the junction of the planned new EWL and Sandy Lane, supported by other smaller local centres as shown in the indicative, main Masterplan drawing (**MAP 05**). It is at the main local centre that larger scale retail facilities should be directed, however the scale of these should not affect the deliverability and viability of the proposed district centre within the Cottam Strategic Site.



Community exemplar

4.2 Community Infrastructure continued

Schools

Based on Lancashire County Council assessments* it is expected that the scale of new development will require two primary schools (both with 2 form entry) and one secondary school. The secondary school has been located at or close to the centre of the NWP area such that both existing and new communities can benefit.

The primary schools have been located to maximise the potential for walking and cycling. The location of the primary school to the west is considered to be sufficiently distant from overhead electricity transmission lines to ensure that the school remains attractive to parents. Where possible and practical the two primary schools have been co-located with the local centres in order to foster viability, effective place making and reduce journeys, particularly by car.

During consultation it was suggested that the decommissioned Tulketh High School could be reopened to provide secondary school places for the new community in North West Preston. This however was not seen as a viable option as the catchment area in which Tulketh High School covers is not in need of a new school provision, and in any event, the Tulketh High School site is now in the process of being sold.

The Lancashire Constabulary has been consulted during the development of the Masterplan. Security requirements considered to be good planning practice should be incorporated into all development proposals. This includes 'Secured by Design Security Standards Part 1 Layout and Part 2 Physical Security'. In addition, each individual planning application made to Preston City Council should have an accompanying Crime Impact Statement in accordance with PCC's validation checklist

<https://www.preston.gov.uk/article/5129/Validation-Checklist-for-Planning-and-Other-Applications>

The scale of the development will require policing resources and it is recommended that a police point is designed into the scheme at the early planning stages. Funding opportunities will need to be explored for this facility.

In summary a development of this size will require a range of community facilities to make it sustainable and attractive. These features (in line with Local Plan Policy MD2) are listed in **Table 4.2** below along with their justification.

* LCC consider the projected surplus/shortfall of primary and secondary places, taking into account births, migration and housing to determine demand for school places against the capacity of local schools. Where there is a projected shortfall of places an education contribution is sought from housing developers, based on a calculated pupil yield per dwelling, to address the projected shortfall of places. Further information about the Pupil Projections and Education Contribution Methodology is available at the following link:

<http://www.lancashire.gov.uk/council/planning/planning-obligations-for-developers.aspx>

All schools in the masterplan area will need to be designed in accordance national guidance laid out in Building Bulletin 103 – link available here:

<https://www.gov.uk/government/publications/mainstream-schools-area-guidelines>

TABLE 4.2 - NWP-Proposed Community Infrastructure

Facilities	Justification
Primary School x 2 (anticipated to be both 2 form entry minimum)	Contained in the section 123 list in the adopted CIL, based on LCC's pupil projections, calculated on the forecasted 5,322 dwellings. (Please note that the projections will need to be further reviewed in response to future planning applications).
Secondary School	Based on LCC's pupil projections, calculated on the forecasted 5,322 dwellings. (Please note that the projections will need to be further reviewed in response to future planning applications).
Health Facilities	<p>The Masterplan and Policy MD2 identify the provision of a new health centre for NW Preston. This is included on the CIL 123 List together with the expansion of the existing facilities at Ingol Health Centre.</p> <p>In terms of the provision of a new health centre the City Council have discussed the level of provision required with the Greater Preston/Chorley and South Ribble Clinical Commissioning Group (CCG). Following these discussions the preferred option is to upgrade and expand the existing facilities at Ingol Health Centre to serve the NW Preston area rather than create an additional facility at NW Preston. This should allow a more effective and coordinated approach to the delivery of patient services in the area.</p> <p>This approach will be kept under review to ensure patient capacity at Ingol Health Centre can meet the additional demand from the level of development proposed for NW Preston.</p>
Community / Leisure Facilities	<p>The consultation masterplan identified the provision of up to 4 community centres for NW Preston. It is accepted that this is an unrealistic aspiration given the resources and funding available to support new community facilities.</p> <p>The preferred option is to look to co-location of any community/leisure facilities with either the new schools or at the Preston Grasshoppers site given that they are remaining in the area and already provide a range of leisure activities together with facilities for meetings/functions.</p>
Live/work units & Employment provision	<p>New employment within the Masterplan area will be limited but is anticipated and supported in the following areas:</p> <ul style="list-style-type: none"> • Provision of live/work units at local centres – subject to market demand; • New workspace at HCA's Eastway site – c. 11,800 sq m; and • Local apprenticeship and employment opportunities will be encouraged. Central Lancashire Employment Skills SPD is expected to provide further details.

PLEASE NOTE: The delivery of the identified infrastructure (from Policy MD2) – roads, community and greenspace - will be set out in an accompanying NW Preston Delivery Plan. The Delivery Plan will identify the type and cost of the infrastructure required along with the appropriate mechanisms (CIL, S106, S278) for their implementation.

4.3 Transport & Access

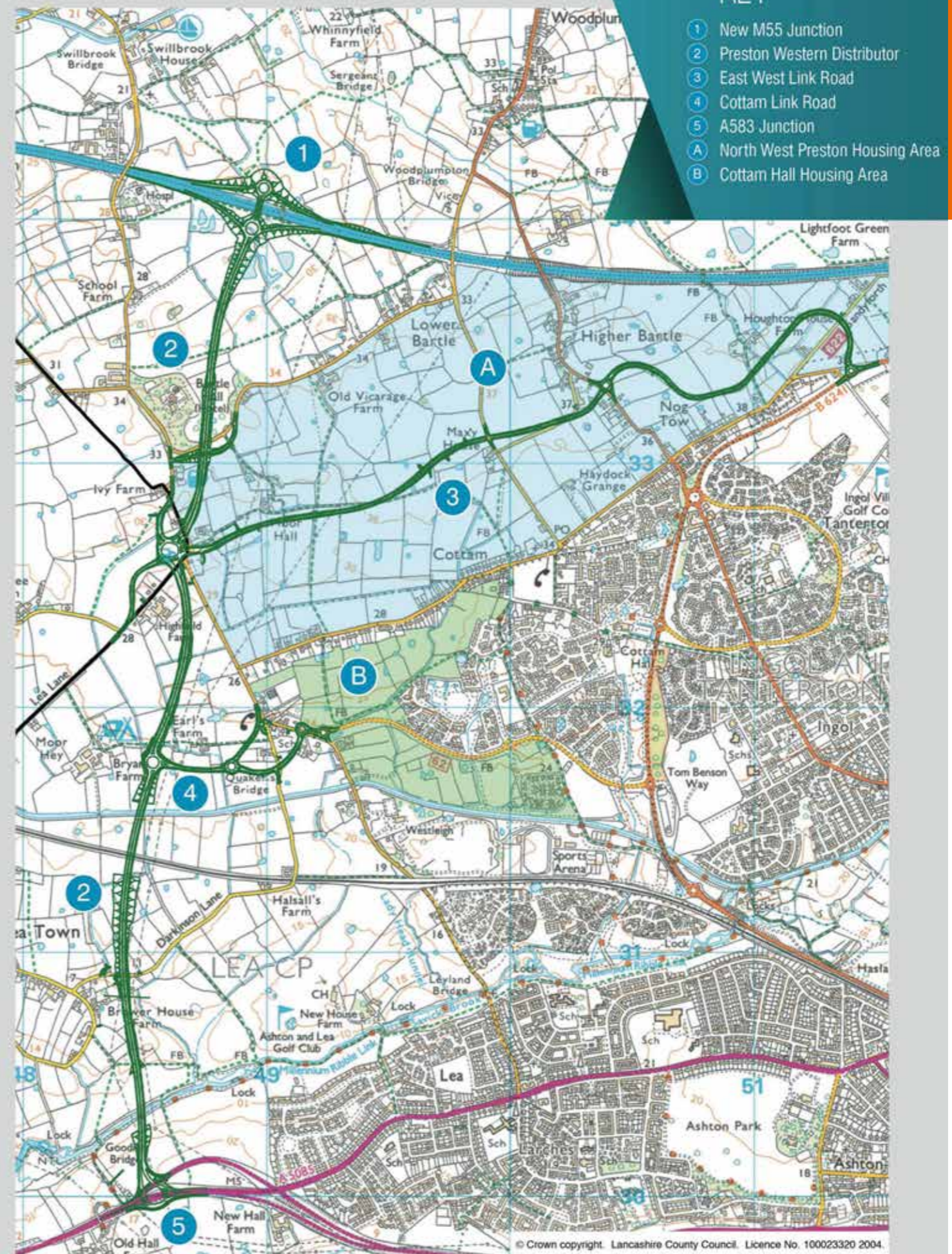
A major concern of local communities during the masterplanning process was existing traffic congestion and the impact that such a large scale development would have on an already congested local highway network. The Baseline review also identified that these issues required a careful, considered response.

Establishing a good transport network is essential for unlocking the development potential of the area. A Transport Assessment was undertaken to inform the background Masterplan work and can be viewed on the Preston City Council's website*. The Transport Assessment involved traffic generation forecasting and modelling to determine the impacts on the local highway network and to help determine an appropriate transport solution. This has been updated as part of the Lancashire County Council (LCC) planning application for the East West Link Road (EWL) and Preston Western Distributor (PWD)**.

The Transport Assessment found that due to the proposed scale of development major investment in infrastructure is warranted. New roads, bus services, pedestrian and cycle routes will be needed to provide capacity and connectivity to satisfy future travel demands. Fully integrating the new infrastructure and services with existing facilities in the surrounding suburban and rural areas will also be vital to the success of extending the urban area.

*NW Preston Masterplan

**Further Detail of the PWD & EWL is available via the LCC planning application LCC/2016/0046
<http://planningregister.lancashire.gov.uk/PlanAppDisp.aspx?recno=6948>



4.3 Transport & Access

The Masterplan has been developed within the context of several transport proposals. Lancashire County Council's (LCC) 'Central Lancashire Highways & Transport Masterplan' (CLHTM), March 2013, proposes a Preston Western Distributor (PWD) road and an East West Link (EWL) to serve the new housing areas in North West Preston as well as the proposed Enterprise Zone site at Warton. The PWD will be a dual carriageway road running from a new junction on the M55 (Junction 2) near Bartle to the A583/A584 at Clifton*.

The PWD will have two mid-point junctions, one with the EWL running in an easterly direction through the North West Preston development area and a second junction linking to Cottam Way. The proposed road infrastructure will provide new capacity to accommodate future growth in traffic as a result of NWP development as well as providing improved access to further housing development at Cottam Hall. The CLHTM also proposes a new parkway station for rail based park-and-ride on the Blackpool-Preston line and 'rapid bus transit' from North West Preston/Cottam-Ingol to Preston City Centre.

Improvements to M55 Junction 1 (as indicated in the CLHTM) were completed in 2014 involving local widening and the installation of traffic signals at the existing roundabout. Together with the anticipated opening of the proposed Broughton Bypass in 2017, these improvements will provide much needed additional capacity for accessing the motorway network as well as for north-south movements along the A6. LCC in conjunction with Highways England have identified slip road improvements at M55 Jct. 1 (on Highways England's network) which can provide additional capacity at the roundabout. These improvements would be dependent on funding secured by development to come forward as they are not included in the CIL 123 List.

Without mitigation, traffic generated by the new development would increase pressure on several, existing residential areas and country lanes including Bartle Lane, Hoyles Lane, Lightfoot Lane and Tabley Lane. Due to the sensitivity of such areas to major increases in traffic, several mitigation measures are proposed. These include adopting the main north-south route using Sandy Lane (north of the proposed EWL) with appropriate road width and footpath improvements and new design, signage and traffic calming measures along Tabley Lane north of the EWL. These measures should include changes in traffic management at the junction of Tabley Lane/Sandy Lane to support and prioritise the main north-south route on Sandy Lane (north of the proposed EWL).

