

Preston, South Ribble and Lancashire City Deal Stewardship Board and Executive - Combined Meeting

Friday, 17th July, 2015 in Cabinet Room 'C' - The Duke of Lancaster Room, County Hall, Preston, at 2.00 pm

Agenda

- 1. Welcome and Apologies for Absence
- 2. Minutes of the Stewardship Board / Executive meetings held on 13th February 2015 (Pages 1 - 14)
- 3. Matters Arising
- 4. Declarations of Interest
- Part I (Items Publicly Available)
- 5. Governance Arrangements Combined Meetings (Pages 15 18)

Stewardship Board Items (Chaired by Karl Tupling)

- 6. Monitoring Update (Pages 19 38)
 - Commercial 10 year targets
 - Total 10 year targets
- 7. Preston, South Ribble and Lancashire City Deal: HCA Business Disposal Plan (BDP) Years 2, 3 and 4 - 2015-2018 (Pages 39 - 78)
 - HCA City Deal Business Plan V10

Joint Stewardship Board and Executive Items (Chaired by Jim Carter)

- 8. Preston, South Ribble and Lancashire City Deal: HCA Progress Report (Quarter 4, Year 1 and Quarter 1, Year 2) (Pages 79 - 88)
 - HCA BDP Progress Report Year 1 Q4 and Year 2 Q1

- 9. General Update (Pages 89 92)
- **10.** City Deal Implementation Update (Pages 93 106)
 - Quarter Four status report
 - Quarter Four finance monitoring report
- 11. Community Infrastructure Update (Pages 107 122)
- 12. Infrastructure Delivery Plan 2015 2018 Update (Pages 123 266)
- **13.** Communications Update (Pages 267 268)

Executive Committee Items (Chaired by Jim Carter)

- 14. Preston Bus Station and Multi Storey Car Park Verbal update
- 15. Any Other Business
- 16. Date of Next Meeting TBC September / October 2015

Agenda Item 2



Private and Confidential

Preston, South Ribble and Lancashire City Deal Stewardship Board

Minutes of the Meeting held on Friday, 13th February, 2015 at 10.30 am at the Cabinet Room 'D' - The Henry Bolingbroke Room, County Hall, Preston

Present

Mr K Tupling (Chair)

Mr S Browne	Ms L Norris
Mr J Carter	Mr M Nuttall

In Attendance

Mr M Hudson, Head of Planning, Lancashire County Council Mr A Milroy, Company Services Officer, Lancashire County Council Mr S Sage, Homes and Community Agency Mr T Seamans, Head of Communications, Lancashire County Council

1. Welcome and Apologies for Absence

The Chair, Mr K Tupling, welcomed all to the meeting. Apologies for absence were presented from Ms J Turton, Chief Executive, Lancashire County Council, with Mr S Browne nominated to attend in her place.

Mr A Milroy, Democratic Services, Lancashire County Council was invited to discuss proposed changes to the Governance arrangements of both the City Deal Stewardship Board and the City Deal Executive.

Mr Milroy explained that over the past few meetings the Stewardship Board and Executive agendas have begun to mirror each other and often contain the same items on both agendas that require presenting to each meeting causing duplication. In order to reduce bureaucracy and save time it was proposed to merge agendas for the Stewardship Board and Executive into one, whilst maintaining clear separation within the agendas for Stewardship Board only items, items for joint consideration and Executive only items.

It was proposed that the Chair of the Stewardship Board will chair the section for Stewardship Board only items, with the Chair of the Executive chairing the section for joint items and the section for Executive only items. In order to maintain formal separation and comply with governance requirements it was further proposed that separate minutes still be prepared for each Committee. Mr Milroy concluded that a formal report confirming the new governance arrangements will be presented to the next meeting.

Resolved: That the City Deal Stewardship Board approved the revised governance arrangements and noted that a report would be presented to the next meeting confirming the new arrangements.

2. Minutes of the last meeting held on 31st October 2014

Resolved: That the minutes of the last meeting held on 31st October 2014 be approved and signed by the Chair.

3. Matters Arising

None

4. Declarations of Interest

None

5. City Deal Implementation Update

Mr S Browne, City Deal Programme Director, Lancashire County Council presented a report (circulated) regarding the City Deal Implementation Update.

Section A: Implementation Update

Mr Browne highlighted that a number of "blue" sections had appeared on the Implementation Plan status report, which indicated those schemes / developments had been delivered. This included the Chain House Lane Junction on the A582 South Ribble Western Distributor, Station Road / Wigan Road / Lostock Lane works, Fishergate Central Phase 1, Preston Bus Station activities, Year one commitments at Cottam Brickworks, Haydock Grange, Lightfoot Lane, Whittingham Road North and South, Hospital Inn Crossing and School Lane.

In addition, it was reported that the majority of the other schemes and developments were either running to schedule, or in some cases were ahead of schedule. Some slippages was reports on a minority of schemes, the Leyland-Preston Improvement Plan will now be published for consultation in 2015/16 due to resource constraints, the adoption of the Masterplan for Cuerden had slipped from Q4 (2014/15) to Q1 in 2015/16 in order to allow time for representations to be made as part of the consultation. Moss Side Test Track has been delayed due to further consideration of bids, Wesley Street Mill has slipped due to delays with completion of contracts between the landowner and developer. Finally, University Tech College has slipped and the decision to re-submit the application will be made after the General Election in May 2015.

The Board commended the Programme Director and report as presented and expressed how pleased they were with progress made to date, particularly the number of schemes that have been completed ahead of schedule. The Committee requested that staff who have worked on the schemes be thanked for all their efforts.

The Board mentioned that some small snags had been reported regarding the Fishergate Central project and the Ringway traffic lights project. The Programme Director agreed to follow up on these projects and ensure any small snags are completed.

Section B: 2014/15 Quarter 3 Finance Monitoring

With regard to the Finance Monitoring report for Quarter 3 of 2014/15, the Programme Director reported that the message is positive and that so far the overall Infrastructure Delivery Fund is delivering the schemes and developments under budget.

Resolved: The City Deal Stewardship Board:

- a. Commented on and noted the progress made on delivering the City Deal Infrastructure delivery Plan during Quarter 3, and;
- b. Note the City Deal 2014/15 Quarter 3 Finance Monitoring Report.

6. HCA Business and Disposal Plan - Progress Update

Mr S Sage, Homes and Communities Agency, presented a report (circulated) which provided an update on progress made with the delivery of the HCA land assets since the last Stewardship Board and Executive Committee meetings.

Mr Sage reported that overall progress in the third Quarter has been good with a large majority of schemes progressed / delivered on schedule against the targets and milestones set out in the Business Disposal Plan (BDP).

In terms of specific sites, good progress has been made on Cottam Hall, Croston Road North and Whittingham Hospital. Pickerings Farm has moved forward with a negotiation strategy, which has now been agreed.

Planning permission at Croston Road North has been granted subject to a Section 106 agreement.. Sites where HCA are working in partnership with the private sector are proving more challenging, however the HCA are keen to keep these sites on track in line with the milestones as set out in the BDP. Moving forward, the key objective is to get the HCA sites out to the market and subsequently have developer partners on board to ensure delivery.

With regard to the HCA Land Assets, Mr Sage reported that since the last meeting on 31st October 2014, the HCA Lancashire & Cumbria (L&C) Team has made good progress, ensuring continued delivery of the land portfolio. Some of the key milestones have been achieved in the third quarter, summarised as follows:

- Cottam Hall Preferred Developers identified on Phase 2 plots 11, 12 and 13. There have been a number of housing completions on Phase 1 -Site K.
- Croston Road North Outline application given permission, subject to the S106 Agreement being signed.
- Pickerings Farm Negotiations with Taylor Wimpey are underway.
- Whittingham Hospital Phase 1 deal became un-conditional; all conditions in the agreement have been met.
- Croston Road South Preferred developer selected and HCA approvals to be sought imminently.

The Stewardship Board noted the full summary provided at Appendix 'A' to the report.

Mr Sage and Mr Tupling also stated that work on an updated BDP (2015-18) was underway which has adopted a three year rolling timescale to mirror the IDP The BDP would be brought to the next meeting on 23rd April 2015 for approval.

The Board discussed the obligations of the HCA and that they extend further than just the sale of land. The HCA has an obligation to work with partners to ensure land is brought forward and housing is delivered, there are milestones within the BDP to assist with achieving these obligations on the HCA City Deal assets.

The Board also discussed the District Council requirements to provide strategic housing assessments and co-ordinating how the assessments are done as the City Deal progresses.

The Chief Executives of Preston City Council and South Ribble Borough Council agreed to review the strategic housing assessment process and to consider if changes need to be made to co-ordinate the assessments with City Deal priorities.

Resolved: The City Deal Stewardship Board noted the content of the report and the progress made in the delivery of the HCA land assets in Quarter 3.

7. General Update

Mr S Browne presented a report (circulated) which provided a general update on the Community Infrastructure Plan, Employment and Skills Plan, Preparation of the 2015/18 Infrastructure Delivery Plan and Government Stocktake of the City Deal.

Community Infrastructure Plan (CIP)

It was reported that at this point in time, a draft CIP has just been produced and has been reviewed by the Community Infrastructure Working Group. The intention is that where appropriate, proposals in the CIP will be brought forward for consideration by the City Deal Executive and Stewardship Board as part of the 2015/18 Infrastructure Delivery Plan, at its meeting to be held on 23rd April 2015.

The draft document identifies a schedule of the potential additional community infrastructure requirements across the City Deal area based upon existing provision (for education, health, public open space, leisure and recreation and others) and future needs, based on the scale and distribution of future housing and commercial development. There is likely to be a need to prioritise the contents of the schedule in order to bring forward infrastructure at the appropriate time but also to acknowledge commercial viability in new developments.

The CIP will also incorporate the Environment Agency's priority plans to address flood risk with a substantial investment in prevention measures along the River Ribble corridor through the City Deal area.

Employment and Skills Plan

It was reported that the Lancashire Skills Board (a formal sub-committee of the Lancashire Enterprise Partnership) is preparing a City Deal Skills and Employment Strategy. This Strategy, along with an action plan, will be considered by the Skills Board in Spring 2015, and submitted to the City Deal Executive / Stewardship Board as soon as possible thereafter.

The Board expressed a view that it would wish to see the Employment and Skills Plan include the living wage and apprenticeships.

2015 / 18 Infrastructure Plan (IDP)

It was reported that work has begun on the preparation of the 2015/18 Infrastructure Delivery Plan. It is the intention that the next IDP will operate on a three year rolling basis, providing a longer term delivery forecast compared to the the current version, and will be updated annually.

