



LAND WEST OF GREAT ECCLESTON MASTERPLAN PART 2: DELIVERY

Planning Services

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1.0 Introduction

- 1.1 The Masterplan for local plan allocation SA3/3 Land West of Great Eccleston consists of two parts. Part 1 establishes the Masterplan context, vision and objectives, design principles and the location of the uses within the site. Although the Part 1 document addresses aspects of delivery in section 5 of that document, it was always intended that additional detail on delivery would be provided in a second document – the Great Eccleston Masterplan Part 2 – which is the purpose of this document.
- 1.2 Plan 1 at Appendix 1 identifies the area to which this part document applies and the main land parcels.

2. Uses

- 2.1 The Local Plan allocation upon which the Part 1 Masterplan is based allocates the site for mixed residential and employment use. The residential component is the largest element with the employment use representing 1 hectare out of the total allocated area of 33.70 hectares. The allocation also requires the provision of the following uses which the Part 1 Masterplan locates in a community hub located in the north eastern area of the site:

Village hall

Medical centre

Primary school

Convenience store of not more than 400 sq.m gross floor area.

- 2.2 Part of the allocation south of Copp Lane has planning permission for 183 residential properties and is under construction. This Part 2 document focuses on the remaining parcels of land the majority of which lies north of Copp Lane (See plan at Appendix 1).

3. Infrastructure

- 3.1 Infrastructure is a term used to describe those services and systems required to enable a place to function effectively and efficiently.
- 3.2 The Local Plan and Part 1 Masterplan both identify a number of specific social infrastructure requirements that are integral to the creation of sustainable development. These are focused on the community hub which will incorporate a new village hall, land for a primary school and medical centre.
- 3.3 The Part 1 Masterplan also identifies the following physical infrastructure requirements:
 - Spine Road (Copp Lane to the A586)
 - Green Infrastructure
 - Sustainable Drainage Solutions (SuDS).
 - Foul water pumping station

- 3.4 In addition, connection to the gas, electricity and water supply networks will also be required.
- 3.5 For specific planning applications the Local Highway Authority may require “off-site” highway works to make development acceptable.
- 3.6 The social and physical Infrastructure will be funded and delivered by different organisations over the construction phase which will last a number of years, however delivery must accord with the following infrastructure principles:
- Be delivered in a timely fashion that supports new sustainable development at an appropriate stage;
 - Be delivered in a co-ordinated fashion where necessary across separate development parcels to an agreed overarching strategy; and
 - Be capable of being appropriately funded such that risks to delivery are minimised.
- 3.7 Infrastructure must be delivered in a timely and effective manner in order to mitigate the impacts of the development and to create a sustainable village extension. However, the land is held in multiple ownerships and at the time of writing not all of the developers are known. It is assumed that the residential component will be developed by more than one developer reflecting the differing land ownerships. Hence the delivery of the site and the necessary infrastructure will be influenced by the timings of the submission and determination of planning applications for each parcel.
- 3.8 Where infrastructure is to be delivered by a provider using S106 contributions delivery will be subject to the receipt of an appropriate level of contributions or as defined by any acceptable alternative mechanism.

4. Delivery

- 4.1 Policy SP7 – ‘Infrastructure Provision and Developer Contributions’ establishes the policy basis for the council to require the provision of infrastructure through developer contributions in accordance with Section 106 of the Town and Country Planning Act 1990 and the Community Infrastructure Levy regulations. The Policy at part 7 also allows for the direct provision of necessary infrastructure as part of development proposals instead of making a financial contribution.
- 4.2 The council wishes to play a positive role in ensuring that the necessary physical and social infrastructure set out in the Local Plan allocation and Part 1 Masterplan is able to come forward within a reasonable timescale such that existing and new residents are able to utilise the services they offer as soon as reasonably practicable whilst development remains commercially viable. To this end, the council is willing to enter into discussion with relevant parties where alternative approaches to the standard developer contribution route are suggested where these provide financial and delivery certainty in as so far as

is reasonable to expect and where the principles of details embodied in this Part 2 document are satisfied. This includes the delivery of serviced plots for the use of the end user.