Traffic calming should also be implemented along Bartle Lane, Hoyles Lanes and Lightfoot Lane to discourage through traffic. There is also the potential for closing sections of Lightfoot Lane and Tabley Lane north of the EWL, should more stringent measures be required to remove through movements and encourage use of the EWL. The section of B5411 Tabley Lane south of the EWL will remain open to traffic. Recent traffic modelling and forecasting (by LCC) has indicated that this section will in future experience increased peak period traffic volumes, but this would not be to unacceptable/severe levels.

*For the latest updates on timescales and projects please see the city deal website.

An overarching Travel Plan will also be required for all major development and any other proposals which would have significant transport implications in order to encourage travel by sustainable modes (walking, cycling and public transport) and to discourage single occupancy car use.

Link to validation checklist here:

<https://www.preston.gov.uk/article/5129/Validation-Checklist-for-Planning-and-Other-Applications>

For the Masterplan area a composite movement framework is shown overleaf (**Map 06**).

The focus of a travel plan can be on:

- Active travel (walking and cycling), public transport use and/or car sharing
- The commute or business travel elements within an organisation.
- Trips originating from a location or to a destination.

Further information on travel plans available here:

<https://www.lancashire.gov.uk/business/business-services/business-travel-plans/>

4.4 Bus Routes & Public Transport

Given the scale of development proposed (c.5322 homes) – the development of car clubs*, usage of electric vehicles and incorporation of electric vehicle charging points should also be considered.

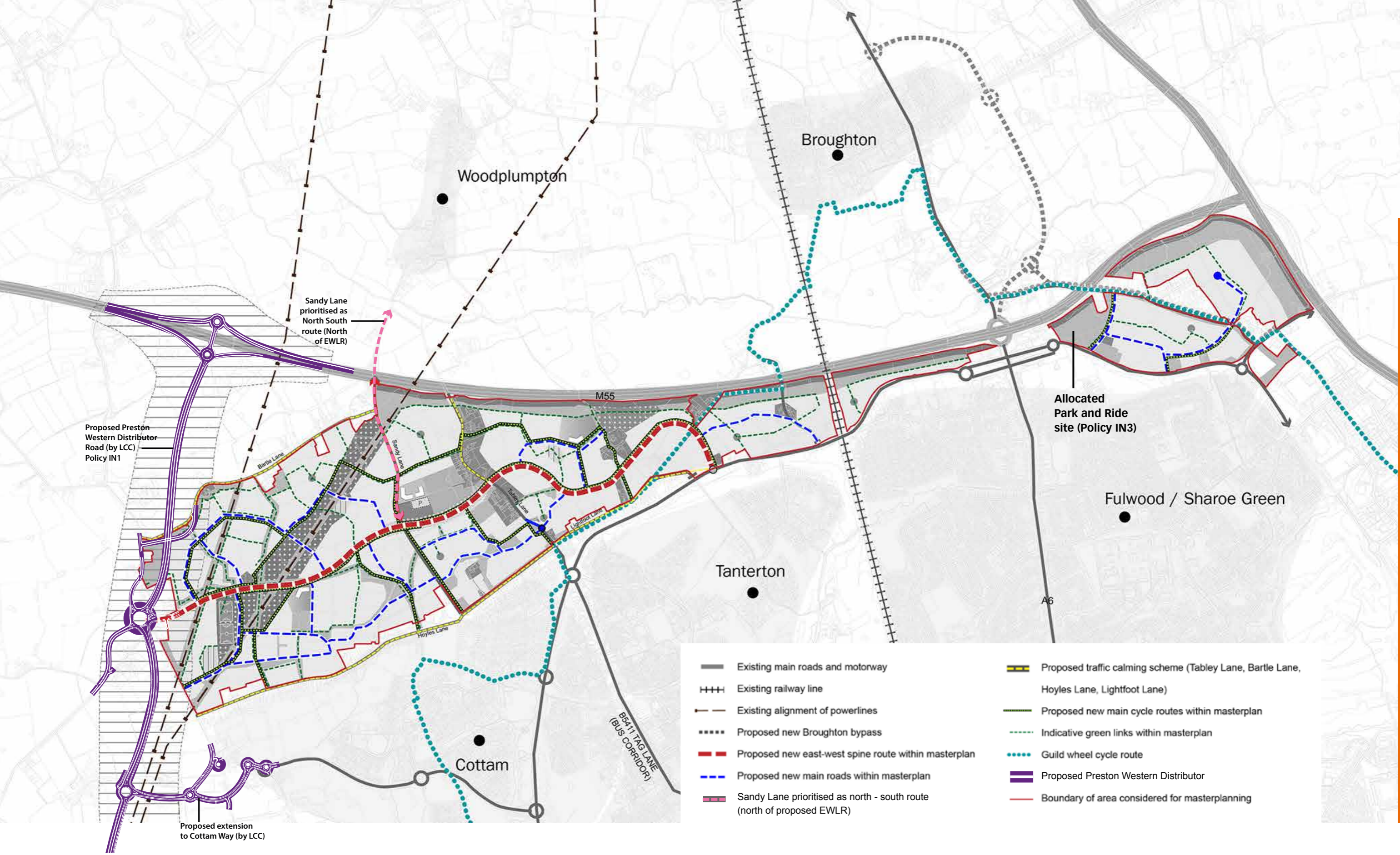
*Car clubs

Car ownership is increasing, with many households owning two or more vehicles. Increased car ownership and use results in more congestion on the roads and increased requirements for parking either at home or at a journey's end. Reducing the number of cars on our roads does not mean that we have to stop driving altogether and establishing a car club is a way to retain the benefits that using a car provides, whilst at the same time reducing overall car ownership.

The basic principle of a Car Club is to provide its members with access to a car on a short-term basis; charging for the use of the vehicle by the hour, day or part day. The vehicles that are used by a car club could be low emission or even fully electric vehicles and would be parked in a range of designated bays across the residential developments forming North West Preston. Access to a vehicle would be by membership that would allow booking of a vehicle online or over the telephone.

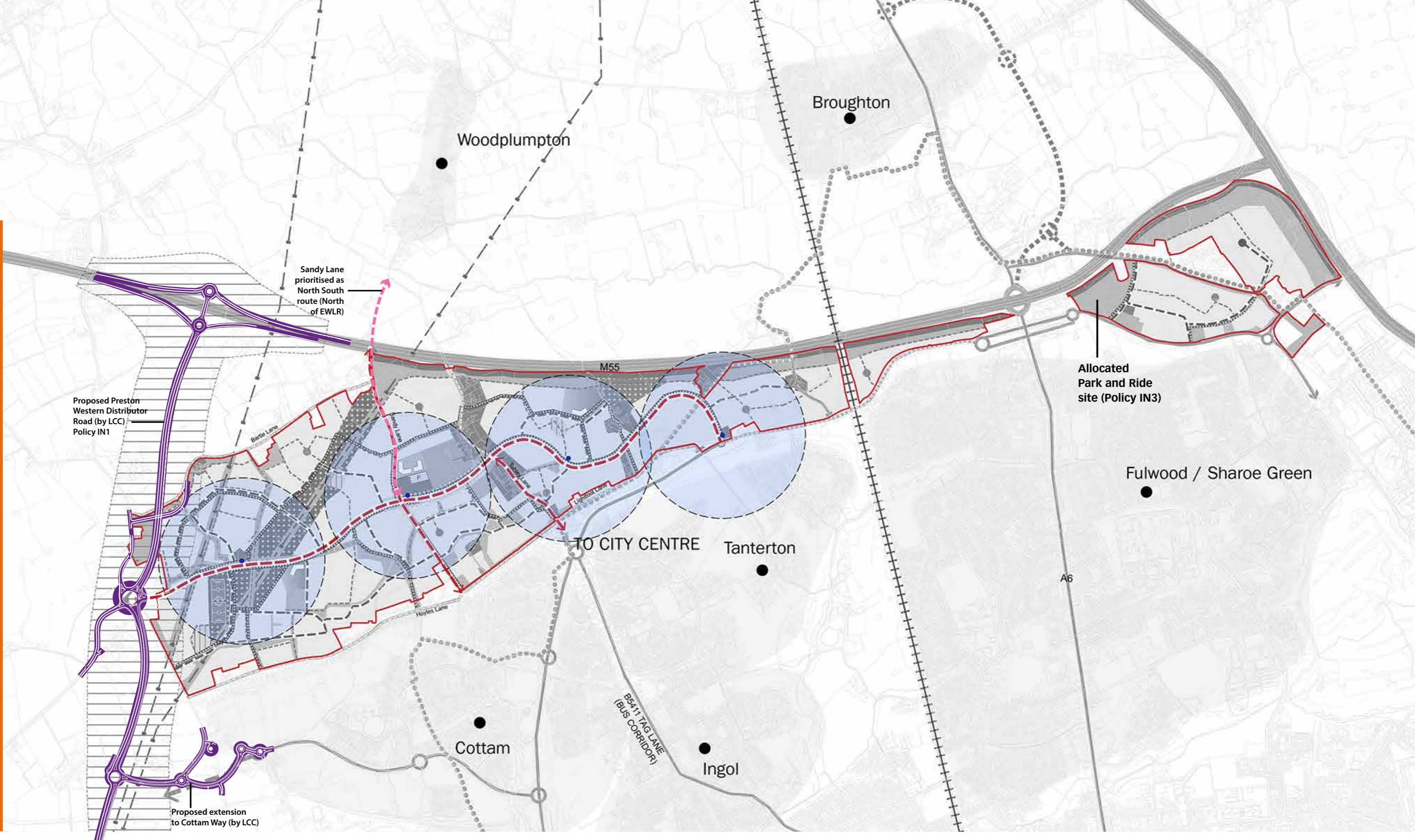
Whilst smaller residential developments may not be of sufficient size to support a sustainable Car Club, collectively the development sites in the North West of Preston can. Provision should therefore be made on sites to identify a suitable parking area for the Car Club vehicle(s) with necessary infrastructure such as bay markings, signage and electric vehicle charging points if appropriate. Bays may be located on the highway but more likely in designated bays adjacent to but off the highway.

New bus services will be required to serve the area to facilitate access to schools, employment and retail areas, including Preston City Centre; the proposed Parkway station at Cottam and the potential for a Park & Ride site on Eastway (a site has been allocated in the Local Plan). It is envisaged that bus services and stops will be provided both along the EWL and within the residential areas to maximise patronage and provide alternatives to car use. The design, routing and frequency of such services will depend on overall street layouts within the housing areas and provision of such services by bus operators working in partnership with local authorities and housing developers. To allow flexibility to extend and/or introduce new bus services in the short to medium term all "new main streets" as defined in the masterplan should be adequate to allow their use by bus services. The second map overleaf (**Map 07**) suggests main bus routes to serve the Masterplan area.

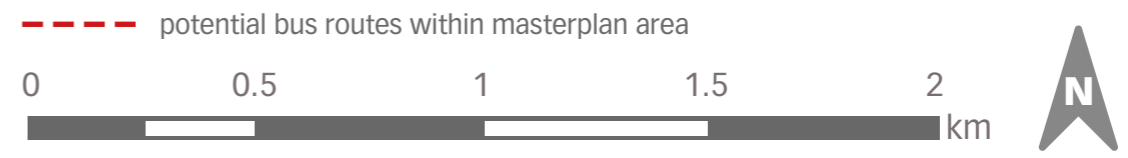


MAP 06 - Movement Framework Map





MAP 07 - Bus routes and main bus stops with 400m catchment areas



4.5 Green Infrastructure

Central Lancashire Open Space and Playing Pitch SPD Consultation Version (2013) prepared by Preston, South Ribble and Chorley sets standards of provision for each Local Authority including Preston. The SPD sets minimum standards for provision of open space, sport and recreation provision to serve new development.