The 2015/18 IDP will be taken through the appropriate City Deal Working Groups and brought to the City Deal Executive / Stewardship Board at its meeting on 23rd April 2015, for approval.

Government Stocktake of the City Deal

An update was provided on the undertaking of a "stocktake" of all Wave 1 and Wave 2 City Deals by Cabinet Office. The purpose of the stocktake is threefold:-

- To discuss delivery and implementation so far
- Identify any lessons learned
- Agree how reporting could be improved going forward.

It was reported that the Cabinet Office visited Lancashire on 30th January 2015 and involved a visit from the Cabinet Office Cities and Local Growth Unit and the Department for Business Innovation and Skills.

The Chair of the Lancashire Enterprise Partnership was in attendance and the discussions on the day were felt to be very positive, by both Government representatives and local partners.

Resolved: The City Deal Stewardship Board noted the report.

8. Communications and Marketing Update

Mr T Seamans, Head of Communications, Lancashire County Council gave a presentation regarding the communication and marketing strategy for the City Deal.

Mr Seamans highlighted that the strategy involved selling Lancashire, linking into the Lancashire Enterprise Partnership and getting across the key messages about the City Deal such as job creation, housing, large scale investment in the infrastructure of Lancashire, targeting local and national businesses and investors.

At present a number of communication strategies are being used to promote the City Deal and Lancashire, including time lapse videos, brands, social media and advertising boards. In addition public community meetings are being held to keep members of the public informed of progress, leaflets and newsletters are being produced and partners are working together to communicate what the City Deal is delivering.

Resolved: The Board noted the Communication and Marketing Update.

9. Any Other Business

Mr K Tupling, Homes and Communities Agency, highlighted that a Preston and South Ribble Developer Forum would be held on 23rd February 2015 which will present an opportunity to highlight how developers and partners can bid into national resources. The HCA will be talking to partners with a view to bringing schemes forward.

10. Date of Next Meeting

It was noted that the next meeting of the City Deal Executive / Stewardship Board was scheduled to be held on 23rd April 2015 at 10am in Cabinet Room 'D', County Hall, Preston as a combined meeting.



Private and Confidential

Preston, South Ribble and Lancashire City Deal Executive

Minutes of the Meeting held on Friday, 13th February, 2015 at 11.45 am at the Cabinet Room 'D' - The Henry Bolingbroke Room, County Hall, Preston

Present

Mr J Carter (Chair)

CC J Mein Cllr P Rankin Cllr M Smith

In Attendance

Mr S Browne, City Deal Programme Director, Lancashire County Council Mr A Milroy, Company Services Officer, Lancashire County Council Ms L Norris, Chief Executive, Preston City Council Mr M Nuttall, Chief Executive, South Ribble Borough Council Mr T Seamans, Head of Communications, Lancashire County Council Ms J Turton, Chief Executive, Lancashire County Council

1. Welcome and Apologies for Absence

The Chair, Mr J Carter, welcomed all to the meeting and explained that the Chair of the LEP, Mr E Booth, had nominated him as his permanent representative on the City Deal Executive. There were no apologies for absence.

Mr A Milroy, Democratic Services, Lancashire County Council was invited to discuss proposed changes to the Governance arrangements of both the City Deal Stewardship Board and the City Deal Executive.

Mr Milroy explained that over the past few meetings the Stewardship Board and Executive agendas have begun to mirror each other and often contain the same items on both agendas that require presenting to each meeting causing duplication. In order to reduce bureaucracy and save time it was proposed to merge agendas for the Stewardship Board and Executive into one, whilst maintaining clear separation within the agendas for Stewardship Board only items, items for joint consideration and Executive only items.

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Resolved: That the City Deal Executive approved the revised governance arrangements and noted that a report would be presented to the next meeting confirming the new arrangements.

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The Board expressed a view that it would wish to see the Employment and Skills Plan include the living wage and apprenticeships.

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- Identify any lessons learned
- Agree how reporting could be improved going forward.

It was reported that the Cabinet Office visited Lancashire on 30th January 2015 and involved a visit from the Cabinet Office Cities and Local Growth Unit and the Department for Business Innovation and Skills.

The Chair of the Lancashire Enterprise Partnership was in attendance and the discussions on the day were felt to be very positive, by both Government

representatives and local partners.

Resolved: The City Deal Executive noted the report.

8. Communications and Marketing Update

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Mr Seamans highlighted that the strategy involved selling Lancashire, linking into the Lancashire Enterprise Partnership and getting across the key messages about the City Deal such as job creation, housing, large scale investment in the infrastructure of Lancashire, targeting local and national businesses and investors.

At present a number of communication strategies are being used to promote the City Deal and Lancashire, including time lapse videos, brands, social media and advertising boards. In addition public community meetings are being held to keep members of the public informed of progress, leaflets and newsletters are being produced and partners are working together to communicate what the City Deal is delivering.

Resolved: The Executive noted the Communication and Marketing Update.

9. The Living Wage

Mr S Browne presented a report (circulated) regarding The Living Wage and the City Deal supporting the principles of it and wherever possible, adopting it as part of the City Deal highways infrastructure delivery programme.

It was noted by the Executive that both Preston City Council and Lancashire County Council are accredited Living Wage employers. To date, all of the City Deal highways infrastructure programme has been delivered in house, by staff directly employed by Lancashire County Council, under its Living Wage Policy. As the programme accelerates, the possibility of procuring external contractors increases and the opportunities for encouraging the Living Wage more widely within the community, can be considered.

However, whilst the County Council is committed to encouraging the broader use of the living wage principles through its procurement strategy, it cannot impose a requirement on contractors to pay the Living Wage. It's Policy is to review the applicability of the Living Wage to individual contracts on a case by case basis and consider the extent to which it can be built into the procurement process.

Resolved: In recognising the benefits of the Living Wage to the Lancashire economy and its citizens, the Executive agreed to support the principles of the Living Wage and wherever possible, adopting it as part of the implementation of the City Deal highways infrastructure delivery programme.

10. Any Other Business

Mr K Tupling, Homes and Communities Agency, highlighted that a Preston and South Ribble Developer Forum would be held on 23rd February 2015 which will present an opportunity to highlight how developers and partners can bid into national resources. The HCA will be talking to partners with a view to bringing schemes forward.

11. Date of Next Meeting

It was noted that the next meeting of the City Deal Executive / Stewardship Board was scheduled to be held on 23rd April 2015 at 10am in Cabinet Room 'D', County Hall, Preston as a combined meeting.



CITY DEAL EXECUTIVE AND STEWARDSHIP BOARD – 17th July 2015

Governance Arrangements – Combined Meetings

Report Author: Andy Milroy, Company Services Officer, Legal and Democratic Services, Lancashire County Council, email: <u>andy.milroy@lancashire.gov.uk</u>

Background

At the City Deal meetings held on 13th February 2015 it was agreed that the City Deal Executive and City Deal Stewardship Board will hold their meetings jointly due to the majority of business items being the same, improving the efficiency of the City Deal meetings.

It was also agreed to maintain the existing separate Terms of Reference and not, at this stage, formally merge the two meetings together. In order to maintain formal separation of the two meetings separate minutes for City Deal Executive and City Deal Stewardship Board will still be prepared.

Recommendations

The City Deal Executive and Stewardship Board are asked to note and approve the Governance Arrangements for Combined Meetings as set out.

New Arrangements

Meetings of the City Deal Executive and Stewardship Board will be held together at the same time.

There will be one agenda, structured as follows:

- Section 1 City Deal Stewardship Board Items (Chaired by the HCA representative)
- Section 2 Combined Stewardship and Executive Business (Chaired by the LEP Chair's nominated representative)
- Section 3 Executive Items (Chaired by the LEP Chair's nominated representative)

In order to maintain formal separation of the two meetings separate minutes for City Deal Executive and City Deal Stewardship Board will still be produced documenting any formal decisions taken by the Executive and Stewardship Board.

Attendance

Both City Deal Executive and City Deal Stewardship Board members can attend.



City Deal Executive members shall be observers for City Deal Stewardship Board items, City Deal Stewardship Board members shall be observers for City Deal Executive items.

Observers present may be allowed to contribute with permission from the Chair of the relevant section.

Observers shall not be entitled to vote, voting is reserved for members of the Executive / Stewardship Board, as appropriate, for the relevant agenda section. For clarity, in practice this means that only City Deal Stewardship Board members can vote on Stewardship Board only items, both Stewardship Board and Executive members can vote on combined business items, with only Executive members entitled to vote on Executive only items.

Membership and Quorums

The membership and quorums of the City Deal Stewardship Board and Executive remain unchanged, therefore respective quorums are required to conduct business. The membership and quorums are as follows:

Stewardship Board Membership

- 1. The Stewardship Board shall comprise the following Members:
 - i) The North West Executive Director of the HCA (or their nominee);
 - ii) The Chief Executive of Lancashire County Council (or their nominee);
 - iii) The Chief Executive of South Ribble Borough Council (or their nominee);
 - iv) The Chief Executive of Preston City Council (or their nominee); and
 - v) The Lancashire Enterprise Partnership's Champion for Strategic Development (or their nominee).
- 2. The Stewardship Board shall have the power to appoint up to 2 additional Members.

Executive Membership

The City Deal Executive shall comprise the following Members:

- i) The Leader of Lancashire County Council (or their nominee);
- ii) The Leader of South Ribble Borough Council (or their nominee);
- iii) The Leader of Preston City Council (or their nominee);
- iv) The Chair of the Lancashire Enterprise Partnership (LEP) (or their nominee);
- v) The Vice-Chair of the LEP (or their nominee); and
- vi) The LEP's Champion for Strategic Development (or their nominee)



Stewardship Board Quorum

The quorum for Stewardship Board meetings shall be 5. No meeting shall be quorate unless each Member (or their nominee) set out in 1 above is present.

Executive Quorum

The quorum for City Deal Executive meetings shall be 4. No meeting shall be quorate unless the following Members (or their nominees) are present:

- i) the Leader of Lancashire County Council
- ii) the Chair of the LEP or Vice-Chair of the LEP;
- iii) the Leader of South Ribble Borough Council; and
- iv) the Leader of Preston City Council.