Residential

- 4.3 Residential development is a substantial component of the overall Masterplan. It sits across multiple land ownerships with some of which are tied to different developer interests. It is important that any phased development accords with the overall Masterplan and any subsequent detailed plans submitted as part of planning applications that will be required to demonstrate the co-ordinated delivery of infrastructure.
- 4.4 It is expected that the residential component will be developed by more than one developer with physical and social infrastructure delivered through developer contributions and any funding brought forward by the end user, subject to Policy SP7 or any other appropriate mechanism as set out above.
- 4.5 The plan at Appendix 1 shows how the different land parcels be differentiated by known interests.
- 4.6 Parcel A is a large plot of some 15.83 ha south of the A586 and makes up the majority of the remaining residential component which makes up some 12.40 ha of the Parcel. At the time of writing an outline application (reference: 19/00860/OUTMAJ) has been submitted for the erection of up to 350 dwellings, 1 hectare of employment land, a medical centre, school, village hall and convenience store (all matters reserved). This land is shown as pink.
- 4.7 Parcel B is a plot of some 5.1 ha off Copp Lane held in different ownership from the other plots and is understood to be held in the interest of a developer. At the time of writing no planning application has been submitted. This is shown as blue.
- 4.8 Parcel C is a plot of some 1.36 ha that lies off High Street. A full application (reference: 18/00540/FULMAJ) has been approved for the development of 16 dwellings. A s106 agreement has been signed which provides for a financial contribution towards the construction of the village hall. Parcel C can be accessed separately from the main part of the allocation and is expected to be wholly delivered within the next five years. This land is shown as green.
- 4.9 Parcel D is a small plot of some 0.28 ha south of Copp Lane and is held in the same interest as Parcel A. This is also shown as pink.

Community hub

- 4.10 Delivering the community hub will require some 2.43ha of land (note that the Part 1 Masterplan wrongly refers to 2.18ha at page 24). The precise land-take will be determined at the detailed design stage and will need to be sufficient to appropriately provide land for the proposed uses plus access, servicing and landscaping requirements. The land identified in the Masterplan Part 1 as the location for the community hub is held in the same interest as Parcel A.

- 4.11 It is a requirement of this Part 2 Masterplan that the submission of reserved matters for residential development on any part of Parcel A or the submission of a full application for residential development relating to any part of Parcel A must also include an agreed layout for the community hub and a clear mechanism for the delivery of the hub uses subject to the principles and detail of the Part 1 and Part 2 Masterplan.
- 4.12 The community hub should be designed to accommodate the named hub uses and any servicing and infrastructure requirements including landscaping, parking, highway and utilities.
- 4.13 Careful consideration will need to be given to the location of the health centre, school, village centre and shop within the community hub to avoid congestion at all times of the day and to take into account impacts on the existing village and surrounding area.
- 4.14 The Masterplan Part 1 provides an indication of the land take required to deliver the various Hub uses as follows:
- Health centre - 0.49 hectares
- Primary school - 1.36 hectares
- Village hall - 0.4 hectares
- Convenience store – maximum of 400 square metres gross plus associated servicing/parking area.
- 4.15 The precise boundary and land take for each use and hence the hub boundary and land take will be a matter to be determined at detailed design stage. It is a requirement of this Part 2 Masterplan that the plots of land for each of the uses within the hub shall be laid out, be accessible, and be serviced (i.e. able to be developed and connected to roads and utilities) at an early stage of any residential development.
- 4.16 The separate hub uses could be developed by and for separate delivery bodies as described below.
- 4.17 **Medical centre** - The medical centre is a project currently being led by Fylde and Wyre CCG in conjunction with the local GP practice.
- 4.18 **Village hall** - At the present time although Great Eccleston has a community facility in the form of the Village Centre, it does not have a village hall. The delivery of the hall is a key element of creating a sustainable extension to Great Eccleston. This will be needed at an early stage of residential development.
- 4.19 This project is currently being led by Wyre council and Great Eccleston Parish Council. It is expected that the village hall will have an internal building footprint of approximately 450sq m and will be of a design that can accommodate a range of uses operating simultaneously. Although the Part 1 Masterplan assumes a land area of 0.4ha, the actual land take is likely to be less. However, the design of the village hall should include servicing, movement and highway