In order to develop a high quality landscape framework providing attractive, sustainable open space, formal parkland, recreation and play areas, the Masterplan has adopted a slightly higher standard based on good practice experience elsewhere and in order to meet Garden City principles. This approach is in line with community consultation responses which supported an attractive landscape framework and the level of provision is also assessed within the overall development viability assessment. This concludes that the quantum of green infrastructure provision is a viable proposition at the overall Masterplan level. Appendix 6.2 sets out a detailed account of the type and quantum of green space adopted by the Masterplan.

The location of green spaces seeks to make beneficial use of the land beneath the overhead electricity power lines which cross the site and is mapped within the indicative layout to accord with known constraints (e.g. existing hedgerows, ponds, restrictive covenant affecting CEG's site) and landscape proposals already developed for those sites with outline consents. In addition distribution has also considered viability and has sought to achieve a balance, avoiding excessive land take affecting any one developer/landowner.

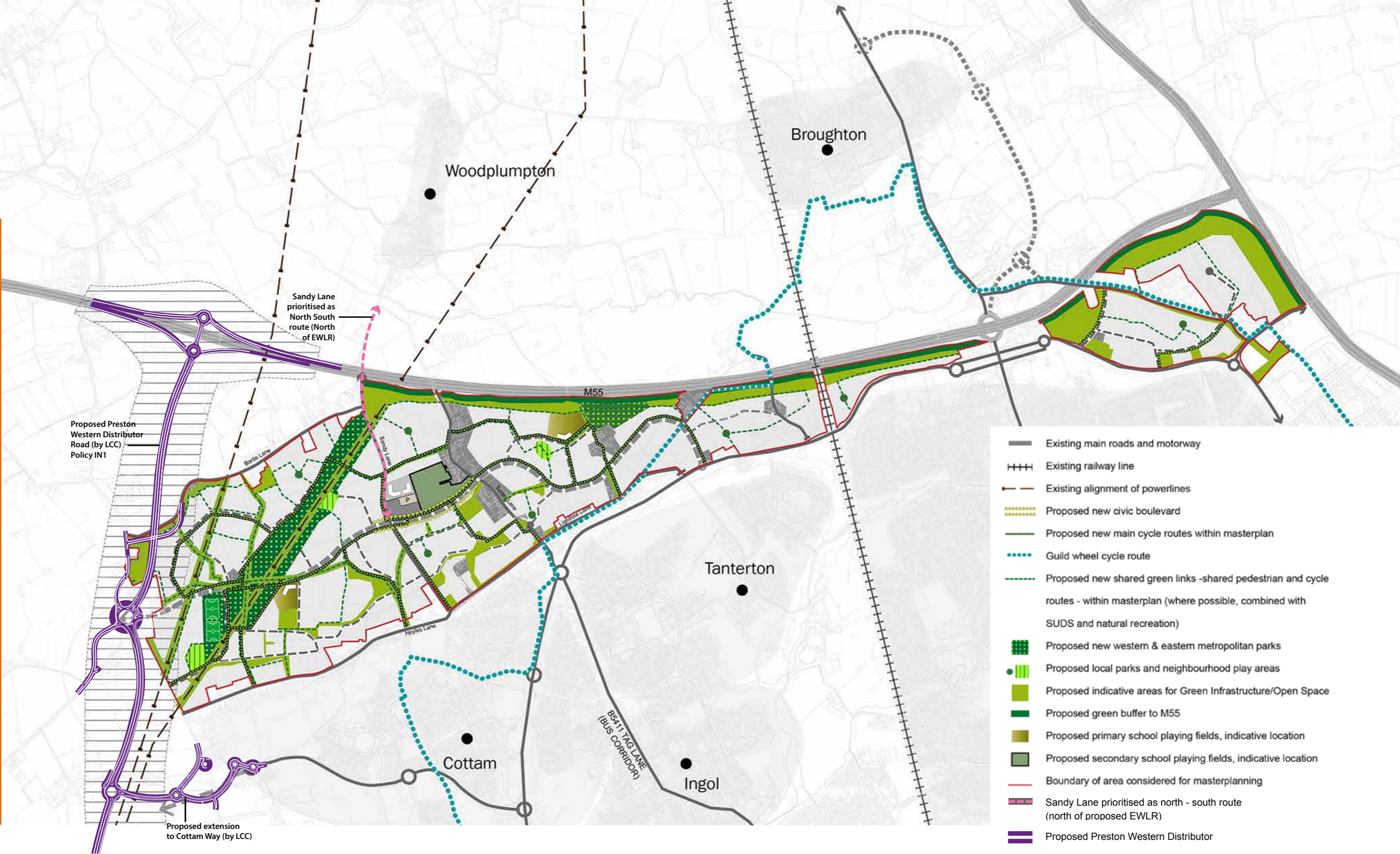
A series of local parks and Neighbourhood Play Areas are located to provide integral components to the wellbeing of new communities that will be created. Also included within the Masterplan is a destination play area which will provide a recreational space for children of all ages.

The proposed Metropolitan Parks will provide substantial areas for a range of activities and purposes for all ages including wildlife habitat retention/enhancement, natural drainage, natural play, destination play, sports, walking, cycling, fitness providing outstanding recreational assets for both new and existing residents. The Western Park is the largest single area of green space and will require further detailed consideration to better establish content. The Eastern Park provides the opportunity for a more formal civic park with landscaped gardens and play areas.



Play area exemplar

Also refer to separate (working draft) proposals for Strategic Greenspaces by the Land Trust.



MAP 08 - Green infrastructure, open space, school playing fields, cycle routes & play areas

4.6 Biodiversity

Proposals for new development will naturally need to consider environmental impact. Development should avoid adverse biodiversity impacts and provide suitable mitigation only when this is not possible, in line with NPPF. Development proposals should seek opportunities to create, expand, enhance and/or re-establish ecological networks, linkages and corridors that permeate through and around the site and should accord with biodiversity supplementary planning guidance.

<https://www.preston.gov.uk/article/1130/Supporting-and-Supplementary-Planning-Documents>

4.7 Utilities and Drainage

Surface water and sustainable urban drainage principles (SUDs)

All new development should explore all methods for mitigating surface water run-off, and manage surface water in the most sustainable, effective and appropriate way. Developers/applicants should clearly demonstrate with evidence how the following drainage hierarchy has been applied as part of the consideration of development sites:

Surface water should be discharged in the following order of priority:

- i. An adequate soakaway or other form of infiltration system.**
- ii. An attenuated discharge to watercourse.**
- iii. An attenuated discharge to public surface water sewer.**
- iv. An attenuated discharge to public combined sewer.**

Further guidance and information on flood risk management and surface water management is available through United Utilities and Lancashire County Council (Lead Local Flood Authority (LLFA) - responsible for surface water issues and ordinary watercourses):

<https://www.lancashire.gov.uk/business/business-services/pre-planning-application-advice-service/lead-local-flood-authority-planning-advice-service-for-surface-water-and-sustainable-drainage/>

Drainage strategies

Given the large scale of the area to be developed, it is necessary to coordinate the delivery of new development with the delivery of future infrastructure. Developers should produce drainage strategies for each phase of development at an early stage to understand the impact of development on existing infrastructure, with realistic and achievable delivery timescales to ensure a coordinated and holistic approach to infrastructure delivery, as part of an overall strategy between phases of development and between developers.

The need for, and form of, any wider strategic drainage solution for the Masterplan area, will be informed by consideration of the cumulative impact of all drainage proposals and drainage details yet to be received. Developers should contact the LPA as early as possible to discuss infrastructure requirements for development proposals. United Utilities has a free pre-application service to discuss drainage options on potential development land:

Developer Services: Tel: 03456 723 723

Email: WastewaterDeveloperServices@uuplc.co.uk

Website: <http://www.unitedutilities.com/builder-developer-planning.aspx>

United Utilities assets

United Utilities (UU) assets, such as large diameter trunk mains, may run through some of the proposed development area. The presence of these assets will need to be afforded due regard. Plans of these assets are available from:

United Utilities Property Searches (Tel No: 08707 510 101).

The Masterplan area lies on a Major Aquifer, and United Utilities has a water abstraction borehole situated within the area. The Environment Agency have defined Source Protection Zones (SPZs) for these groundwater sources, which are used for public drinking water supply purposes. Groundwater SPZ's show where there may be a particular risk from polluting activities on or below the land surface to the water abstraction. The siting of potentially damaging activities in the most sensitive locations should be avoided from a groundwater protection viewpoint, and it would be preferable to see no development in SPZ 1, which is closest to the boreholes. Whilst the type of development proposed in the Masterplan poses low risk to these groundwater sources, appropriate SUDs should be put in place that will reduce the risk of contaminating groundwater.

Reference should be made to the Environment Agency's Groundwater Source Protection Zones Map

<https://www.gov.uk/guidance/groundwater-source-protection-zones-spzs> and the document entitled 'Environment Agency Groundwater protection: Principles and practice (GP3)' to ensure any impact on groundwater quality in the area is best managed and to consider the groundwater protection hierarchy. The Environment Agency can advise on these issues, along with UU and the Lead Local Flood Authority (LLFA).

Environment Agency (EA)

Lutra House Walton Summit, Bamber Bridge, Preston, PR5 8BX.

Customer Services line: 03708 506506 www.gov.uk/environment-agency

A multi-functional role for green infrastructure, including the use of a Natural Flood Management Approach, will help to reduce flood risk by slowing the rate at which surface water reaches the major watercourses in the area. The EA has published a number of case studies that demonstrate how natural processes can be used to reduce flood risk:

<https://www.gov.uk/guidance/use-nature-based-solutions-to-reduce-flooding-in-your-area#examples-of-nature-based-solutions>

4.8: Heritage Assets

Electricity transmission

The location and nature of National Grid infrastructure (including easements and statutory clearance distances) should be taken into account when site options are developed. The Masterplan area is crossed by high voltage electricity transmission apparatus (two 400kV lines). National Grid does not own the land over which the overhead lines cross, but obtains the rights from individual landowners to place equipment on their land. It is National Grid policy to retain the existing overhead lines in-situ. Whilst the burial of the powerlines was considered, the decision not to proceed has been informed after consultation with National Grid and the viability assessment.

Buildings should not be built directly beneath the overhead lines for amenity and access reasons, and statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. High quality and well planned development in the vicinity of high voltage overhead lines is encouraged. Land beneath/adjacent the powerlines should be used to make a positive contribution to the development of the site. National Grid has produced guidance available here:

<https://www.nationalgrid.com/electricity-transmission/document/130626/download>

Further information regarding development near overhead lines and substations is available here:

<https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/working-near-our-assets>

There are four designated heritage assets within close proximity to the masterplan area. As shown on the Main **MAP 05** (Section 4.0) they include (from left to right on plan):

- **Wychnor – Listed Building (Grade II)**
- **Milestone on west side of road at north side of entrance to County Fire Brigade HQ - Listed Building (Grade II)**
- **Cromwell's Mound Civil War fieldwork – Scheduled Ancient Monument**
- **Daniels Farmhouse – Listed building (Grade II)**

There are a number of non-designated heritage assets within the masterplan area. These include archaeological assets. A comprehensive map and listing descriptions (not exhaustive) for all identified heritage assets is included at **Appendix 6.3** for reference.