Current Membership List and Status for Joint City Deal Meetings

Name	Role	Status for Executive Items	Status for Stewardship Board Items
Jim Carter	LEP Chair's nominee	Chair (Member)	Member (acts as LEP Champion for Strategic Development on Stewardship Board)
Malcolm McVicar	LEP Vice Chair's nominee	Member	Observer
County Councillor Jennifer Mein	Leader of Lancashire County Council	Member	Observer
Councillor Margaret Smith	Leader of South Ribble Borough Council	Member	Observer
Councillor Peter Rankin	Leader of Preston City Council	Member	Observer
Jim Carter (Dual role on Executive)	LEP's Champion for Strategic Development	Member	Member
Karl Tupling	The North West Executive Director of the HCA	Observer	Chair (Member)
Jo Turton	The Chief Executive of Lancashire County Council	Observer	Member
Mike Nuttall	The Chief Executive of South Ribble Borough Council	Observer	Member
Lorraine Norris	The Chief Executive of Preston City Council	Observer	Member



City Deal Executive and Stewardship Board – 17 July 2015

Title: Monitoring Report Update

Report Author: Report of the City Deal Monitoring Group

1. Background

- 1.0 This report provides an update on the progress with the City Deal Monitoring Framework and the work being carried out by Local Partners in completing the 10 year output targets and the 2014/15 Annual Monitoring Report to be included in the City Deal Monitoring Return to Government. This work is in addition to the quarterly progress reporting carried out as part of the implementation of the Infrastructure Delivery Plan.
- 1.1 The Stewardship Board is reminded that the City Deal and subsequent Stewardship Board Agreement state the purpose and commitment towards monitoring progress in delivering the City Deal, supporting the joint objectives of the Board, Local Partners, HCA and Government.
- 1.2 The Monitoring Framework, appended to the Stewardship Board Agreement, sets out a range of information relating to delivery, receipts, expenditure and completions.
- 1.3 The Stewardship Board Terms of Reference set out the responsibility of the Stewardship Board to provide periodic monitoring reports to central government. The Stewardship Board previously agreed that two sets of monitoring outputs be prepared annually;
 - Firstly, a Core Output data set, to include housing units (consented and completed), commercial floorspace (consented and completed), private sector investment and jobs accommodated. It was agreed that this data set should form the substantive part of the Annual Monitoring Return to government, and;
 - Secondly, a Supporting Output data set to include metrics to track planning consents, development activity on specific sites (including HCA sites), retail vacancy outputs, and outputs to monitor progress with transport and community outputs. It was agreed that this data set should be presented annually to the Stewardship Board and Executive for consideration by the local partners.



- 1.4 As a core part of the implementation arrangements, the City Deal Project Board established a City Deal Monitoring Group, made up of representatives of the three Councils and the HCA, who meet to provide effective monitoring to meet the above purposes.
- 1.5 The monitoring role will become increasingly important in supporting the delivery of the City Deal Programme as well as demonstrating the benefits of the programme to the Lancashire economy to a wide range of audiences. Moving forward the sub group will report to the City Deal Project Team and Board and will be chaired by South Ribble Borough Council's Enterprise Manager.

2. Reporting Arrangements

- 2.1 At a 'stock take' meeting with Cabinet Office and DCLG in January 2015, attended by the LEP, the three Councils and the HCA, a review of the reporting frequency was discussed and it was agreed to consider approaches and frequency of reporting that will allow an alignment of monitoring arrangements with HMG as part of a general review of LEP reporting mechanisms. It was also agreed to submit 10 year targets to HMG for both Core and Supporting metrics.
- 2.2 HMG have subsequently confirmed that City Deals will now be required to report quarterly on the Core metrics. This will be via a standard Information Management System (IMS) which HMG will use to capture information on all LEP initiatives. LCC, as accountable body for the LEP, is currently part of a pilot programme to test the IMS. This will supplement the monthly qualitative progress reporting.
- 2.3 Local Planning Authorities are considering additional resources that may be required to meet the quarterly monitoring obligations for housing units and commercial floorspace Core metrics (the remaining Core metrics for private sector investment and jobs accommodated can be provided through existing LCC resources).

3. Proposed Arrangement for Submission of Monitoring Return

3.1 The City Deal Monitoring Group have developed a consistent approach to the preparation of the Monitoring Return which will measure output performance against the agreed baseline targets, providing the following levels of monitoring;



- Cabinet Office/DCLG a high level report providing information on key housing, commercial and jobs output data based on a template used by other City Deals;
- Stewardship Board using the longer list of outputs a more detailed overview of the City Deal area will be provided, allowing assessment on a site by site basis which will enable finer grain analysis of progress on the delivery of outputs, and how site development activity relate to the completion of transport infrastructure. It is proposed that this report be submitted by the City Deal Executive to the main LEP Board.
- 3.2 The Core Output data will be extracted and will form the basis of the Monitoring Return to Government.
- 3.3 It should be noted that discussions with HMG regarding the quarterly reporting obligations are ongoing. The Chair of the Stewardship Board will provide a verbal update to the Stewardship Board.

4. Proposed 2014/15 Annual Monitoring Return

Purpose

4.1 This section of the report provides the basis of the Annual Monitoring Return that will be submitted to Government for the purpose of providing accountability in respect of public sector investment and real time feedback on performance to inform and improve the City Deal programme delivery. To note, the information provided is up to March 2014/15 and takes no account of development progress and activity that has happened over the last month. It also includes the 10 year Monitoring targets.

Core Outputs

4.2 The table below shows progress against Year 1 Core output targets, which are the key Government performance measures.





Table 1

Core outputs - 2014/15	Target	Actual	Variance	Comments
Total number of Housing units consented for planning *	6,590	6,501	-89	Only 1 major site requires planning permission.
Total number of Housing units completed	338	980	+642	Includes 98 empty homes brought back into use and 215 office units converted to residential
Commercial floorspace consented (sq m)	44,000	19,442	-24,558	Awaiting next phase development of Preston East sites.
Commercial floorspace completed (sq m)	21,928	3,338	-18,590	This mainly relates to one site where development options have been drawn up. Early stage negotiations are underway.
Jobs accommodated - Via commercial floorspace completions**	86	77	-9	
 Construction jobs connected to Capital Investment** * 	n/a	226	n/a	These jobs are associated with the infrastructure build programme
Public Sector Investment (to support Infrastructure programme)	£18.59m	£18.067m	-£0.523m	
Private Sector Investment (to support infrastructure programme)	£6.18m	£5.543m	-£0.637m	

* Includes consents from previous years from City Deal sites that form the baseline position

** Gross jobs based on an average of 43 sq m per job, as per CLG guidance. An additional CLG methodology is used whereby a calculation is made based on additionality with job creation spread over a 3 year period which would generate 13 jobs

*** Based on one job per £86,945 of capital investment

Housing outputs

- 4.3 There has been a strong performance of total *housing unit* completions against Year 1 targets within both Districts with the addition of growth in Preston City Centre sites which has also benefitted from the conversion of office units into residential accommodation and from almost a hundred empty properties being brought back into use.
- 4.4 Compared with previous years in the City Deal area, housing completions represent a significant escalation of activity.



- 4.5 From a *planning perspective* all but one target sites have received planning consent thereby removing any potential delay in progressing development.
- 4.6 Key **HCA sites** are maintaining progress with sites on target with regards planning permissions and on site activity. Critically, housing completions have met Year 1 targets.

Commercial Floorspace outputs

- 4.7 The market for *commercial floorspace* has been more subdued with only one significant completion which took place within Preston at the former James Hall site along Ribbleton Lane.
- 4.8 Year 1 targets were based on a small number of development sites, one of which has been subject to a development option review, with early stage negotiations currently taking place. The outputs associated with this development have therefore been re-profiled.
- 4.9 The commercial market is occupier-led and although there are signs of speculative development, in particular for smaller industrial units, significant opportunities are yet to crystalise. In the absence of speculative development there is evidence of a programme of refurbishment of secondary industrial property at business parks taking place until values recover.
- 4.10 Nonetheless there are encouraging market signs; occupancy rates at strategic locations and business parks (where significant levels of future outputs are expected) are in many cases high; there is a real shortage of available new and modern manufacturing and logistics buildings across virtually all size ranges in the key locations of the North West, whilst demand also continues to recover; there are pipeline developments at North East Preston employment sites which are being progressed through planning; there have been notable business expansions for example James Fisher Nuclear who are expanding within South Ribble and new office tenancies at Preston East.
- 4.11 In the short-term there is a pipeline of new development in place, some of which are associated with housing sites, whilst Roundhouse Properties have planning permission for 43 units for an expansion at the South Rings Business Park in South Ribble and the Queens Retail Park in Preston received planning permission with work on site anticipated over the summer.
- 4.12 In addition 2014/15 has seen significant progress in bringing forward the two largest City Deal employment sites, Cuerden and the Enterprise Zone at Samlesbury (both in South Ribble). A Masterplan has been adopted for the former and construction on the Training facility at the latter has a commencement date of June 2015.



4.13 Other development activity continues within commercial centres and will be supported by transport and public realm improvements, for example there has been progress with development activity in the City Centre and lettings that have been encouraged by the new public realm along Fishergate.

Jobs

4.14 Related to commercial floorpsace outputs, *jobs* outputs have just fallen short of anticipated targets by 9%. However, in addition to this, construction-related jobs are estimated at 226 which is based on a cost-per job assessment.

Private sector investment

4.15 A combined total £19.71m of public and private sector investment has been invested in transport infrastructure, which has resulted in the achievement of the infrastructure milestones below and the construction jobs referred to above.

Supporting Outputs

4.16 The detailed list of supporting outputs targets enable a fuller picture to be provided on achievement and forecasts, measuring activities from preplanning to post-implementation of projects, and the table below provides a summary of Year 1 achievements.





Table 2				
Supporting output – 2014/15	Target	Actual	Variance	Comments
Total number of Housing	6,844*	6,844*	-	No outstanding sites awaiting
units submitted for				submission for planning
planning				
Number of City Deal	34	20	-14	Relates to main Preston sites,
Strategic Housing sites at				although construction is actively
which construction is				taking place in 104 sites in
actively taking place				Preston alone.
Quantity of Commercial	44,000	78,483	46,677	Significant amount of floorspace
floorspace from identified				submitted for planning at
and agreed Employment				Preston East.
sites submitted for				
planning				
Retail vacancy rates in				
city and town centres				
- Preston	24% 2012	12% 2014**		Leyland GOAD data sets to be
- Leyland	8.3% 2013	Tbc		updated in Oct 15.
Number of HCA sites	2	2	-	
submitted for planning				
permission				
Number of HCA sites	4	4	-	Croston Road/Land at
granted planning				Eastway/Whittingham
permission				Hospital/Cottam Hall
Number of HCA sites	2	2	-	Brindle Road/Cottam Hall
where construction is				
actively taking place				
Total number of housing	38	44	+6	Brindle Road/Cottam Hall
completions on HCA sites				
Total number of new	0	0	-	
floorspace completed on				
HCA sites				

*Relates to both Year 0 and Year 1 targets and actual to represent the full planning pipeline ** Source: Preston BID (18% regional average)

- 4.17 From the *planning perspective*, and inclusive of Year 0 (2013/14) and Year 1 (2014/15), a total of 6,844 *housing units* have been submitted for planning which presents the full extent of target permissions. There is also a significant pipeline of *commercial properties* for which planning permission has been submitted.
- 4.18 Focussing upon key *HCA sites*, acting as a barometer for the market for large development sites, progress is being well maintained through the planning process enabling housing completion targets to be met in Year 1.