requirements (including car parking and secure parking for bicycles and scooters), and landscaping. Appendix 2 provides an example of a core village hall specification and should be considered in determining the detailed design.

- 4.20 **Primary school** - The delivery of the school and its timing will be a matter for the Local Education Authority. The primary school will be delivered only if the projected number of pupil places justify a new facility in the village. It is proposed that the land for the primary school be reserved within the community hub for the duration of the plan period (up to 2031) unless it is formally deemed no longer required by the LEA before then. The school if required will be funded at least in part through developer contributions. Given that at the time of writing there is uncertainty about the delivery of the school and its timing, the hub should be designed such that the land designated for the school should also be capable of being utilised for other uses including residential, should it be determined that there is no longer requirement for a new school.

Convenience store and employment uses

- 4.21 The delivery of the convenience store and employment area is not subject to developer contributions and is a commercial matter. Both are in the same interest as Parcel A. However the store will form part of the community hub and whilst its delivery is a commercial matter the design of the community hub should take into account the locational needs, including car parking and servicing.
- 4.22 The employment area should be appropriately serviced to its boundary at an early stage of residential development.

Spine road and internal connections

- 4.23 The Local Plan allocation for the land West of Great Eccleston requires a through vehicular route from Copp Lane to the A586. The Part 1 Masterplan indicates the general route of this road, referred to in the document as the “spine road”. The Part 1 document states that this will be the primary vehicular access route through the site and acknowledges that the exact route will be determined at planning application stage (Full or Reserved Matters).
- 4.24 As the rationale for the spine road is to route traffic generated by the development of the allocation away from the village centre, it is expected that the spine road will be developed to adoptable standard to its full length early in the development timeframe of plots A and B. However routed, the development of the spine road must not prejudice the comprehensive and timely delivery of adjacent land parcels and hence must be planned and delivered to provide adoptable vehicle, pedestrian and cycle connectivity via appropriate means to any adjacent development parcel within the allocation. For the avoidance of doubt, the council will not support any planning application where the planning application site boundary (denoted by a red line) would adversely prejudice the key Masterplan objective of ensuring the delivery of vehicular, pedestrian and cycle connectivity between phases/developments on adjoining parcels of land.

5. Planning Applications

- 5.1 Due to the size of the site and the quantum of development that is envisaged, the development of the allocated land at Great Eccleston is expected to be delivered over a time period in excess of five years. As the Masterplan area is in multiple land ownerships, with some development parcels physically separate from each other, it is recognised that separate planning applications are very likely to come forward for different areas of the site.
- 5.2 To meet the objectives of the Masterplan (Part 1 and Part 2), applicants should demonstrate how detailed proposals relate to the overall infrastructure strategy, informed where possible by ongoing dialogue with appropriate infrastructure providers. The water infrastructure, including the use of sustainable drainage solutions, should be designed such that it appropriately mitigates the impact of development on existing water services in the village. Applicants should demonstrate a co-ordinated approach to the delivery of infrastructure between different phases of development within the allocation where this is appropriate. In particular, the expectation is that no development is to commence within parcels A and B until details of the spine road have been agreed with the council, together with a phasing plan for the delivery of both sites and key infrastructure. Development will be expected to comply with this agreed phasing plan. Achieving this will require joint working between the relevant landowners and developer interests.
- 5.3 Planning applications will be expected to be supported in the usual way by appropriate documentation, such as a Design and access statement, transport assessment, ecological survey, flood risk assessment and drainage strategy, contaminated land phase I desk study and air quality impact assessment (construction and operational). Regard should be had to Local Plan Policy CDMP1 Environmental Protection including any impacts associated with noise (including noise from the A586), dust and external lighting, including impacts arising from the uses occupying the community hub and employment site, including hours of operation and servicing arrangements.
- 5.4 There should also be a statement setting out how the application accords with the vision, objectives, principles and detail of the Masterplan (parts 1 and 2), including necessary infrastructure. The statement should demonstrate how the proposal will be integrated with the wider site and, in particular, how it will enable the specific requirements of the Masterplan to be met, such as the provision of Green and Blue infrastructure and landscaping.
- 5.5 The allocation policy SA3/3 at Key Development consideration 6 refers to the fact that a project level Habitat Regulation Assessment may be required. Any such assessment should be accompanied by appropriate data including any necessary bird survey data.
- 5.6 Given the importance of the co-ordination and integration of different development parcels, the council encourage applicants to engage in pre-