All development proposals in the masterplan area should consider heritage assets affected by the scheme in accordance with local and national policy & guidance.

5 Masterplan Design Principles

A number of strategic design objectives flow from the adopted vision, as follows:

- To comprehensively plan for approximately circa 5,300 new additional homes in North West Preston in an integrated approach combining homes with local facilities and services in a leafy, green, attractive environment;
- To deliver a further expansion of Preston which fits in seamlessly with existing neighbourhoods as well as natural features;
- To plan and deliver a range of housing types to meet all needs, specifically addressing affordability issues and which also complements and widens Preston's housing offer;
- To encourage walking and cycling along safe routes within the site;
- To facilitate public transport access;
- To promote healthy lifestyles with walking and cycling opportunities, food growing opportunities, and access to recreation facilities and open spaces;
- To incorporate existing landscape features where possible;
- To plan for climate change and conserve natural resources; and
- To integrate existing layouts and planning applications currently in process. Where necessary and possible suggest changes to the layout in order to better integrate the layout to the Masterplan.



Housing exemplar at Welwyn Garden City

5.1 Why a Garden City approach at North West Preston?

There has been a resurgence of interest in Garden City planning principles as a way of shaping housing growth and creating sustainable communities where people will want to live. The English Garden Cities movement of the early 20th Century is one of the great success stories of UK Town Planning with an enduring legacy of influencing planning thinking both across the UK and around the world.

This debate has been reflected in the optioneering work and the consultation process and there has been strong support in favour of a Garden City model. Consequently, the adopted design principles for the Masterplan have been strongly influenced by the Garden City movement.

Garden City principles

- Strong vision, leadership and community engagement;
- Community ownership of land potentially including long-term stewardship of assets;
- Mixed tenure homes and housing types that are affordable;
- Beautifully and imaginatively designed homes with gardens;
- Opportunities for residents to grow their own food, including allotments;
- Generous recreational green space, including: a surrounding belt of countryside to prevent sprawl; well-connected and biodiversity-rich public parks; generously sized gardens; tree-lined streets; and open spaces;
- Strong local cultural, recreational and shopping facilities at the heart of walkable neighbourhoods.
- Integrated and accessible transport systems; and
- A commitment to achieving safe, healthy, inclusive and well integrated communities.

5.2 Garden City Design Features

Introduction

This section provides design guidance for the NW Preston Masterplan and sets out basic design features that are consistent with the Garden City Model. The guidance sets out expectations for planning applications in NW Preston, however the design guidelines presented here are not exhaustive and do not provide a detailed design code. Guidance provided promotes the creation of the right townscape framework from a Garden City design perspective. Further detailed explanation of Garden City design can be found in recent TCPA publications such as “The art of building a Garden City, Garden City standards for the 21st century”.

The Masterplan is predicated on the following Design principles (see overleaf) which are based on a combination of Garden City Principles¹, the City Council’s Adopted Design SPD² and Building for Life 12³.

- 1. Sustainability**
- 2. Movement & legibility;**
- 3. Access to facilities & public transport;**
- 4. Density & mix of uses;**
- 5. Townscape & enclosure;**
- 6. High quality public & private spaces;**
- 7. Streets for all – character & hierarchy; and**
- 8. Integrate car parking sensitively.**

¹Garden city principles: <https://tcpa.org.uk/garden-city-principles/>

²Adopted Design SPD: <https://www.preston.gov.uk/article/1130/Supporting-and-Supplementary-Planning-Documents>

³Building for Life 12: In September 2012 Design council Cabe launched an updated version of Building for Life called Building for Life 12. These guidelines form the industry standard, endorsed by Government for well-designed homes and neighbourhoods. <https://www.designcouncil.org.uk/our-work/skills-learning/resources/building-life-12-third-edition/>

Please also see comprehensive guidance in the Urban Design compendium (UDC) available via the link below.

Particularly Section 3 (Creating the Urban Structure) is good practice for any development:

<https://www.gov.uk/guidance/urban-design-compendium>

5.3 Key Design Guidelines

Development proposals in NW Preston should meet the following key design guidelines, summarised in the list below and then detailed in the following pages.

1. **Sustainability**
2. **Movement & legibility;**
3. **Access to facilities & public transport;**
4. **Density & mix of uses;**
5. **Townscape & enclosure;**
6. **High quality public & private spaces;**
7. **Streets for all – character & hierarchy; and**
8. **Integrate car parking sensitively.**

1. Sustainability* – a common thread running through all principles.

A vision for social, economic and environmental sustainability is integral to Garden Cities and Suburbs: residents must have a stake in their community and opportunities to grow their own food; low-carbon energy and smart technology must be embedded from the outset; walking and cycling must be the most attractive transport mode; and full use must be made of the green infrastructure network.

- a) A long term view should be taken to the development of place including long term management and maintenance.
- b) Development planning should work to a circa 20 year timescale rather than being constrained by short term considerations.
- c) Need to consider how to unlock full sustainable development potential and long term funding / management arrangements.
- d) Full consideration should be made of comprehensive site wide energy and utilities potential.



Green Infrastructure Network exemplar

*A Definition of Sustainable Development

"Resolution 24/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly."

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, which should be seen as a golden thread running through both planmaking and decision-taking. (14) <https://www.gov.uk/government/publications/national-planning-policy-framework-2>



Roof integrated solar energy




Shared pedestrian and cycle provision

2. Movement and Legibility (Access)

- a) **Movement** - development should promote accessibility by creating places which offer ease of movement for all modes of transport. Development should create a pedestrian friendly environment in line with Manual for Streets principles (see extract below).
- b) **Connections** - development should integrate into surrounding areas by reinforcing existing connections and creating new ones; whilst also respecting existing buildings, density and land uses along the boundaries of development sites. This includes the possibility of linking bridle paths with existing provision.
- c) **Legibility** - developments need to provide easily recognisable routes, junctions and landmarks to help people find their way around the site and wider area.



Well signed connections

Consider first  Consider last	Pedestrians
	Cyclists
	Public transport users
	Special service vehicles (e.g. emergency services, waste, etc.)
	Other motor traffic

Street hierarchy diagram (from Manual for Streets, p.28)

<https://www.gov.uk/government/publications/manual-for-streets>

3. Access to centres and community facilities by foot and cycle (Infrastructure)

- a) All homes should be within easy walking distance of key community facilities such as parks, play areas, shops, schools, employment sites and public transport.
- b) Facilities should be located with easy access in 5-10 minutes' walk (approximately within 300-700m radius of homes).



Local Centre Visualisation

Walkable Neighbourhoods and Accessible Centres

Development proposals must create walkable communities with less reliance on car trips. New communities are envisaged as places where walking is a pleasant experience; where distances between homes, local centres, schools, open spaces and employment areas can be easily travelled by foot or cycle and where pedestrians and cyclists feel safe. To achieve this, centres are located to enable access as many residents as possible using a catchment area of 800m for the main centre and 400m for the smaller centres. This provides the opportunity for centres to thrive due to patronage. It is also important that the centres have a direct relationship with the East-West Link in order to benefit from passing trade/people.



Safe and attractive cycle and pedestrian trail

4. Density and Mix of Uses

- a) **Schemes** - should include a range of housing types and complimentary uses. Housing should specifically address affordability issues and widen Preston's housing offer and help create strong communities. Housing needs should be met including older persons and special needs provision.
- b) **Density** - higher density housing could be appropriate in local centres and adjacent to principle routes. Lower density is appropriate at the edges of the Masterplan area, responding to adjacent development and communities.
- c) **Mixed use** - Where viable development should seek to incorporate employment uses and vertical mixing of uses (e.g. within local centres) to enhance vitality and reduce car dependence.



High Density

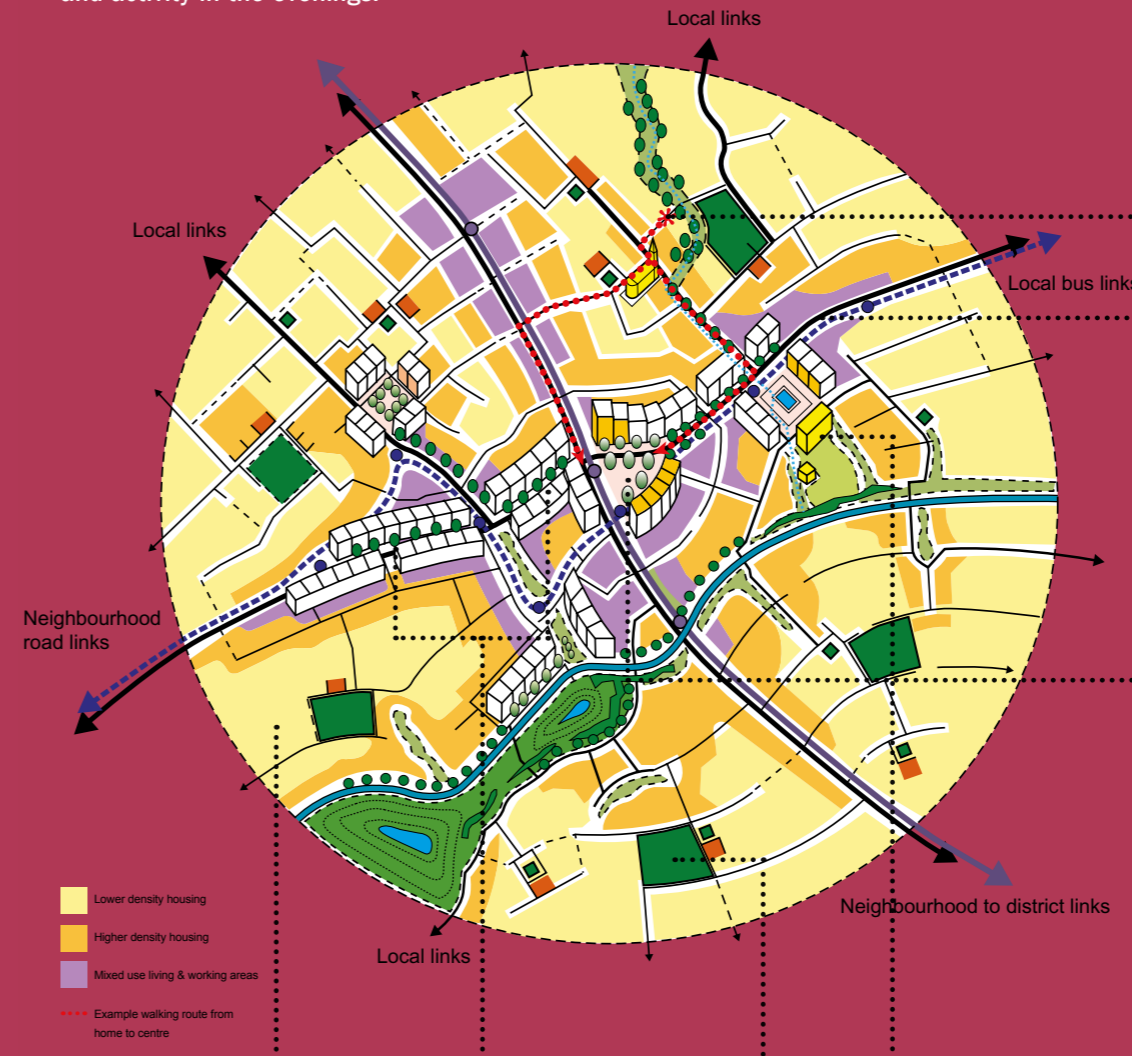
Please also see comprehensive guidance in the Urban Design compendium (UDC) available via the link below. Particularly Section 3 (Creating the Urban Structure) is good practice for any development.