- 4.19 Full data is yet to become available to provide an update on retail figures across the City Deal area, however in relation to Preston City Centre vacancy rates how shown strong recent improvement. Where the public realm activity has been completed or is in progress, vacancies are particularly low for example, along Fishergate and both retail shopping centres have recently been acquired with the new owners buoyant about future prospects and are considering investment proposals. Development plans are also being produced for adjacent leisure/residential schemes, whilst other large scale City Centre development activities are being progressed. Similarly, in Leyland there is retailer confidence that the centre is prospering, where there are sustainable levels of vacancies. The centre will benefit from proposed public transport corridor to provide greater access and public realm improvements.
- 4.20 Progress towards infrastructure, Sustainable Transport Infrastructure and Community Infrastructure outputs are reported upon fully in the Infrastructure Delivery Plan, however the Stewardship Board Agreement includes specific infrastructure targets as Supporting Outputs for which a summary update on 2014/15 milestones is provided in the table below. It should be noted that a comprehensive Community Infrastructure Plan is being developed where a full set of metrics and a reporting framework will be developed.

Infrastructure programme	2014/15 Target	2014/15 Actual
Broughton Bypass progress	Major Scheme Business	Major scheme Business
	Case prepared	Case submitted
	Construction contract drawn up	CPO/SRO made
		Construction contract
		drawn up and tendered.
Penwortham Bypass progress	Scheme Identified	Detailed design
		preparation ongoing.
	Major Scheme Business	Commencement of land
	Case prepared	and property
		negotiations
Preston Western Distributor progress	Concept design and	Concept design and
	consultation	consultation
	Major Scheme Business Case prepared	Major scheme Business Case prepared
	Construction contract drawn up	
A582 South Ribble Western Distributor Dualling	N/A	Concept design and consultation

Table 3



Sustainable Transport Infrastructure – Public Transport Priority Corridors	2014/15 Target	2014/15 Actual
Broughton- Fulwood- (Preston) (North)	Improvement plans in place	Concept design and consultation
Bamber Bridge - City Centre	N/A	Concept design and consultation
Fishergate Central Gateway	N/A	Phase 1 works completed
		Phase 2 Concept design and consultation
PWD to Samlesbury	N/A	Concept design and consultation
Community Infrastructure	2014/15 Target	2014/15 Actual
Preston Bus Station	N/A	Structural condition survey
		ROM cost plan
		ROM validation

*Please note the above schemes are for 2014/15

- 4.21 It is evident, through the monitoring and reporting process that the current agreed data set does not present a full picture of activity within the City Deal. More specifically, there are three areas where further data collection and reporting would be beneficial. Firstly, the Board will recall that investment by the Lancashire Pension Fund in commercial schemes is a key theme of the City Deal, yet this is not being reported upon (the 2014/15 Pension Fund invested will be provided at the Project Team meeting). It is recommended that this data is collected and reporting as part of the supporting output data set.
- 4.22 Secondly, the current methodology for calculating new jobs uses a standard formulae based on new commercial floorspace created. This methodology does not allow for those jobs associated with business growth, relocation or refurbished floorspace to be calculated. It is recommended that the sub group work to produce an agreed methodology to capture additional new jobs and that these be reported as part of the supporting output data set.



Development Context

10 year targets

4.23 The full breakdown of 10 year targets are scheduled in Appendices 1 and 2 which provide a complete picture of anticipated development. A summary of outputs targets is shown in the table below;

	Housing units	Commercial floorspace (sq m)	Jobs*	Capital investment (£m) (Public/Private sector investment)
Year 1 - 2014/15	980	3,338	77	31.310**
Year 2 – 2015/16	956	4,745	110	20.059
Year 3 – 2016/17	1138	40,197	484	39.814
Year 4 – 2017/18	1598	54,762	854	44.631
Year 5 – 2018/19	1703	177,295	3,704	65.799
Year 6 – 2019/20	2246	108,863	2,113	51.226
Year 7 – 2020/21	2014	144,676	2,945	34.773
Year 8 – 2021/22	1892	102,235	1,958	30.125
Year 9 – 2022/23	1790	161,577	3,339	28.816
Year 10 – 2023/24	1767	224,759	4,808	22.972
Total	16,084	1,022,448	20,392	369.526

Table 4

*Based on an average of 43 sq m floorspace per gross job as per CLG guidance

** Includes Year 0 capital investment

- 4.24 As noted above, these targets have been updated to reflect commercial marketplace, Local Planning Authority Local Housing Trajectories, the HCA's Business Development Plan and the draft City Deal Infrastructure Development Plan, and will be subject to annual review and update.
- 4.25 It should also be noted that the LEP and LCC, as the LEP's accountable body, have been working with HMG on reporting and monitoring arrangements for the Lancashire Growth Deal. This reporting will be through an Information Management System and HMG have indicated that they will, in due course, seek to bring City Deal reporting in line with this system. The Board will continue to be informed of progress in this regard. The LEP have also established a Monitoring and Evaluation Framework for the Growth Deal and there may be elements of this framework which could be applied to the City Deal.
- 4.26 In addition, the LEP have recently agreed to establish a Performance Committee and systematic reporting on the City Deal to the LEP Board as a key LEP initiative will become increasingly important. The use of one Information Management System will streamline processes and reduce the



amount of time required to report monitoring information, albeit with some degree of local partner effort still required to collect and stress test the data.

Local context

- 4.27 It has reported that nationwide, tougher mortgage rules and a shortage of labour and materials had hit housebuilding over the past year, which represent some of the local challenges the City Deal area will be facing. Some of these will be beyond the ability of local partners to influence (but will be important to report against), whilst there will be certain areas where local intervention can make a positive, albeit in cases limited, impact.
- 4.28 As a snapshot of average house prices, there was an increase in house prices of 0.83% over the year in the Preston area (inclusive of postcodes PR1 to PR5 encompassing Penwortham and Bamber) which generally compares favourably against most locations in Lancashire and the North West where house prices fell (Source: Zoopla). Within Lancashire these comparator locations include Blackburn, Burnley and Chorley and within the North West include Bolton and Manchester.

Risks

- 4.29 Whilst the City Deal Infrastructure Delivery Programme will deliver the critical infrastructure required to enable the full development of significant housing and commercial development schemes, the success of the programme (in so far as achieving its agreed core outputs) is subject to a series of cost, resource and timing risks associated with the infrastructure elements with other planning, commercial, policy and political risks associated with the whole programme but with particular relevance to the achievement of core outputs.
- 4.30 Any risks associated with the delivery of the key infrastructure is reported upon separately, and the completion dates for strategic highways are noted elsewhere.
- 4.31 The risks that are more specific to housing and commercial development activity are reported below;

Planning risks

- 4.32 As part of an examination of their Local Plan (Preston) and the SHLAA (South Ribble) the 10 year housing profile has been updated and 16,084 housing unit outputs are profiled within this timeframe, with 18,188 units anticipated to be achieved over the 15 year period.
- 4.33 Consents are already in place for over a third of the housing planning permissions, and 10 year targets have been reviewed and updated which will



enable and an efficient and manageable processing of future planning submissions avoiding any unnecessary delays. The City Deal area is also supported by a Central Lancashire Core Strategy (2010-2026) that provides an over-arching development and planning framework, whilst the Community Infrastructure Levy is now in place.

- 4.34 Housing Zone status has also been recently established for sites in Preston City Centre that cover c750 units, and will enable progress.
- 4.35 North West Preston development sites are covered by a Masterplan that was approved in February 2014, and which provides a comprehensive framework to guide the development process.
- 4.36 With regards Commercial sites, the two largest employment sites have made meaningful progress. Samlesbury Enterprise Zone is subject to a Local Development Order, whilst Cuerden's masterplan has recently been approved.
- 4.37 A City Centre Action Plan covering a range of commercial sites has been prepared and submitted for examination.

Commercial risks

- 4.38 The City Deal Programme area is a clearly defined city-area and as such is a tightly drawn geography subject to usual market forces and competition, with the result that development activity can and does vary from year to year.
- 4.39 It should be noted that there have been recent significant developments at Matrix Park, Buckshaw Village, South Ribble and Preston East which has boosted local commercial accommodation supply, therefore it is not surprising that there is a period of 'stock taking', especially in this economic climate, whilst demand and commercial values recover.
- 4.40 Partner working groups, partnerships and alliances have been formed to share market intelligence and support the phasing of development activity to help co-ordinate sustainable development.
- 4.41 For example, a North West Preston Infrastructure Group has been established with the major house builders and land-owners to co-ordinate development and resolve land equalisation matters. An outline development study has been produced with commercial land owners at Preston North East with the purpose of understanding constraints, aligning developer interests and identifying potential land uses to support incremental development.
- 4.42 House sales will be affected by a range of local socio-demographic indicators, and these datasets will be continually monitored to help inform an understanding of the pace of housebuilding, and any local interventions that may be able to be support sales.



4.43 A *Marketing & Communications Strategy* is being implemented to raise the profile of the City Deal area, and its impact on the Lancashire economy, on a local, regional and national level. The activities are being led by the three councils, the Lancashire Enterprise Partnership and the Homes and Communities Agency. City Deal partners will also contribute to and benefit from Lancashire-wide strategic place marketing activity recently commissioned by Lancashire Enterprise Partnership.

Policy & Political risks

- 4.44 It was noticeable that there was a slowdown in development activity prior to the election which was not unexpected but, given the anticipated continuation of planning policies and ongoing confidence in the market, 'business as usual' is likely to resume.
- 4.45 The housing market, particularly with relation to certain sectors of the market, will be more sensitive to developments and changes with Government policy which may have a bearing upon, for example, affordable housing, specific housing types and locations or the ability of different groups to enter the housing market.
- 4.46 For example the Right to Buy policy may have local or site specific effects, whilst the expansion of the Help to Buy Equity Loan Scheme could present opportunities to help stimulate the market.
- 4.47 The Monitoring Group will begin to examine some of these possible effects and how it may impact upon the housing build programme and sales.
- 4.48 In order to ensure that local people and businesses are best able and positioned to benefit from the opportunities presented by the City Deal Programme a *Skills and Employment Strategy* has been commissioned. This will assess the projected skills demands over the lifetime of the City Deal and ensure that there is a comprehensive approach towards addressing any skills gaps and supporting access to jobs, supporting economic activity and business growth.