application discussions prior to submitting a planning application for any part of the site.

- 5.7 Where relevant, developer contributions will be sought in a manner that reflects the impact of development and a reasonable contribution to the overall costs of the item concerned.

Green and blue infrastructure

- 5.8 The development of green and blue infrastructure, including Sustainable Drainage Systems (SuDS) features and the internal cycle/pedestrian route using the existing Public Right of Way, will be delivered across different land parcels in accordance with the principles and plans set out in the Masterplan (Parts 1 and 2). It is particularly important that as they come forward, different residential development parcels are demonstrably planned and co-ordinated in such a way as to be in accordance with said principles and plans. The development of SuDS features and any other blue infrastructure, including the foul pumping station, must be planned and delivered in such a way as to negate the risk of local flooding from the site and ensure the appropriate delivery of water services.

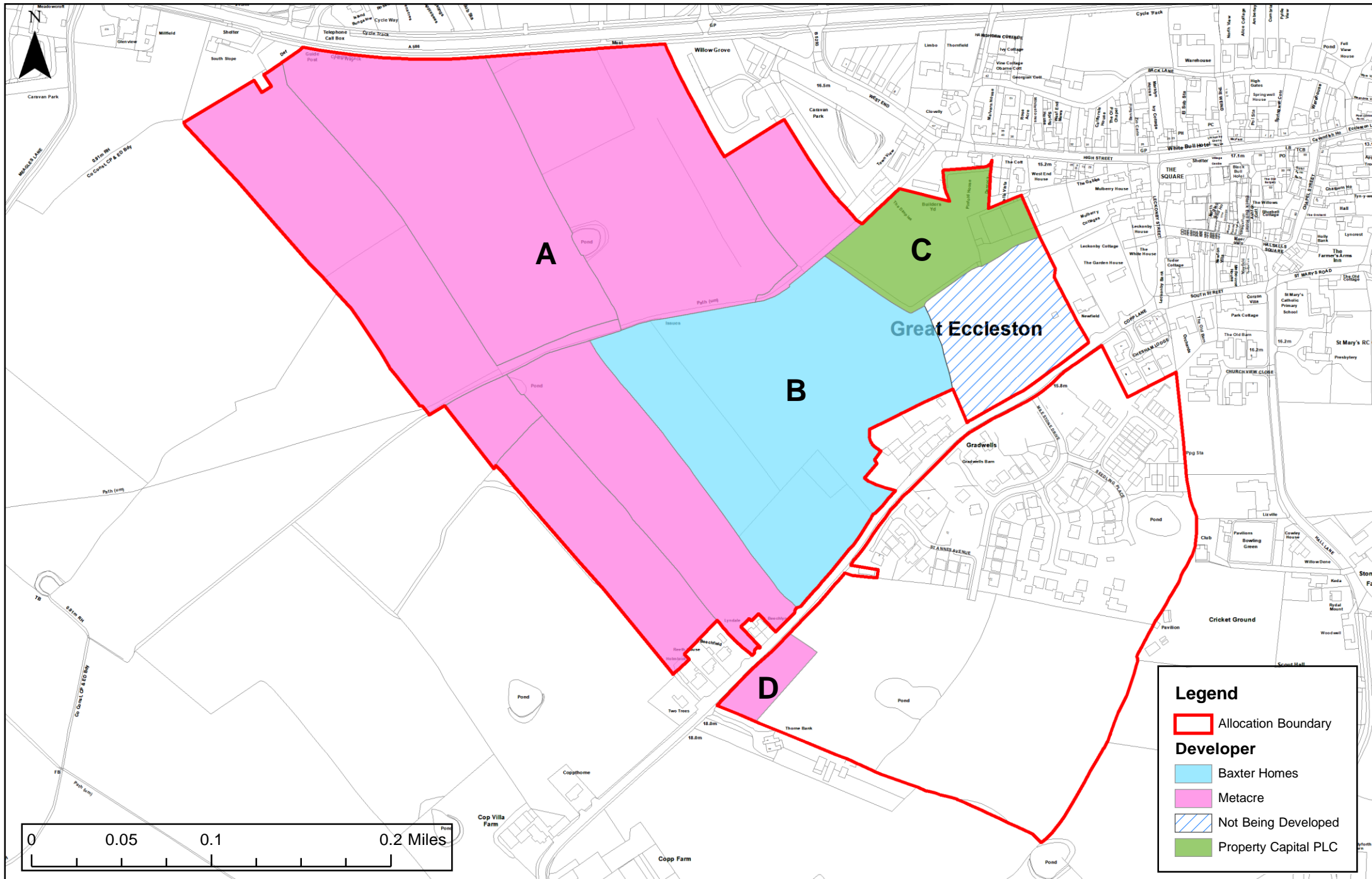
6. Management and Maintenance

- 6.1 The new development will include areas of communal benefit such as green infrastructure and SuDS. The management and maintenance of such uses will be determined at planning application stage but it is usual for a charge to be paid by occupiers of individual properties to a management company.

7. Conclusion

- 7.1 The Wyre Local Plan and Masterplan Part 1 document makes it clear that delivering social and physical infrastructure as part of the wider housing development is a crucial part of creating a sustainable extension to Great Eccleston. As such all development within the Masterplan area (excluding land occupied by the Rowland Homes housing development currently under construction to the south of Copp Lane) will be expected to contribute towards joint infrastructure and the delivery of the village hall, medical centre and school (if required) on a proportionate basis unless an appropriate alternative arrangement has been agreed and secured with the council.

Appendix 1 – Masterplan Area



Masterplan Part 2- Land West of Great Eccleston

Appendix 2 – Example Village Hall Core Specification

- Main hall designed to be capable of sub-division and suitable for a wide range of activities including being laid out as a badminton court.
- Stage within the main hall if required
- Village hall - a smaller flexible space for a range of uses.
- Bar if required (could be designed as part of the kitchen area)
- Small community/meeting room
- Male, female and accessible toilets
- A Changing Places room (toilet space)
- Male and female changing rooms if required (can be constructed with the toilets)
- Baby changing
- Storage rooms x 4 (one general, one sports etc. equipment, one cleaning, one bin store)
- Kitchen
- Entrance foyer and reception
- Plant room

The actual design of the hall and how these different spaces relate to each other is a matter for the detailed planning stage not the Masterplan.

The hall – internally and externally - will need to be built to the appropriate accessibility standards and the curtilage appropriately landscaped. Car and bicycle parking requirements will need to be considered. The hall will need an appropriate number of power points and telephone/broadband connection points.

Equipping the village hall, including furniture, sound system, electrical goods, sports equipment etc. will be the responsibility of the operating body.