The neighbourhood illustrated below is designed to reflect the qualities found in many of our most popular and successful communities. Different land uses and activities are mixed together and facilities and services are planned to be within walking distance of home. The design of the neighbourhood provides people with a range of travel choices and makes them less dependent on the car.

At the heart of the community is a mixed use centre focused around a civic space. There are a good range of shops, services and local facilities which meet most of the day-to-day needs of the community. There are homes above many of the shops which maintains a sense of life and activity in the evenings.

The main movement routes lead into and meet in the centre which is also the focus of the public transport network. The neighbourhood streets lead towards the main public transport routes leading to the centre and surrounding neighbourhoods. This makes it convenient for people to walk, cycle or catch the bus.

The neighbourhood has a range of different types of homes. There are apartments and town houses in the centre and along the main movement routes, with terraced, semi-detached and detached homes in the residential areas. The density of development is highest in the centre and gradually decreases towards the edge of the neighbourhood.



People have a choice of direct walking routes to the centre. Routes feel safe as they are overlooked. It is just as easy for people to take the bus home as it is to walk.



The centre has a good range of shops and local services. There is a weekly market in the square which is also used for events and festivals.



There is a wide choice of housing. As well as the apartments and town houses close to the centre there are semi-detached and detached homes with good sized gardens.



The mix of different land uses on this street means that it always feels busy and alive.



The network of neighbourhood parks provide good opportunities for exercise, getting from A to B, as well as sitting and chatting.



The Secondary School is located close to the centre so that the school run can be easily combined with a visit to the shops.



This main route leads straight to the centre. Although a bus route and main road it is lined with nice houses and street trees.

Diagram above illustrating the key principles/elements of a sustainable community required

5. Townscape and Enclosure (Layout)

- a)** High quality architecture and urban design required which enhances the character of the area.
- b)** Development should create high quality well defined streets and spaces that are attractive, safe and inclusive.
- c)** Streets and spaces should be enclosed by strong building frontages – with active frontages (habitable room windows and doors) at ground floor adding vibrancy to the street.
- d)** Buildings should be designed to ‘turn’ corners well. Elevations should have habitable room windows facing the street rather than blank frontages.
- e)** Layout of streets should aim to create visual interest by placing buildings at the end of streets and corners, or by celebrating a local feature (e.g. a mature tree, ponds or the like).
- f)** Blocks should aim to be larger in dimension. A rule of thumb is 80m to 100m on the long side. This is a characteristic that allows creating a strong tree and garden presence provided by on street trees and front gardens.



Although the Masterplan is of a strategic nature, it is important to outline how we envisage the quality, character and physical manifestation of development. This section shows by means of precedent images and diagrams the desired result in terms of built form for the site. It provides a flavour of the character suggested for neighbourhoods and different land uses. These images and diagrams shown here are not prescriptive and are offered here as a way to initiate the dialogue about the quality of place. The samples selected draws on an appreciation of the key attributes of the English Garden Cities and Suburbs together with the traditional building approach of the local area.

Properties should face and be mainly accessed from the street. Blocks of development, following the garden city model, tend to be larger in dimension (approximately 80m-100m long) in order to reduce the need for vehicular roads. Nevertheless there can be pedestrian/cycling links at shorter intervals where appropriate. The layout of blocks will respond to topography and natural features. They will tend to show a linear pattern, but should also allow for deflections, sinuosity (bending or curving shape or movement) and end views along streets. This will provide for opportunities to create local landmarks or focal points where architectural expression will be special. Focal points can also be open spaces provided within neighbourhoods.

Within blocks, houses are the predominant typology and are arranged in pairs or groups of four and six homes. Buildings have a recognisable built line allowing for recessions or protrusions of groups of buildings that provide interest and rhythm. Backs of blocks are typically occupied by generous gardens with large trees, hedges, and planting. Where appropriate communal uses can also take place to the rear of blocks such as allotments, play or recreation. Rear court car parking or hard surfaces should be avoided, keeping cars on-street and to the front and side of properties.

Towards the edge of neighbourhoods, the linear layout is less regimented and the urban pattern looser with semis and detached houses being the norm.

6. High quality Public and Private spaces (Green Infrastructure)

- a)** Generous green space is required, including a surrounding belt of countryside to prevent sprawl; well-connected and biodiversity-rich public parks; high-quality gardens, tree-lined streets and open spaces.
- b)** Public and private spaces should be clearly defined, easily accessible, well managed and safe to use.
- c)** Public open spaces should be designed as multi-use spaces with good overlooking and activity provided by the buildings and uses enclosing them.
- d)** Consider overall management and maintenance arrangements including opportunities for community ownership and community uses such as allotments.
- e)** Ensure boundary treatments are high quality and help enhance the character of the area. Cheap, low quality fencing should be avoided.

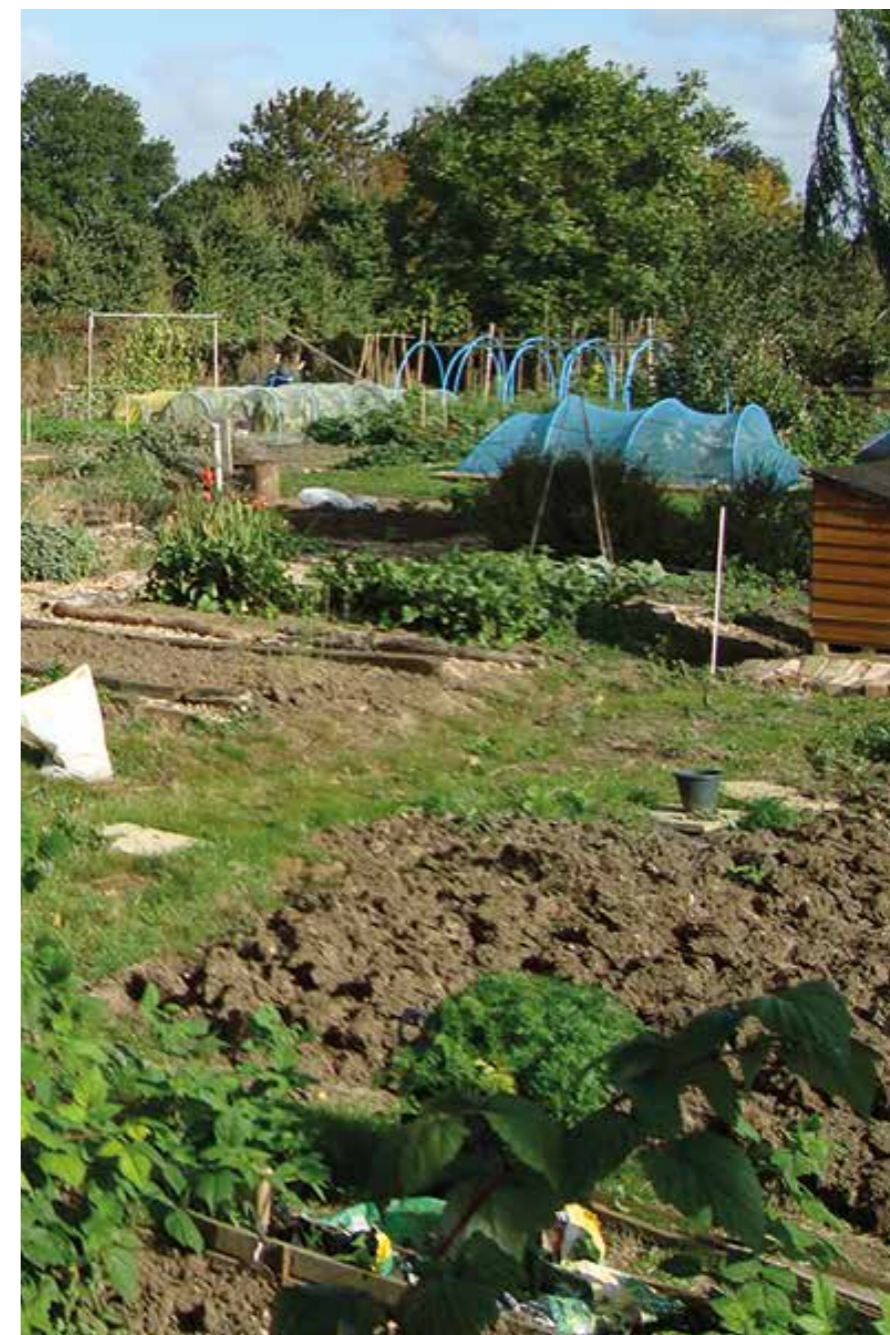
Generate a Comprehensive Green Infrastructure Framework

Development should provide a varied Green Infrastructure Framework. Given the size of the Masterplan area one of the fundamental components for a healthy and balanced environment will be the provision of green infrastructure. This is the combination of natural and semi-natural green spaces, formal parks and open space, as well as the links between them in the form of cycle routes and residential streets. It is envisaged that this framework will not only serve the site, but has the opportunity to benefit surrounding communities.

The Masterplan has also included in the concept diagram two 'metropolitan parks' with a larger and continuous area of varied green spaces. These parks will have a combination of uses such as: cycle routes, nature conservation, natural play, formal play, parkland trim trails and sport pitches. These parks also help to address the constraints presented by the existing power lines within the site and incorporate sustainable urban drainage systems (SUDS).

Other types of green spaces also considered for the Masterplan are: neighbourhood play areas with play equipment, green buffers along the M55 that can be used as walking trails or allotments. It is premature at this stage to identify the exact location of allotments.

Also refer to separate (working draft) proposals for Strategic Greenspaces by the Land Trust.