5. Future Monitoring Activity

5.1 In order to effectively monitor the City Deal programme and provide meaningful information to the Stewardship Board in order for it to be able to, firstly, review the performance of the programme; secondly, inform the ongoing delivery of strategic infrastructure as per the Infrastructure Delivery Plan and, thirdly, report back to the LEP and Cabinet on broad achievements and investment benefits, the Monitoring Group will undertake a programme of activities in 2015/16 set within the context of the revised reporting requirement to HMG;



- A review of the metric outputs will be undertaken with particular focus on the collection of jobs information to fully capture an understanding of local benefits. Whilst new commercial floorspace is the identified Core metric used to generate jobs figures additional measure will be considered such as construction jobs, jobs associated with refurbished premises, inward investment into existing premises and company expansions.
- Other City Deal benefits will also be considered, for example the Pension Fund investment contribution.
- Linking with the work of the Skills and Employment Strategy there will be an examination of employment opportunities resulting from City Deal developments, as well as potential procurement activities for local SME's within the construction supply chain. The Skills & Employment Strategy will seek to provide innovative and effective approaches to ensuring opportunities are maximised.
- Undertake additional monitoring of development activity and inward investment to support the Marketing & Communications Strategy;
- Undertake ongoing analysis of the 10 year target outputs and associated risks, supporting the co-ordination and integration with other programme elements including the Marketing & Communications Strategy.

Recommendations

Stewardship Board Members are requested to:

- 1. Note the requirement to submit a City Deal Monitoring Report to Government on a quarterly basis;
- 2. Consider the impact of the quarterly monitoring obligation on the previously agreed monitoring and reporting arrangements;
- 3. Provide input into the review of the Stewardship Board Terms of Reference to reflect HMG's monitoring reporting requirements;
- 4. Recommend that the Monitoring Group prepare costed options to support the preparation of additional (quarterly) monitoring requirements;
- 5. Recommend that the Monitoring Group are tasked with developing additional output metrics that provider a wider perspective of the local investment and job contribution provided by the City Deal infrastructure programme;
- 6. Recommend that the output metrics include a report on the Pension Fund investment contribution;
- 7. Agree that the full Monitoring Reports based upon the data and commentary included within this report be submitted to the Lancashire Enterprise Partnership Board.



	PCD Year	PCD Year	PCD Year	PCD Year	PCD Year	Year 11	Year 12	Year 13	Year 14	Year 15	10 Year						
CITY DEAL - COMMERCIAL TARGETS	1 (2014)	2 (2015)	3 (2016)	4 (2017)	5 (2018)	6 (2019)	7 (2020)	8 (2021)	9 (2022)	10 (2023)	(2024)	(2025)	(2026)	(2027)	(2028)	Total	15-Year Tota
ELOORSPACE - SQ M																	
Samlesbury EZ			19,360	18000	18000	18000	18000	18000	18000	18000	18000	18000	18000	18000	18000	145,360	23536
ZONE 1: NORTH WEST PRESTON																-	
		215	405	454	480	739	739	1,137	1,137	847	846					6,154	700
Eastway Cottam Hall - Supermarket		4,366	405	454	400	755	735	1,157	-	047	040					4,366	436
Cottain Hall - Other		4,300	308	346	366	563	563	867	867	645	645					4,500	533
Sub Total		4,745	713	801	846	1,302	1,302	2,004	2,004	1,492	1,491	-				15,209	16,700
540 1044		-,,,-,,	/15	001	040	1,502	1,502	2,004	2,004	1,452	1,451					13,205	10,700
ZONE 2: NORTH EAST PRESTON																	
Preston East	-			-			44,987	44,988	44,987	-						134,962	13496
Red Scar	-	-	-	-	32,080	32,080	32,080	-	-	-						96,240	9624
Roman Road Farm	-	-	-	-	-	-	-	-	33,253	66,507						99,760	9976
Bluebell Way			-	18,211	-	-	-	-	-	-						18,211	1821
Sub Total	-	-	-	18,211	32,080	32,080	77,067	44,988	78,240	66,507	-	-	-	-	-	349,173	349,173
					-	-	-	-	-							,	
ZONE 3: PRESTON CITY CENTRE																	
Ribbleton Lane (Former James Hall Site)	3,338															3,338	333
Uclan Campus	-	-	-	-	-	-	-	-	-	-						-	
Preston CBD				8,000	17,000											25,000	2500
Preston CBD									25,000	50,000						75,000	7500
Winckley Square - Phase 1			6,431													6,431	643
Winckley Square - Phase 2					3,077	9,832										12,909	1290
City Centre North				3,000												3,000	300
City Centre North					19,450											19,450	1945
Horrockses		-	3,820	-	-	-	-	-	-	-						3,820	382
Horrockses		-	1,178	-	-	-	-	-	-	-						1,178	117
Sub Total	3,338	-	11,429	11,000	39,527	9,832	-	-	25,000	50,000	-	-	-	-	-	150,126	150,126
ZONE 4: PENWORTHAM & LOSTOCK HALL																	
Cop Lane, Penwortham	-		3,251													3,251	325
Pickerings Farm			5,251		6,750	3,249	3,907	2,843	3,933	3,660						24,342	2434
Sub Total	-		3,251	-	6,750	3,249 3,249	3,907 3,907	2 ,843	3,933 3,933	3,660 3,660		-		-		24,542	2434
500 1000	_	-	3,231		0,750	3,243	3,507	2,043	3,333	3,000		-	-		-	27,555	27,333
ZONE 5: LEYLAND & CUERDEN																	
Cuerden Ph 1 (incremental difference only)	-		-	-	28,260	-	-	-	-	-						28,260	28260
Cuerden Ph 1 (incremental difference only)	-		-	-	7,432	-	-	-	-	-						7,432	7432
Cuerden Ph 2 (incremental difference only)	-				34,400	34,400	34,400	34,400	34,400	-						172,000	17200
Lancashire Business Park	-	-	-	-	-	-				85,100						85,100	8510
Moss Side Test Track	-	-	-	-	10,000	10,000	10,000	1								30,000	3000
Sub Total	-	-	-	-	80,092	44,400	44,400	34,400	34,400	85,100	-	-	-	-	-	322,792	322,792
ZONE 6: BAMBER BRIDGE																	
South Rings	-	-	5,444	6,750												12,194	12194
Sub Total	-	-	5,444	6,750	-	-	-	-	-	-	-	-	-	-	-	12,194	12,194
PCC beyond period - Other											86,700	86,700	86,700	86,700	86,700	-	43350
SRBC beyond period - Other											41,000	41,000	41,000	41,000	41,000	-	20500
Sub Total	-	-	-	-	-	-	-	-	-	-	127,700	127,700	127,700	127,700	127,700	-	638,500
TOTALS	3,338	4,745	40,197	54,762	177,295	108,863	144,676	102,235	161,577	224,759	147,191	145,700	145,700	145,700	145,700	1,022,448	1752438.0

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	CITY DEAL - HOUSING TARGETS		PCD Year 2 (2015)			PCD Year 5 (2018)				PCD Year 9 (2022)		Year 11 (2024)	Year 12 (2025)	Year 13 (2026)	Year 14 (2027)	Year 15 (2028)	10 Year Total	15-Year Total
ZONE 1	NORTH WEST PRESTON																	
H1	Cottam Hall Phases 2 & 3 (HCA)			64	96	96	91	96	95	96	91	165	100				725	990
H1a	Cottam Brickworks				15	30	30	30	30	30	30	11					195	206
H1b	Cottam Hall Site K	23	49	32													104	104
H4	NW Preston (Wooplumptum)						232	231	231	231	231						1156	1156
H4a	Land at Eastway (HCA)			30	30	30	30	30	30	30	30	30	30				240	300
H4b	Eastway (Hollins)		15	30	30			5									140	
H4c	Hoyles Lane (CEG)			30	30				30	30	30	30	30	50			240	
H4d	Maxy House Farm (Wainhomes)		15	30					30	30	30		30	35			255	
H4e	Haydock Grange (TW)		30	35	35				35	35	35		35				310	
H4f	Lighfoot Lane (Redrow)		15	30					30	30	30		30	15			255	
H4g	Lightfoot Green Lane (Connemara)		15	30	30				50					15			125	
H4h	NW Preston (Lime Chase)	51	19		50		20										70	
		51	19	C	11												22	
H4i	Land of Our Lady (Hollins)		5	0	11			20									189	
H4j	Sandyforth Lane (David Wilson Homes)		10	30	30			30	29									
H7	Whittingham Hospital (HCA)		8	32	64		94	64	64	72	72	72	44				650	
H8	Land South of Whittingham Road (DW)	2	18	30	28												78	
H8a	Land North of Whittingham Road (Gladman)			30	30			30	30	30	10						220	
H8b	Inglewhite Road (Gladman)		15	30	30	30	30	30	25								190	190
ZONE 2	NORTH EAST PRESTON																	
																		<u> '</u>
ZONE 3	PRESTON CITY CENTRE																	0
	Change of use (City Centre office to resident																	215
	Empty homes brought back into use	98																98
	City Centre/small sites	222	231	248	192	104	106	46	33	68	56	161					1306	1467
ZONE 4	PENWORTHAM & LOSTOCK HALL																	
																		 '
H19	Lostock Hall Gasworks	-	-	5	50	50	50		50	50	45	-	-	-	-	-	350	350
H17	Vernon Carus	-	-	-	40	40	40	40	40	40	40	40	40	40	40	35	280	475
H5	Pickerings Farm (HCA Asset)	-	-	-	100	120	120	120	120	120	120	120	120	120	120	50	820	1350
H27	Wateringpool Lane	-	-	39	40	-	-	-	-	-	-	-	-	-	-	-	79	79
H30	Land off The Cawsey	16	25	30	4		-	-	-	-	-	-	-	-	-	-	75	75
H40	Liverpool Road/Jubilee Road	32	40	-	-	-	-	-	-	-	-	-	-	-	-	-	72	72
H22	Land off Claytongate Drive	-	15														15	15
H24	Gas Holders, Lostock Hall			25													25	25
H31	Land off Long Moss Lane	-	27														27	27
H32	South of Longton Hall			20	20	20	20										80	80
H33	Land off Liverpool Road, Hutton			20	25												45	45
H35	Rear of Chapel Meadow, Longton	14		20	20												14	14
H38	Land off School Lane, Longton	13	20	20	20	10											83	83
H39	Land at Longton Hall, Chapel Lane	13	20	20	20	10											48	48
H59 H41	Lostock Hall Primary, Avondale Drive		24	10													30	30
1141	LOSLOCK Hall Frillidly, Avonuale Drive		20	10													50	50
ZONE 5	LEYLAND & CUERDEN																	
	Marea Cida Task Task																	0
H3	Moss Side Test Track	-	-	-	45	90	90	90	90	90	90	90	75	-	-	-	585	750
H11	Altcar Lane (HCA Asset)	-	-	-	-	65	65	65	75	80	80						430	430