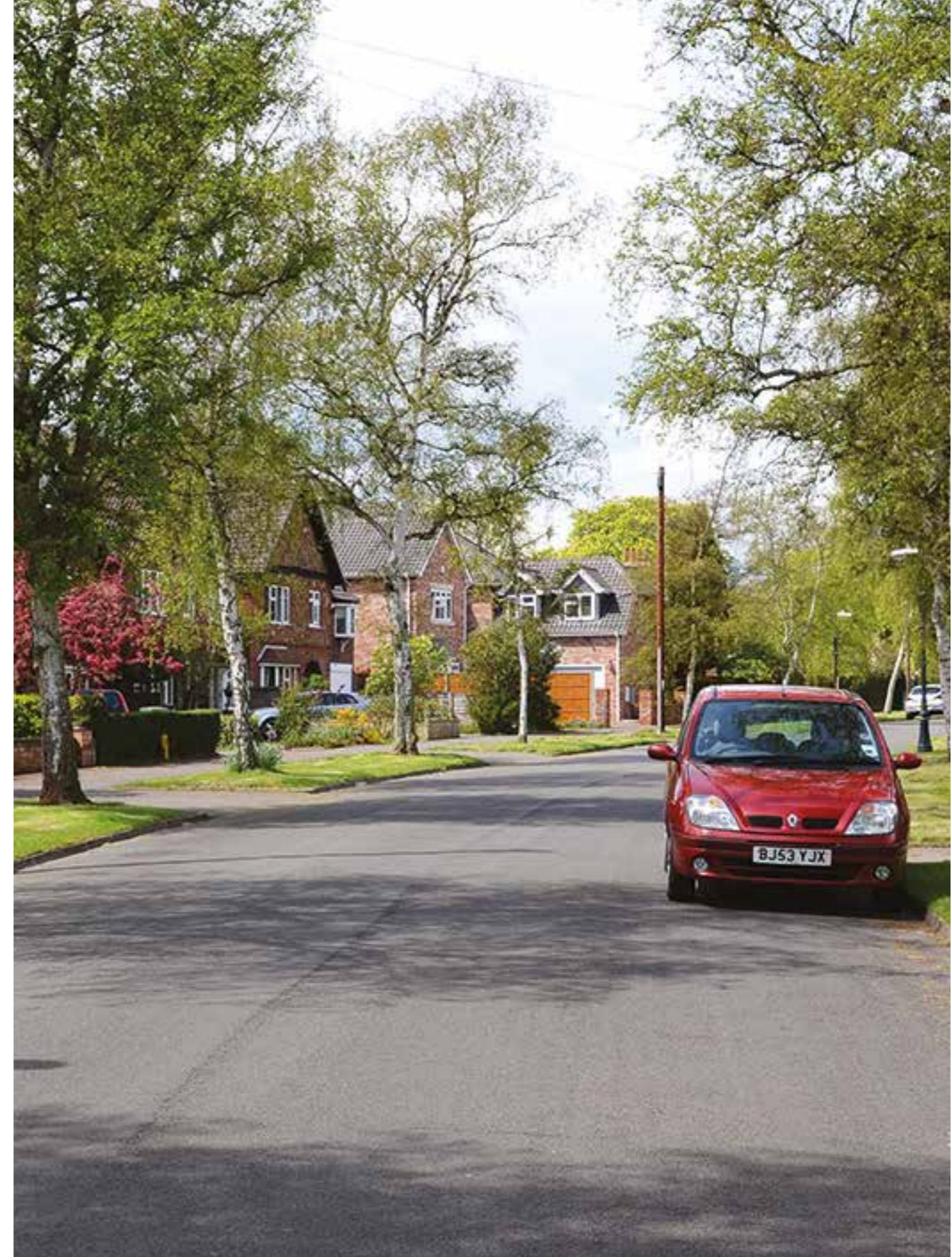
Allotments

7. Streets for All (Character & Hierarchy)

- a) Streets should be designed as high quality, green, low-speed, pedestrian friendly places using high quality materials, detailing and landscaping.
- b) A clear hierarchy of character routes is recommended. The following four types are suggested and expanded upon overleaf in Section 5.4:

- 1 **East West Link – Boulevard character;**
- 2 **Main Streets – Avenue character;**
- 3 **Greenways – with SUDS linkages: and**
- 4 **Lanes – green country lane character.**

- c) Hardscape materials should be durable, high quality and easy to maintain.



Avenue Character Street

5.4 Street Character Types

The section below outlines the suggested character and basic parameters for each of the street character types promoted, also dealing with how parking is sensitively integrated (outlined in principle 8 further below).

1. East West Link – Boulevard character

The main route through the development is typically wider than other streets to emphasise the stature within the street hierarchy. Boulevard characteristics such as mature tree lines, wide pavements and green verges (with appropriate traffic calming) create a safe, attractive and convenient place to walk and cycle. It is considered that there should be no direct vehicular access to proposed individual houses from the East-West link. Proposed Main Streets would act as main access points from the EWL (see **Street Type 2 “Avenue Character”** further below). There should be appropriate and safe pedestrian crossing points and traffic calming measures employed at relevant points e.g. the main local centre..

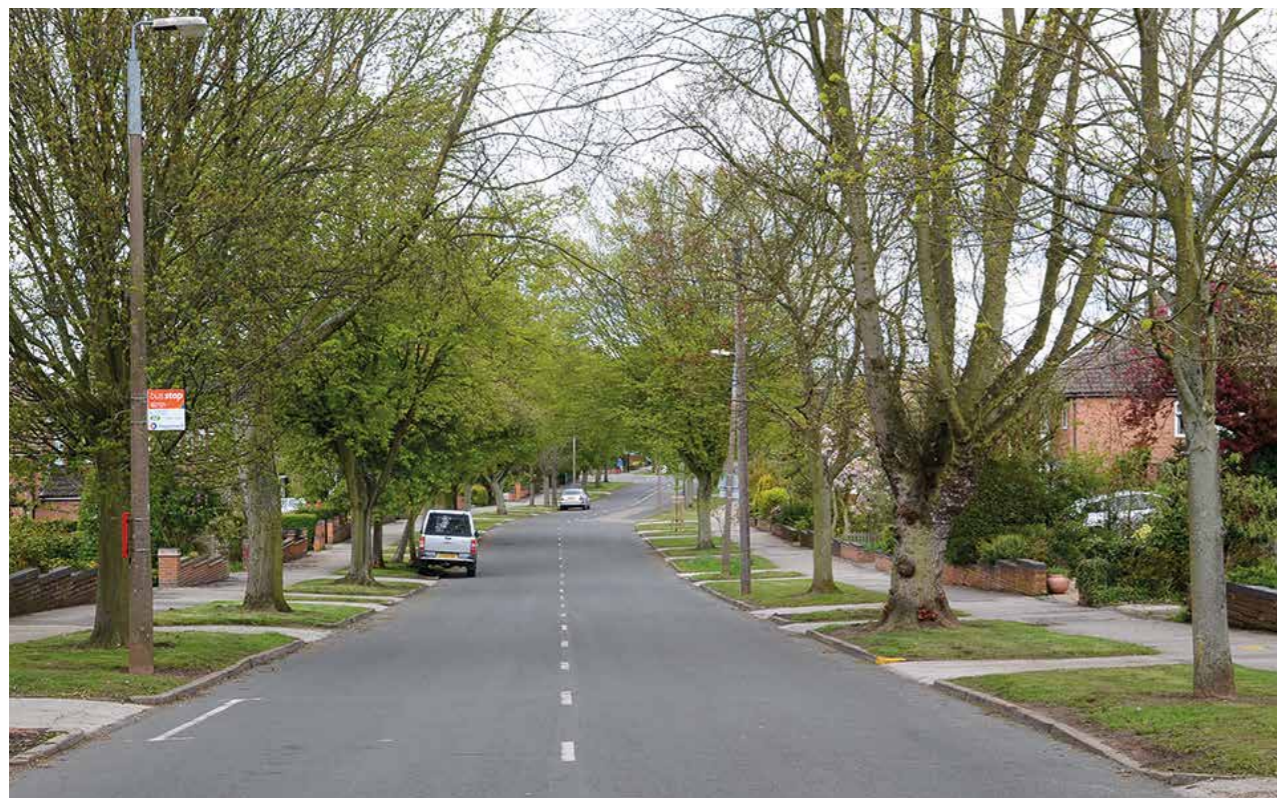
Also refer to separate detailed guidance (by AECOM) relating to EWLR corridor – SPD Doc 03

Street Type 1 - East-West Link: ‘Boulevard’ Character

#	Street Element	Key parameters	Potential Material details
1	Design Speed	Max 30mph.	‘Boulevard’ Character.
2	Basic Dimensions	<ul style="list-style-type: none"> • Carriageway: c.6.5-7.3m wide to accommodate bus route. • Selective narrowing – min 5.5m wide 	<ul style="list-style-type: none"> • Standard surface TBC. • Contrasting buff chippings or similar to define local centres / key places. • Natural stone setts or similar to define crossings and key places.
		Front gardens: Min 4m-max 6mwide	Natural boundary treatment such as low hedgerows, well designed walls and/or railings
3	Footways/ cycleways	Minimum 3.0m wide shared cycle/ footways to both sides of street.	<ul style="list-style-type: none"> • Buff / natural coloured surface. • Suggest resin bound material / coloured bitmac or similar
4	Landscaping	Green Verges: Min 2m wide verges to both sides of street with tree-planting.	TBC
		Street trees: Mature large scale trees - @ approx 18m centres. In verges.	Species/size to be confirmed.
5	Parking	On street: potential 2.25m wide parallel parking to each side of street	Buff / natural coloured setts or similar .
		On plot – to side or rear of dwellings. Small courtyards allowed to rear.	Buff / natural coloured setts or similar .
6	Vehicular access to dwellings	<ul style="list-style-type: none"> • Suggest no direct vehicular access to individual dwellings from street. • Main Street connections (“Avenue” type 2 below) to EWL used as main access points 	Suggest driveways in buff/natural coloured surface. Paving or resin bound material.
7	Active frontages required	Buildings must be designed to front the street – creating “active frontages” (see explanation right).	Active frontages are created by including habitable (active) room doors and windows at ground floor.

2. Main Streets – Avenue character

Tree lined streets with grass verges. Buildings should have a recognisable built line allowing for recessions or protrusions of groups of buildings that provide interest and rhythm. This is reinforced by private front gardens and consistent boundary treatment which contribute to the green feel of the street by favouring hedges and planting over hard materials. In terms of car parking, a well-designed mixture of on-street and on plot parking at side of properties is envisaged.



Avenue Character Street

Street Type 2 - Main Streets: 'Avenue' Character

#	Street Element	Key parameters	Potential Material details
1	Design Speed	c.20-30mph	'Avenue' Character.
2	Basic Dimensions	<ul style="list-style-type: none"> Carriageway: c.6.0-6.5m wide – to accommodate (interim) bus routes. Selective narrowing – min 4.5m wide? 	<ul style="list-style-type: none"> Suggest asphalt with buff chippings. Natural stone setts or similar to define crossings and key places.
		Front gardens: Min 3m-max 5m wide	Natural boundary treatment such as low hedgerows, well designed walls and/or railings
3	Footways/ cycleways	Suggest minimum 3.0m wide shared cycle / footways (to one side of street)	Buff / natural coloured surface. Suggest resin bound material / coloured bitmac or similar
4	Landscaping	Green Verges: Min 1.5m wide verges to both sides of street with tree-planting.	
		Street trees: Mature medium scale trees-@ approx 16m centres. In verges.	Select contrast to 'Boulevard' (type1) trees. Species/size to be confirmed.
5	Parking	On street: Potential 2m wide parallel parking to each side of street.	Buff / natural coloured setts or similar .
		On plot-to side or rear of dwellings. Small courtyards allowed to rear.	Buff / natural coloured setts or similar
6	Vehicular access to dwellings	Limited access driveways allowed to frontages. Need to be staggered away from crossing places.	Suggest driveways in buff/natural coloured surface. Paving or resin bound material.
7	Active frontages required	Buildings must be designed to front the street – creating "active frontages" (see explanation right).	Active frontages are created by including habitable (active) room doors and windows at ground floor.

3. Greenways – with SUDS linkages

These are aligned to existing natural features following existing tree lines as well as hedges. These will primarily have a pedestrian and cycling emphasis and will provide connections between different neighbourhoods. Importantly these are the best candidates to develop a sustainable drainage system by means of ditches or swales that also form part of a Green Infrastructure framework.



Greenway with Sustainable Urban Drainage

Street Type 3 - Greenways. SUDS / ecology links

#	Street Element	Key parameters	Potential Material details
1	Design Speed	Max 20mph. Pedestrian priority.	Potential SUDS linkages.
2	Basic Dimensions	Carriageway: Min 4.5m wide.	<ul style="list-style-type: none"> Asphalt with buff coloured bound aggregate surface dressing or similar Natural stone setts or similar to define crossings and key places.
		Front gardens: Min 3m-max 5m wide	Natural boundary treatment such as low hedgerows.
3	Footways/cycleways	Minimum 3m wide shared cycle/footway to one side of street.	Buff / natural coloured surface. Suggest resin bound material / coloured bitmac or similar
4	Landscaping	Green Verges: Min 3m wide / varies. retain existing were possible to both sides of street.	Retain existing landscaping were possible.
		Street trees/ecology: Width varies. retain existing ecology were possible to both sides of street-including SUDS/watercourses.	Supplement existing with native species.
5	Parking	On street parking: Some well designed on street parking may be appropriate.	Buff / natural coloured setts or similar.
		On plot-to side or rear of dwellings. Small well designed courtyards allowed.	Buff / natural coloured setts or similar.
6	Vehicular access to dwellings	Access driveways allowed to frontages. Need to be staggered away from crossing places.	Suggest driveways in buff/natural coloured surface. Paving or resin bound material.
7	Active frontages required	Buildings must be designed to front the street – creating “active frontages” (see explanation right).	Active frontages are created by including habitable (active) room doors and windows at ground floor.

4. Lanes – Green Country Lane character

A more intimate treatment, with narrower streets, footpaths and rural planting will help create a 'country lane' type character. Boundary treatments, materials, trees, hedges and planting should emphasise a transition into the countryside or the edges of development areas.



Country lane exemplar

Street Type 4 - Green lanes: 'Country lane' Character

#	Street Element	Key parameters	Potential Material details
1	Design Speed	Max 20mph. Pedestrian priority.	Green 'Country Lane' character.
2	Basic Dimensions	Carriageway: Min 4.5m wide.	Buff / Natural coloured (stone) setts or similar to promote pedestrian priority
		Front gardens: Min 3m-max 5m wide	Natural boundary treatment such as low hedgerows.
3	Footways/ cycleways	Potential 3m wide shared cycle / footway to one side of street.	Buff / natural coloured surface. Suggest resin bound material / coloured bitmac or similar
4	Landscaping	Green Verges: Min 1.5m wide to both sides of street.	Retain existing landscaping were possible.
		Street trees: Mature small scale trees - @ approx 15m centres. In verges.	Supplement existing with native species.
5	Parking	On street parking: Some well designed on street parking may be appropriate.	Buff / natural coloured setts or similar
		On plot-to side or rear of dwellings. Small well designed courtyards allowed.	Buff / natural coloured setts or similar
6	Vehicular access to dwellings	Access driveways allowed to frontages. Need to be staggered away from crossing places.	Suggest driveways in buff/natural coloured surface. Paving or resin bound material.
7	Active frontages required	Buildings must be designed to front the street – creating "active frontages" (see explanation right).	Active frontages are created by including habitable (active) room doors and windows at ground floor.

8. Integrate Car Parking and servicing sensitively

- a)** Resident and visitor parking should be sufficient and well integrated so it does not dominate the street scene.
- b)** A mixture of car parking solutions is recommended to allow flexibility and to help create a successful place.
- c)** Parking should be positioned close to homes and in a well overlooked safe place.
- d)** Any garages should be well positioned so they do not dominate the street scene.
- e)** In certain circumstances parking courtyards may be appropriate. These should be small in size (generally no more than five properties should use a courtyard) and be well overlooked by neighbouring properties.
- f)** There should be well designed and adequate external storage and amenity space for bins and recycling, as well as vehicles and cycles.



Suggested approach to parking

6 Appendices

Appendix 6.1: Original Area Appraisal

The Masterplan study area comprises circa 319 hectares of land located to the north west of Preston. The location is divided into two by the West Coast Main Line (WCML). The masterplan area is arranged and managed as numerous fields comprised of predominantly improved pasture, separated by hedgerows. There are a number of heritage assets within the masterplan boundary, although there are no Scheduled Monuments.

The fields are used for agricultural purposes and split across a large number of different shapes and sizes. Within these there is an underlying pattern of rights of way, footpaths, field ponds, field rows and natural features that will work as important points of reference to generate areas for development. Other notable uses include the leisure facilities (Grasshoppers RFC) along Lightfoot Lane.

The existing development along Hoyles Lane, Sandy Lane and Tabley Lane has its own distinct character and image. These areas will be affected by the new development proposal therefore good urban design to sensitively deal with the interface and transition between these existing and new areas of development is necessary.

The existing road network provides a useful starting point for developing the movement framework. To this end, it is vital to understand the capacity of the existing roads (Hoyles Lane, Tabley Lane, Sandy Lane, the B6241 and Sidgreaves Lane) and the potential issues arising from new development.

A comprehensive baseline report has been produced assessing the area, below is a summary of the key issues.

Landscape and Urban character

The site currently has a number of pathways, farm tracks and desire lines which can be incorporated into the Masterplan as green infrastructure.

Open land is broadly level with randomly dispersed pattern of fields with hedgerows. To the western boundary, running north-south are 2 significant overhead power lines, which given the level topography have an impact on overall character of the area.

Social and community infrastructure

The Health Impact Assessment has established that there is a substantial health gap between the most affluent and poorest parts of Preston, although the NWPSL will provide a healthy place to live, it will do little to reduce this gap. However, considering the existing nearby deprivation in areas such as Ingol and Tanterton, the development in North West Preston can contribute to reducing these problems by:

- Those in housing need in the City are able to access the healthy housing and environments of the new developments;
- The adjacent more deprived areas such as Ingol and Tanterton can benefit from accessing local resources, such as local centres, health services, open space, allotments, leisure and play facilities etc; and
- Community development is implemented, to assist with the integration of the existing and new areas.

Transport and Access

URS along with Lancashire County Council Highways have updated The Central Lancashire Traffic Model (CLTM). This new traffic modeling exercise informs a high level appraisal of the likely impact of additional traffic associated with the masterplan. The transport assessment of the Masterplan includes:

- Estimate trip generation and distribution;
- Assess traffic forecasts with and without the Preston Western Distributor (aligned with the City Deal forecast);
- Assess capacity at various junctions both existing and planned; and
- Further assessment on overall traffic volumes versus capacity.

The work undertaken by URS assessed the potential developable area the NWPSL could deliver. This is approximately 4,500 new homes, which together with proposed development at Cottam Hall, Cottam Brickworks, and other committed development could total 5,876 homes. Such development could result in an additional 2,560 vehicle movements in the morning peak hour (08:00 to 09:00) and 2,900 vehicle movements in the evening peak hour (17:00 to 18:00), although this level of movement would be achieved in the long term (15 years+). The Masterplan will provide sufficient additional road infrastructure layouts, with the aim to mitigate potential traffic issues caused from increased vehicle movements.

Such scale of development will require additional highway infrastructure, bus services, cycle routes and pedestrian facilities.

Socio economics

The baseline analysis showed that the economic performance of Preston generally lags behind the national average. Neighbouring areas such as South Ribble have better health, more skilled workers, lower unemployment rates and less deprivation. It could suggest that skilled workers tend to locate in South Ribble and potentially commute to the City of Preston to work. Springfields in Fylde is located in proximity of Salwick rail station on the Blackpool – Preston rail line which also has commuters. Provision of a Cottam Parkway railway station could potentially provide sustainable transport access from the proposed development to this key regional employer.

Commuter patterns might suggest a shortage of housing for skilled workers in the Preston area, and current house prices and owner occupancy rates support this. The Masterplan will provide a clear guide for the design of high quality residential development with the aim of attracting affluent skilled workers to the area.

Utilities and Drainage

The volume of houses proposed on the masterplan site will put a strain on existing utility resources. Responses from United Utilities to a number of the existing planning applications indicate that elements of the development would require a new trunk sewer to discharge to existing foul and/or combined sewers adjacent to Tom Benson Way, near Hill House. There is also likely to be a need for a new electricity substation and to supply the full development with water, new connections to trunk mains. The Masterplan aims to provide new communities with a utilities infrastructure in line with the national standard.

Consultation and Engagement

The Masterplan has involved consultation with a wide range of consultees and stakeholders, and this consultation exercise has reflected the complex recent planning and development history. Resulting from this history, and following the release of the NW Preston Strategic Location land release, developers have been active and much of the area has been optioned. Community groups are already engaged in this process, and the masterplan process has sought to work with the grain of this ongoing activity. The methods used and responses received, and the way in which the Masterplan has accommodated these comments is dealt with fully in the Consultation Statement, Appendix 1. Consultation has therefore helped to inform the appraisal of the NWPSL.

Conclusion

The area appraisal coupled with the consultation process enabled three Masterplan options to be created in July as the basis for consultation. These options had differing features and layouts, and comments were sought from residents, developers and stakeholders providing key details and information on the Masterplan area. Informed by this exercise, the preferred masterplan option was drawn up.

Appendix 6.2: Green Infrastructure Provision

The table below sets out the **original** parameters used to determine open space provision within the Masterplan.

In the first column, we have employed good practice design standards, the second column develops a quantum of provision to correspond with the population anticipated. The third column indicates provision that has been made according to actual constraints and opportunities at NWP, and this figure of 77.27 ha is derived from our indicative Masterplan. The final two columns reference guidance from the consultation version of the Central Lancashire Open Space and Playing Pitch SPD Standards, in order to benchmark the amount of provision within the Masterplan.

The assumptions adopted are:

- Gross Masterplan area: 319.74 ha
- Net developable area: 177.41 ha (56.6%)
- Density: 30 dph average
- Total no. of dwellings: 5,322
- Population forecast (using ONS 2012 UK average of 2.4 persons per dwelling: 12,774).

Quantum and Categorisation of Green Space					
Type of green space	URS Guiding Design standards adopted-(ha per 1,000 population)	URS Required provision using standards adopted-(ha per 1,000 population)	URS-calculated green space for the Masterplan	Central Lancs. Open Space and Playing Pitch SPD standards (consultation version Jan 2013) - Per 1,000 population	Central Lancs. SPD - Calculated green space requirement
Amenity greenspace				0.54	6.9
Provision for children and young people				0.02	0.26
Parks and gardens				1.81	23.12
Natural and semi-natural greenspaces				1.78	22.74
Allotments				0.17	2.17
Playing Pitches				1.10	14.05
Core Open Space	2.4 ha	30.66			
Landscape amenity	0.9 ha	11.5			
Strategic Space (GI)	2.7 ha	34.49			
Green Infrastructure inc green strips under powerlines)			53.65 ³		
Eastern and Western Parks			18.56		
Neighbourhood play areas			5.16		
Totals (ha)		76.64	77.27		69.24

The provision of allotments (as set out in the Central Lancs SPD of 2.17 ha) should be provided for within the global amount for GI

Appendix 6.3: Heritage Assets

There are a number of heritage assets in close proximity and within the masterplan area. A summary of known heritage assets is given in this section – highlighted on MAP 09 overleaf. There are four designated heritage assets within close proximity to the masterplan area. These are labelled 1-4 on the plan overleaf and include (from left to right on plan):

Designated heritage assets

1. Wychnor – Listed Building (Grade II)
2. Milestone on west side of road at north side of entrance to County Fire Brigade HQ - Listed Building (Grade II)
3. Cromwell's Mound Civil War fieldwork – Scheduled Ancient Monument
4. Daniels Farmhouse – Listed building (Grade II)

Listing descriptions and further information is available from Historic England website here:

<https://www.historicengland.org.uk/listing/the-list/map-search?clearresults=true>