		PCD Year	Year 11	Year 12	Year 13	Year 14	Year 15	10 Year	15-Year									
	CITY DEAL - HOUSING TARGETS	1 (2014)	2 (2015)	3 (2016)	4 (2017)	5 (2018)	6 (2019)	7 (2020)	8 (2021)	9 (2022)	10 (2023)	(2024)	(2025)	(2026)	(2027)	(2028)	Total	Total
H2	Moss Lane/Heatherleigh																-	0
H2a	Heatherleigh & Moss Lane	-	-	15	70	70	70	70	-	-	-	-	-	-	-	-	295	295
H2b	Croston Road South, Farington (HCA)	-	-	-	34	34	34	38	35								175	175
H2c	Croston Road North, Farington (HCA)	-	-	-	-	24	32	32	32	32	100	100	48				252	400
H18	Grasmere Avenue	-	-	-	50	60	50	-	-	-	-	-	-	-	-	-	160	160
H15	Wheelton Lane (Farington Business Park)	48	50	55	55	55	55	60	60	33		-	-	-	-	-	471	471
H21 & 21a	Land south of Centurion Way	30	26	20	-	-	-	-	-	-	-	-	-	-	-	-	76	76
H23 & H23a	Former Prestolite site	42	40	-	-	-	-	-	-	-	-	-	-	-	-	-	82	82
H25	Roadferry Depot	-	-	-	27	28	25	-	-	-	-	-	-	-			80	80
H14b	Land to the West of Central Avenue	24	51														75	75
H14c	Eastern Section of Parcel H5	25	20	11													56	56
H14d	Land off Wigan Road	41	30	9													80	80
H26	Dunkirk Mill		18	17													35	35
H34	LCC Offices, Brindle Road	29	6														35	35
H36	Land off Brownedge Rd, Bamber Bridge			12	24	24											60	60
H37	Rear of Dunkirk Mill				20	27											47	47
ZONE6	BAMBER BRIDGE																	0
																		0
H12	Wesley Street Mill	-	-	-	30	45	50	50	20	-	-	-	-	-	-	-	195	195
H13	Land off Brindle Road	-	-	10	40	40	40	45	45	30	-	-	-	-	-	-	250	250
H16	School Lane (former Arla Foods)	40	40	40	40	40	-	-	-	-	-	-	-	-	-	-	200	200
H29	Coupe Foundary	-	-	-	25	25	20	-	-	-	-	-	-	-	-	-	70	70
H28	Brindle Road (HCA)	15	27	4	-	-	-	-	-	-	-	-	-	-	-	-	46	46
H20	Fishwick's Depot			3	4	4	4	4									19	19
																	-	0
	Preston - other small sites				91	200	200	200	200	200	213						1304	1304
	Preston - additional (windfall sites)						200	200	200	200	200						1000	1000
	South Ribble - small sites without planning	-	17			17	17		17		17	17					170	170
ļ	South Ribble - small sites identified in the SI	-	12	12	12	12	12	12	12	12	13	12		ļ			121	121
	South Ribble - large sites under																	1
	construction not listed elsewhere		3	3	4	4	4	4	4	4	4	4					38	38
	South Ribble - additional units						200	200	200	200	200						1,000	1000
																		0
	TOTALS	980	956	1,138	1,598	1,703	2,246	2,014	1,892	1,790	1,767	947	582	330	160	85	<mark>16,084</mark>	18,188



City Deal Executive and Stewardship Board – 17th July 2015

Preston, South Ribble and Lancashire City Deal: HCA Business Disposal Plan (BDP) Years 2, 3 and 4 - 2015-2018

Report Author: Stuart Sage, Homes and Communities Agency, Head of Area Lancashire and Cumbria and Debra Holroyd-Jones, Homes and Communities Agency, Area Manager Lancashire and Cumbria.

Executive Summary

The key purpose of this report is to seek approval for the Homes and Communities Agency (HCA) City Deal Business Disposal Plan 2015-18. The BDP will ensure that the HCA and our partners have a clear vision for delivery of the 11 HCA City Deal sites over the next 3 years. The BDP is now prepared on a three year rolling basis to align with the Infrastructure Delivery Plan (IDP). This report also provides a summary of the key HCA outputs for year 1 of the Deal.

The reviewed and updated BDP has been prepared in accordance with the original BDP approval in 2014. The Stewardship Board Terms of Reference state that the Board will *instruct, receive and endorse an annual City Deal Business and Disposal Plan.*

The revised BDP includes key delivery milestones for the period 2015-2018 and a more detailed financial section focusing on the forecasted receipts and loan / grant payments that are to be made to LCC over the life time of the Deal.

Recommendation

The Stewardship Board is requested to -

- 1. Note the content of this report and the progress made in year 1, and
- 2. Approve the HCA Business Disposal Plan (BDP) 2015-2018 as attached.

Background

The HCA prepared the initial BDP at the start of year 1(2014/15), which committed to a number of milestones being delivered for the 11 HCA City Deal sites. Progress against those milestones has been excellent and in certain cases milestones from future years have been expedited into 2014/15.

Section 6, Table 5 of the attached BDP details the milestone delivery achieved within Year 1 of the Deal. Given the widespread support and focus on this Deal (both internally within the HCA and externally with partners and the government) it is critical that this good performance is maintained on all the sites, in accordance with



the revised programme of milestones (Section 6, Tables 6, 7 and 8) contained within the BDP (2015-2018).

Year 1 – HCA Sites Delivery

In terms of the key HCA delivery outputs so far, these can be summarised as follows:

- 1. 5 HCA sites have planning permission, with consent for 1871 homes*
- 2. 3 HCA sites for which preferred developers were selected in year 1 have a capacity for 758 homes*
- 3. 44 housing completions to date on HCA sites*
- 4. Total receipt's received to date = £1,065,980*
- 5. First loan payments made to LCC, totalling £4,759,179* (*As of March 2015)

It is clear from the information above and the year 1 milestone delivery table within the revised BDP 2015-18, that there has been considerable success to date with regards to the delivery of the HCA sites.

This successful delivery to date has been underpinned by very positive partnership work between the key organisations, including DCLG and the Cabinet Office, the local authorities and the HCA local and national teams.

Housing Market, Risk and Sensitivity Checks

There are a number of tables and graphs set out within the finance section of the updated BDP. The tables include the contracted/forecasted receipts and forecasted loan and grant payments that are anticipated to be paid to LCC over the life span of the Deal.

The financial model used within the Deal requires the HCA to dispose/sell the 11 HCA City Deal sites (some sites are to be sold in phases). Once the receipt is received from these sales, the loan and grant payments are calculated on the basis of the agreed Financial Memorandum of Understanding (MOU) and the monies are then paid to LCC.

The forecast loan and grant figures contained within table 3 of the BDP are also presented within two graphs. The graphs show both the anticipated grant and loan payments on an annual basis, as well as the cumulative loan and grant payments over the Deal's lifespan. The graph gives an indication to when the grant cap (£37.5m) will be met, which is currently 2021.

In the initial BDP (2014-2015), the anticipated receipts were set out using both 'worst' and 'best' case forecast scenarios. However due to the detailed work involved in preparing the forecast figures and the contracted receipt amounts that have been achieved within year 1, it is now considered appropriate to include only one table.



The table details the forecasted amounts and where applicable the specific contracted figures.

It is important to note that the housing market within the Deal area is currently very strong, with multiple developer partners expressing a lot of interest in the HCA sites. In some cases partners are already contractually on board to deliver HCA sites.

The 10 year timescale of the Deal is such that there is a likelihood there will be an economic downturn at some point. In anticipation of the economic cycle the HCA team are working with agents to understand the movement and changes within the local market. Next year's BDP will include information gained from sensitivity testing that will be carried out on the financial forecasts to help understand potential implications to the HCA site disposals. The Business Disposal Plan will be reviewed in the context of the outcomes of this work. We will also take into consideration other non HCA sites included within the Deal, so we can understand their performance and delivery as part of the wider Deal area.

An updated financial position will be presented within each of the (future) BDP documents as we move forward with the Deals implementation and delivery.

Financial Update

In terms of receipts, it is anticipated that £92.8m will be received from the disposal of the 11 HCA sites over the life time of the Deal.

Within the original HCA City Deal Business Disposal Plan for year 1 (2014/15) it was forecasted that £903,000 would be received in receipts within Year 1 (2014/15) this reflected a more cautious approach to year 1 delivery. However buoyancy within the housing market has encouraged a more rapid disposal of other sites such as Cottam Hall. In turn this has resulted in actual receipts (as of March 2015) totalling £1,065,980 within Year 1.

HCA agreed the initial payments due under City Deal with LCC in February 2015. These payments resulted from land deals which became unconditional prior to the Funding Agreement being executed. The payments related to deals with Barratt Manchester at Cottam Hall (Phase 1) and Miller Homes at Brindle Road. The payments equate to the full loan amount due on both sites. Grant will only become payable once the land receipts actually received by HCA exceed the loan amount paid to LCC. The sums paid within 2014/15 are as follows: -

a.	Cottam Hall (Ph1) -	£1,995,197
b.	Brindle Road -	£2,764,000

Next Steps

An annual monitoring report detailing progress against the City Deal indicators as set out in the HCA City Deal Business Disposal Plan and Infrastructure Delivery Plan will



be prepared and presented to the Stewardship Board and Executive at the meeting on 17th July 2015 prior to being submitted to Cabinet Office and DCLG.

Appendix 'A' – City Deal HCA Business Disposal Plan 2015-2018

Appendix 'A'



CITY DEAL Preston, South Ribble & Lancashire

HCA Business & Disposal Plan: Years 2, 3 and 4 - 2015/16, 2016/17 and 2017/18

FOREWORD

HCA CITY DEAL BUSINESS & DISPOSAL PLAN

The Preston, South Ribble and Lancashire City Deal has now been operational for 1 year. This updated Business Disposal Plan (BDP) builds on a very successful 1st year, specifically in relation to the delivery of the (11) HCA sites.