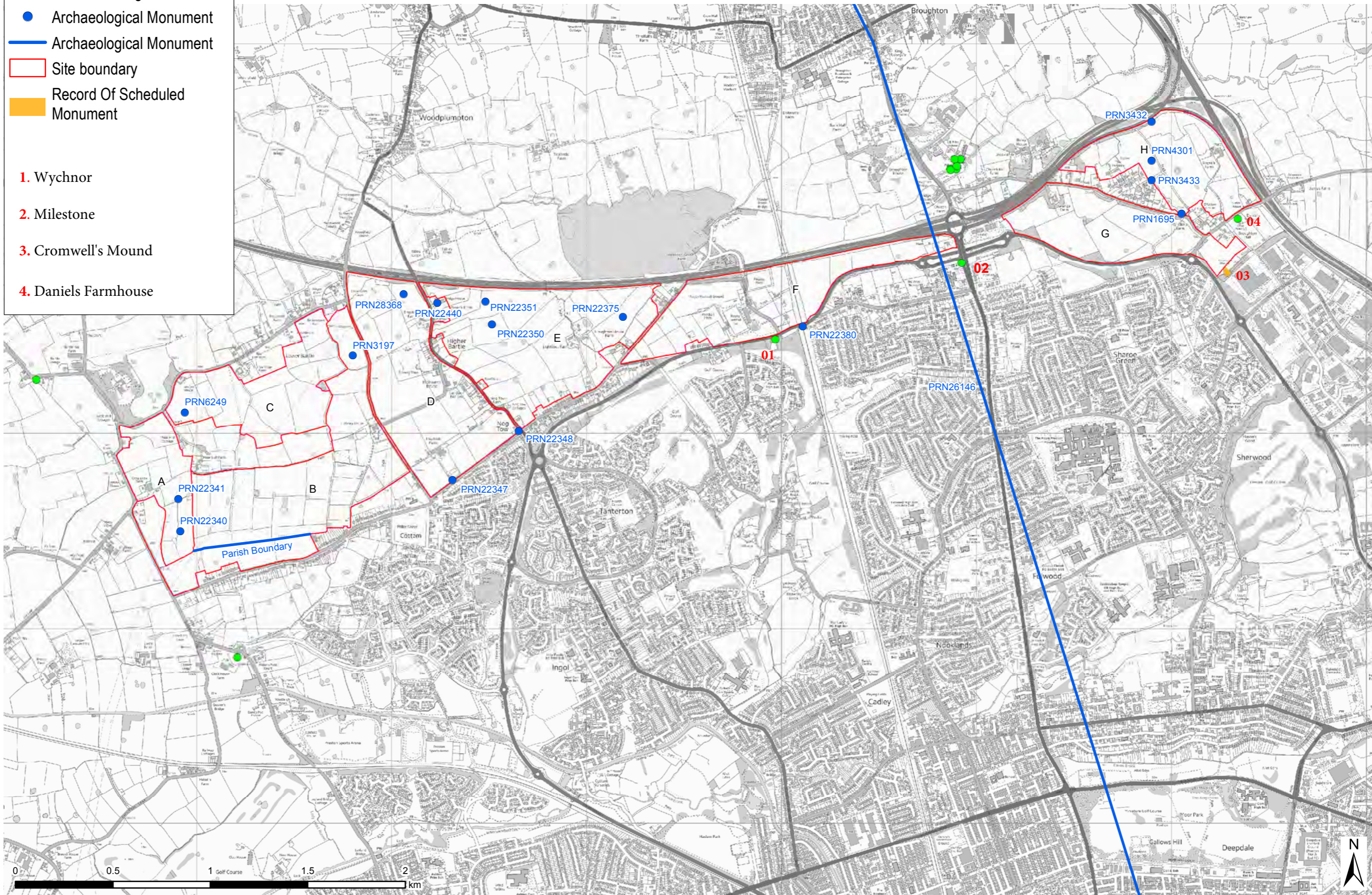
Undesignated heritage assets

There are a number of undesignated heritage assets within the masterplan area. These include archaeological assets. These are labelled in blue on MAP 09 overleaf (with “PRN” prefix). Further summary information/descriptions for these assets is given further overleaf (not exhaustive). Please refer to the Historic Environment Record (HER) for the latest information.

LEGEND

- Listed Buildings
- Archaeological Monument
- Archaeological Monument
- Site boundary
- Record Of Scheduled Monument

1. Wychnor
2. Milestone
3. Cromwell's Mound
4. Daniels Farmhouse



MAP 09 - Heritage Assets

Undesignated Heritage Assets Report Summary (from LCC Archaeology)

Please refer to the Historic Environment Record for further information

<p>1.</p>	<p>SMR Number PRN1695 - MLA1695</p> <p>Site Name D'urton Lane Cross, Broughton <i>The cross base was broken up c.1900.</i></p>	<p>Monument Types and Dates CROSS (LCC Date1: Medieval, (between) Medieval - 1066 AD to 1539 AD) Evidence DOCUMENTARY EVIDENCE</p>
<p>2.</p>	<p>SMR Number PRN3197 - MLA3197 <i>The AP shows marl pits, drains and field boundaries.</i></p> <p>Site Name Woodplumpton</p>	<p>Monument Types and Dates DITCH (LCC Date4: Post Medieval?, (between) Post Medieval - 1540 AD to 1900 AD) Evidence CROPMARK FIELD BOUNDARY (LCC Date3: Post Medieval?, (between) Post Medieval - 1540 AD to 1900 AD) Evidence CROPMARK MARL PIT (LCC Date5: Post Medieval?, (between) Post Medieval - 1540 AD to 1900 AD) Evidence CROPMARK</p>
<p>3.</p>	<p>SMR Number PRN3432 - MLA3432 <i>Field boundaries and sub-oval enclosure seen on AP.</i></p> <p>Site Name Boyse's Farm, Broughton</p>	<p>Monument Types and Dates OVAL ENCLOSURE (LCC Date4: Unknown, Unknown date) Evidence CROPMARK FIELD BOUNDARY (LCC Date3: Post Medieval?, (between) Post Medieval - 1540 AD to 1900 AD) Evidence CROPMARK</p>
<p>4.</p>	<p>SMR Number PRN3433 - MLA3433 <i>Circular enclosure and other features shown on AP</i></p> <p>Site Name Broughton</p>	<p>Monument Types and Dates CIRCULAR ENCLOSURE (LCC Date3: Unknown, Unknown date) Evidence CROPMARK RIDGE AND FURROW (LCC Date2: Medieval?, (between) Medieval - 1066 AD to 1539 AD) Evidence CROPMARK</p>
<p>5.</p>	<p>SMR Number PRN4301 - MLA4301 <i>Field system seen on AP</i></p> <p>Site Name Boyse's Farm, Broughton</p>	<p>Monument Types and Dates FIELD SYSTEM (LCC Date3: Medieval, (between) Medieval - 1066 AD to 1539 AD) Evidence CROPMARK RIDGE AND FURROW (LCC Date4: Medieval, (between) Medieval - 1066 AD to 1539 AD) Evidence CROPMARK</p>
<p>6.</p>	<p>SMR Number PRN6249 - MLA624 <i>House, pre-1848, no longer extant.</i></p> <p>Site Name Lawton House, Bartle</p>	<p>Monument Types and Dates HOUSE (LCC Date1: Pre-1848, (pre) Victorian - 1848 AD) Evidence DOCUMENTARY EVIDENCE</p>
<p>7.</p>	<p>SMR Number PRN22340 - MLA22 <i>Old Clay Pit on first edition 1:2,500 map, 1893, and possibly on OS six inch map, 1848.</i></p> <p>Site Name Old Clay Pit, SE of Saddle Inn PH, Sidgreaves Lane, nr Cottam</p>	<p>Monument Types and Dates CLAY PIT (LCC Date1: Pre-1848, (pre) Victorian - 1848 AD) Evidence DOCUMENTARY EVIDENCE</p>
<p>8.</p>	<p>SMR Number PRN22341 - MLA22 <i>Old Clay Pit on first edition 1:2,500 map</i></p> <p>Site Name Old Clay Pit, E of Crow Lady Farm, Lea Lane</p>	<p>Monument Types and Dates CLAY PIT (LCC Date1: Pre-1893, (pre) Victorian - 1893 AD) Evidence DOCUMENTARY EVIDENCE</p>
<p>9.</p>	<p>SMR Number PRN22347 - MLA22 <i>Gate lodge to Haydock Grange on first edition 1:2,500 map, 1893.</i></p> <p>Site Name No.80, Hoyles Lane, Cottam</p>	<p>Monument Types and Dates GATE LODGE (LCC Date1: Pre-1893, (pre) Victorian - 1893 AD) Evidence EXTANT BUILDING</p>

10.	<p>SMR Number PRN22348 - MLA22</p> <p>Site Name Smithy, junction of Hoyles Lane with Tabley Lane, Nog Tow, Cottam <i>Smithy on first edition 1:2,500 map, 1898, but an unnamed building is shown on OS 6 inch map, 1848 on the same site.</i></p>	<p>Monument Types and Dates BLACKSMITHS WORKSHOP (LCC Date1: Pre-1893, (pre) Victorian - 1893 AD) Evidence DOCUMENTARY EVIDENCE</p>
11.	<p>SMR Number PRN22350 - MLA22</p> <p>Site Name Old Clay Pit, E of Stott's Farm & SE of Bridge House, Tabley Lane <i>Old Clay Pit on first edition 1:2,500 map, 1893, and possibly on 1848 six inch map.</i></p>	<p>Monument Types and Dates CLAY PIT (LCC Date1: Pre-1848, (pre) Victorian - 1848 AD) Evidence DOCUMENTARY EVIDENCE</p>
12.	<p>SMR Number PRN22351 - MLA22</p> <p>Site Name Old Clay Pit, E of Bridge House & NE of Stott's Farm, Tabley Lane, Higher Bartle <i>Old Clay Pit on first edition 1:2,500 map, 1893, and possibly on 1848 six inch map.</i></p>	<p>Monument Types and Dates CLAY PIT (LCC Date1: Pre-1848, (pre) Victorian - 1848 AD) Evidence DOCUMENTARY EVIDENCE</p>
13.	<p>SMR Number PRN22375 - MLA22</p> <p>Site Name Old Clay Pit, ENE of Houghton House Farm & N of Green Bank, Sandyforth Lane <i>Old Clay Pit on first edition 6 inch map, 1850, still extant.</i></p>	<p>Monument Types and Dates CLAY PIT (LCC Date1: Pre-1850, (pre) Victorian - 1850 AD) Evidence EARTHWORK</p>
14.	<p>SMR Number PRN22380 - MLA22</p> <p>Site Name Milepost, adj. to Lightfoot Bridge, Lightfoot Lane, Tanterton <i>Railway M.P on first edition 6 inch map, 1849; marked Preston 3 on OS 1897</i></p>	<p>Monument Types and Dates MILEPOST (LCC Date1: Pre-1849, (pre) Victorian - 1849 AD) Evidence DOCUMENTARY EVIDENCE</p>
15.	<p>SMR Number PRN22440 - MLA22</p> <p>Site Name Tabley Arms, Woodplumpton <i>Tabley Arms (P.H.) on first edition 1848 6 inch map, site of present Bridge House.</i></p>	<p>Monument Types and Dates PUBLIC HOUSE (LCC Date1: Pre-1848, (pre) Victorian - 1848 AD) Evidence DOCUMENTARY EVIDENCE</p>
16.	<p>SMR Number PRN26142 - MLA26</p> <p>Site Name Roman Road 703 Ribchester - Poulton Le Fylde <i>The line of this Roman road is reasonably clear from West of Ribchester at Woodland Farm to Kirkham via Fulwood. There is no trace through Kirkham and the line is hypothetical from Kirkham to Poulton.</i></p>	<p>Monument Types and Dates ROAD (LCC Date1: Roman, Roman - 43 AD to 409 AD) Evidence EARTHWORK</p>
17.	<p>SMR Number PRN26146 - MLA26</p> <p>Site Name Roman Road 70d Preston to Lancaster <i>The course of the road from Preston to Galgate is described as probable and from Galgate to Lancaster as certain.</i></p>	<p>Monument Types and Dates ROAD (LCC Date1: Roman, Roman - 43 AD to 409 AD) Evidence DOCUMENTARY EVIDENCE</p>
18.	<p>SMR Number PRN28368 - MLA27</p> <p>Site Name N of Brookfield Farm, Higher Bartle <i>Boundary shown on the first edition mapping, visible as a bank on lidar.</i></p>	<p>Monument Types and Dates FIELD BOUNDARY (LCC Date1: pre-1848, (pre) Victorian - 1848 AD) Evidence EARTHWORK</p>