This BDP includes a review of the milestones delivered within year 1 and sets the key milestones for years 2, 3 and 4 of the programme. The huge success so far is due to a great deal of hard work from HCA staff working closely with City Deal Partners. Being able to provide an accurate position on how the 11 City Deal sites have and will be delivered is a key task, ensuring we can plan for the future delivery and accurately forecast receipts and payments that are to be made by the HCA. The aims of the City Deal align closely with the objectives of the HCA, which are to ultimately increase the supply of housing and jobs, drive investment and work with partners to meet the needs of local communities. The City Deal would not have been possible without adopting an innovative, solution based approach between all parties, driven by the desire to achieve future economic growth within Lancashire. The City Deal programme is a great example of what can be achieved when national and local government work collaboratively with the HCA and the private sector.

Using the uplift in land value to contribute towards the delivery of necessary infrastructure to unlock growth within the City Deal area represents an excellent and innovative use of public resources. Whilst this Business and Disposal plan contains a number of assumptions about delivery and market conditions, there is a certainty provided around future infrastructure investment to support growth, which presents an exceptional opportunity for the economy to flourish.

Karl Tupling

Executive Director, North West Homes and Communities Agency

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- Commercial floor space consented
- Commercial floor space completed
- Private Sector Investment (PSI)
- Jobs accommodated

1. BACKGROUND

1.1 Introduction

This Business & Disposal Plan (BDP) is prepared by the HCA and is one of the key documents used to measure the performance of the Lancashire, Preston and South Ribble City Deal ('The Deal'). The BDP specifically monitors progress in relation to the HCA land portfolio included within the deal. This BDP should be read in conjunction with the Infrastructure Delivery Plan (IDP), which monitors the infrastructure delivery element of the City Deal programme and is produced by Lancashire County Council (LCC).

There are 11 HCA sites included within the Deal, and this BDP provides detailed site information, delivery timescales, a review of the milestones delivered in year 1, milestones for years 2, 3 and 4, outputs, risks and receipt forecasts. The BDP is a 'live' document and is continually reviewed through the monitoring arrangements that are in place. This document is formally updated on an annual basis.

1.2 Context

The Deal is driving forward local growth by empowering city areas of Preston and South Ribble to make the most of their economic assets and opportunities.

The Deal as agreed with government, builds on the strong economic performance of the area over the last ten years and will help to ensure that the City Deal area continues to grow by addressing strategic transport infrastructure and development challenges to deliver new housing and jobs across the Deal area.

Over a ten-year period the deal will generate:

- More than 20,000 net new private sector jobs, including 5,000 in the Lancashire Enterprise Zone;
- Nearly £1 billion growth in Gross Value Added (GVA);
- 17,420 new homes; and
- £2.3 billion in leveraged commercial investment.

To deliver the outcomes set out in the document the Deal partners have established an (IDP) and Investment Fund, which together are worth £434m:

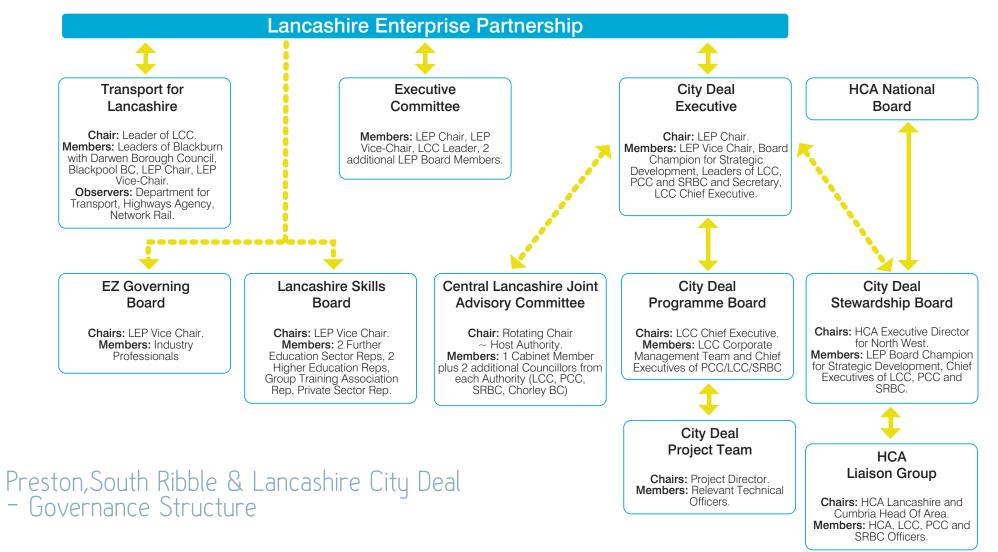
- The City Deal IDP, at £334m, outlines the delivery of critical infrastructure and allows the full development of significant commercial and housing schemes. This includes four major highway schemes and the necessary local community infrastructure, such as schools and health facilities, required to support the scale of such ambitious development.
- The City Deal Investment Fund consists of a £100m local allocation from the Lancashire Pension Fund, which will be co-invested on a commercial basis in housing and development schemes in the City Deal area.

The City Deal IDP is funded through pooled local and national resources. The Department for Transport (DfT), funding includes the Local Major schemes, and local partners have committed investment via New Homes Bonus (NHB), Business Rates (NNDR), and land. The HCA financial investment in the Deal is paid in two ways. Firstly through loan to the LCC, of those land receipts up to the stated book value and secondly through a grant of any receipts (capped at £37.5m) which exceed the stated book value. HCA are also investing considerable personnel and funding resources into the delivery of sites through planning and disposal.

Resources are being aligned and invested in accordance with the phasing of the IDP, and are the key mechanisms to unlocking constrained private sector investment to deliver economic growth. The private sector and local authorities would be unable to achieve the planned amount of growth alone. The Deal approach is very much a positive collaborative approach, working together to achieve multiple objectives for a number of organisations/parties.

1.3 Operation of the City Deal

The Lancashire Local Enterprise Partnership (LEP) is responsible for delivering the Deal. It has an established governance structure to enable and delegate certain activities to partners and working groups. LCC is the Accountable Body for the Lancashire LEP \sim see structure plan below.



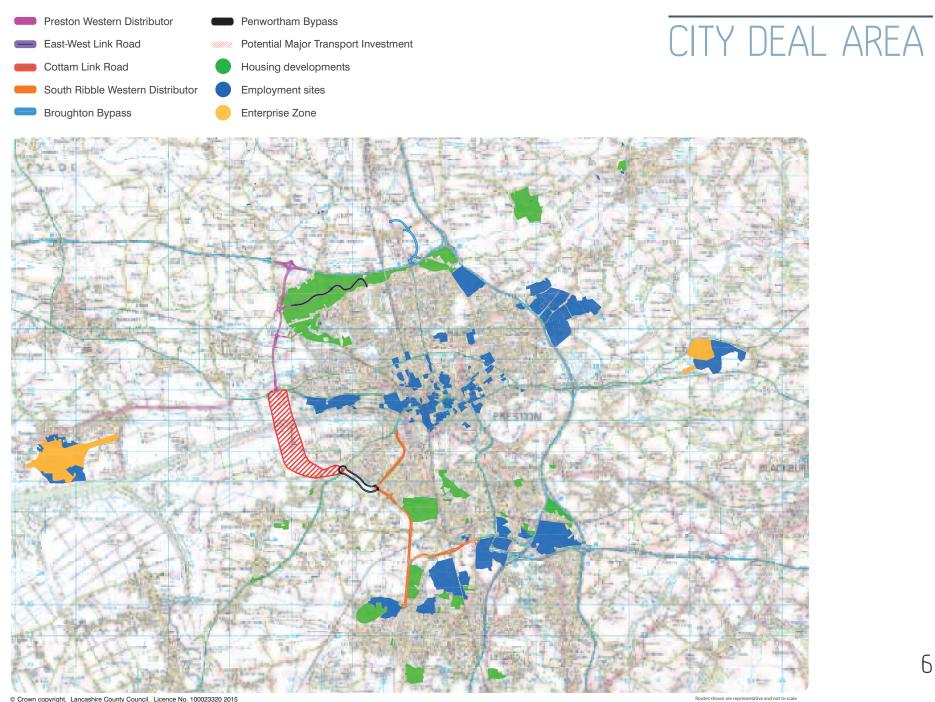
The City Deal Executive takes all key Deal decisions and is required to approve the IDP on an annual basis. The IDP sets out all highways and community infrastructure to be delivered in any given year.

The Stewardship Board is well established and chaired by the HCA's NW Executive Director. Members include the 3 Local Council Chief Executives and LEP Champion for Strategic Development.

The Stewardship Board is not a decision making body and does not make direct disposal or investment decisions for the wider Deal sites, however the HCA have retained full control of its land disposals and decisions.

1.4 City Deal Plan

The map opposite shows the footprint of the Deal area, including the major housing and employment sites and the proposed highway infrastructure that will be delivered as part of the development proposals. The proposed infrastructure is critical to unlocking the housing allocations. In terms of the HCA sites this is particularly the case for some of the larger sites including Whittingham Hospital, Pickerings Farm, Croston Road and Cottam Hall.



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2. HCA CITY DEAL ASSETS

2.1 Year 1 Delivery ~ 2014/15

The HCA prepared the initial BDP at the start of year 1 (2014/15), which committed to a number of milestones to be delivered for the 11 HCA City Deal sites. Progress against those milestones has been excellent and in certain cases milestones from future years have been expedited into 2014/15. Section 6, Table 5 of this BDP details the milestone delivery achieved within Year 1 of the Deal.

Given the widespread support and focus on this Deal (both internally within the HCA and externally with partners) it is critical that this good performance on delivery is maintained on all the sites, in accordance with the revised programme of milestones (Section 6, Tables 6, 7 and 8) contained in this new three year BDP.

In terms of the key delivery outputs for year 1, these are as follows \sim

- 5 sites have secured planning permission, with consent for 1871 homes*,
- 3 sites for which preferred developers were selected in year 1 have a capacity for 758 homes*,
- 44 housing completions to date*,
- Total receipt's received to date \sim £1,065,980*.
- First loan payments made to LCC, totalling £4,759,179*.

*As of March 2015

2.2 The HCA City Deal Sites \sim Summary

The 11 HCA owned sites which have been included in the City Deal are: i. Cottam Hall

- ii. Eastway
- iii. Preston East Employment Area
- iv. Cottam Brickworks
- v. Pickerings Farm
- vi. Croston Road South
- vii. Croston Road North
- viii. Altcar Lane
- ix. Brindle Road
- x. Walton Park Link Road (Cross Borough Link Road)
- xi. Whittingham Hospital

2.3 The HCA City Deal Sites \sim Site Descriptions

Cottam Hall

Cottam Hall is a strategic green field site to the north west of Preston's City Centre, where HCA own land with a capacity for up to 1,100 units. It forms part of a larger Central Lancashire New Town urban extension that commenced in the 1980s but is only about half complete. Outline planning consent has been secured for up to **1,100 dwellings** and associated community facilities. The site is being disposed of in a phased basis, with the objective being to open two or three development outlets at any one time, increasing delivery outputs and competition from the development sector.

Eastway

Eastway is a greenfield site allocated for mixed use development and entirely in the ownership of the HCA, situated in the eastern-most part of the North West Preston Strategic Location. The site has outline planning consent to provide a residential-led mixed use scheme, including an element of employment land. There is additional land set aside for a Park & Ride site. The development master plan includes the provision of a strategic link road through the site, which will be delivered by the developers. The site has capacity for **300 houses** and 2.1ha of employment space. Eastway is considered to be a very attractive site to the market.

Preston East Employment Area

This site is a well-established employment area to the east of the M6 at junction 31A. The majority of the site has been developed but there are some remaining development plots which have the benefit of planning consent and have recently been marketed, the outcome of this process is not yet finalised. The Preston East Expansion Area is a green field area of undeveloped land, measuring 25.5 hectares, and is located adjacent (to the north) of the existing Preston East Employment Area (PEEA). The site is owned entirely by the HCA. The HCA have produced a Development Statement which has been used to promote the viability and deliverability of the site. The site has the potential to provide additional employment land; specifically this site would be suitable to accommodate storage and distribution (Class B8) uses to benefit from the site's close proximity to the M6 motorway network and existing PEEA road infrastructure. It is impossible to confidently predict delivery timescales in relation to when this site will come forward due to the nature of the commercial market in this area \sim sites are currently available on Preston East which have planning consent. It is not proposed that an application be submitted for the site, without an end-user being identified. The site has clear potential in terms of outputs (employment floor space) but is unlikely to generate significant receipt.

Cottam Brickworks

This is a derelict urban brownfield site which was formerly a brickworks and is predominantly in private ownership. Planning permission has been granted for a mix of uses including retail, residential and employment, but this consent has been the subject of extensive negotiation and therefore the timing of development is reliant upon a deal being agreed with end users. The range and mixture of uses proposed will enhance the delivery of the adjacent Cottam Hall site by addressing sustainability deficiencies in the area. The HCA own a very small proportion of the site and therefore receipt generation will be minimal.

Pickerings Farm

This is a Strategic Location and major development site within the South Ribble Site Allocations DPD. The site is earmarked for residential-led development, with 79ha being allocated to provide for the development of up to 1,350 dwellings (approximately 297 units on HCA land) and deliver the necessary infrastructure for the area. The HCA own a proportion of the allocation, with housebuilders representing the other landowners. Other land to the south of the allocation is owned by the HCA, and this land is safeguarded for development needs after the current plan period. SRBC require the comprehensive development of the site, therefore a collaboration agreement is required between the HCA and other land owners. The development of the site requires significant investment in infrastructure. Given the scale of the site it is considered to be a significant HCA asset in the context of the Deal. However, delivery timescales are uncertain due to the complicated nature of the future agreement with the other landowner which is under review.

Croston Road (North & South)

This is a 40ha greenfield site in Farington, Leyland and is a major development site within the South Ribble Site Allocations DPD. The site has been allocated for residential and community/leisure uses, and has multiple land ownerships including the HCA. The HCA owns significant parcels of land within the allocation and have contributed to and funded two Development Statements for the site (land to the south of Bannister Lane and land to the north of Bannister Lane). Both sites now have the benefit of outline planning permission. In terms of Croston Road South the HCA owns a substantial proportion of the site and has collaborated with the other landowners to secure outline planning consent. The HCA output/receipt generation for this site is moderate (175 units). The Northern section of the site was granted outline planning permission at SRBC Planning Committee on 15th October 2014 for 400 units.

HCA CITY DEAL ASSETS

Altcar Lane

This is a green field site of 30.4ha and is located to the south-west of Leyland Town Centre. The site is currently used as farmland with parcels of land divided by hedgerows and trees. The site is identified within the South Ribble Site Allocations DPD for residential development and the allocation identifies a capacity of 430 units. The HCA own approximately 1/3 of the site, with the rest owned/controlled by private sector interests/house builders. South Ribble Borough Council have suggested that a master plan be prepared for the entirety of the site. HCA have been very active in working with SRBC and the other landowners in trying to engage collaboratively to produce a master plan. The development is also expected to provide land and the delivery of the extension to Worden Park, as well as other local infrastructure schemes. The proportion of housing outputs on HCA land is likely to be in the order of 172 units.

Brindle Road

This is a small green field site of 1.93 ha now under development by Miller Homes. The site was undeveloped green field land, bounded to the east by Fowler Brook and a wooded area of protected trees, the railway to the north and residential properties to the west and south. The HCA owned the site and secured planning permission for 42 units (September 2011), in accordance with the emerging DPD. HCA have successfully marketed the site, with Miller Homes being selected as the preferred bidder. The HCA undertook extensive local engagement prior to the submission of the application, and continues to work with SRBC to ensure the efficient delivery of the site. The scheme is of a modest scale in the context of the Deal (outputs and receipts) but is important as it is the first disposal as part of the deal. Since commencing on site Miller Homes have obtained an amended approval to increase the planning permission to 46 units.

Walton Park Link Road (Cross Borough Link Road)

This 12ha site, a former gasworks, is owned by National Grid. It has been cleared of buildings and partially remediated. The proposed scheme accommodates for up to 350 residential units and a local centre. The site requires infrastructure to bring it forward for development with the provision of a new access ~ the Cross Borough Link Road which is a key priority for SRBC. The development will provide for the construction of this road. The current outline planning application on the site has a resolution to approve subject to a Section 106 agreement which will deliver this road, together with affordable housing and public open space provision. A tri-partite deal was concluded in March 2014 to sell HCA and LCC land to National Grid to enable development of their site (up to 350 units) and the development of the Cross Borough Link Road, as well as facilitating development on land north of the new road (potential for a further $300 \sim 400$ units).

Whittingham Hospital

This predominantly brownfield site is a long standing commitment for development which has had outline planning consent for many years, but has been delayed due to the complexities of development, the downturn in the housing market and the extensive infrastructure required to unlock the site. The former NHS owned site is now entirely owned by the HCA. PCC planning committee approved the renewal application in February 2014 for a mixed use development (650 units and 9,000 square metres business use). Receipt generation/uplift is likely to be very limited due to the developer contributions, demolition, Broughton Bypass and utility upgrade costs. A deal has been done with Taylor Wimpey on Phase 1 for 150 units, resulting in the termination of the old legal agreement. A £4.9m PLIF contribution towards the Broughton by-pass has been paid upon the issuing of the planning consent. A demolition contract commenced in February 2014. It should be noted that there have been a number of challenging aspects to the delivery of the site, including planning, the Taylor Wimpey agreement, on-site ecological issues, demolition, infrastructure and viability. These factors have all contributed to the extensive delay in bringing the site forward.

HCA CITY DEAL ASSETS

MONITORING ARRANGEMENTS

3. MONITORING ARRANGEMENTS

3.1 Overview

A key element of the work undertaken within the Deal programme is to monitor its implementation, particularly in relation to the infrastructure projects and land assets. Performance is assessed within the annual delivery plans to measure outputs and receipts against the baseline targets and milestones as set out in this document (BDP) and the IDP, prepared by Lancashire County Council (LCC).

In addition to the delivery plans, a list of indicators are used to assist in measuring the impacts of the Deal which are reviewed by the City Deal Monitoring Working Group which then liaises with DCLG. There are three key levels of monitoring:

- Cabinet Office ~ this is very high level and based on a template which has been used for other City Deals and Enterprise Zones;
- DCLG ~ again this is high level and focuses on a core set of indicators, such as starts, completions, new floor-space and job accommodation; and
- Stewardship Board ~ a longer list of data requirements is included for the purposes of the Stewardship Board, which is intended to provide a more holistic overview on measuring activities from pre-planning to post implementation.

HCA have also put in place appropriate financial monitoring and liaison arrangements in relation to the disposal of the sites and receipt generation. In addition to monitoring the loan and grant processes, the HCA finance team will also monitor the uplift in land values against the £37.5m target. In section 4.5 of this document, figure 2 (Finance Graph) shows the forecasted cumulative loan and grant payments over the life time of the Deal. It is expected that the £37.5m grant target/cap will be reached by 2021.

3.2 Milestone Indicators

Key milestones for the disposal of HCA assets are monitored using the following sample headings:

- Pre-Application work, including stakeholder engagement
- Pre-Submission technical workshop
- Masterplanning & options analysis
- Outline Planning Application Submitted
- Outline Planning Application Approved
- Section 106 Signed/Planning Consent Issued
- Site Marketing Commenced
- Preferred Developer Selected (HCA Approval)
- Conditional Legal Agreement
- Reserved Matters Application Approved
- Pre Commencement Ecological Mitigation/Site
 Infrastructure Works
- Start On Site
- First Housing Completion
- Phase Completion

MONITORING ARRANGEMENTS

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3.3 Output Indicators

(i) Core Outputs \sim reported to Cabinet Office & DCLG \sim captured in the schedules of this Business & Delivery Plan

- Total number of Housing units consented for planning
- Total number of Housing units completed
- Commercial floor space consented
- Commercial floor space completed
- Private Sector Investment (PSI)
- Jobs accommodated

(ii) Supporting Outputs \sim monitored separately by the City Deal Monitoring Group and partners

- Total number of Housing units submitted for planning
- Number of City Deal Housing Sites at which construction is actively taking place
- Quantity of Commercial Floor space from identified and agreed Employment Sites submitted for planning
- Retail Vacancy Rate in city and town centres
- Number of HCA sites submitted for planning permission from those identified through City Deal
- Number of HCA sites, from those identified through City Deal, granted planning consent
- Total number of housing completions and new floor space completed on HCA sites
- Broughton Bypass progress
- Penwortham Bypass progress
- Preston Western Distributor progress
- South Ribble Western Distributor progress
- Sustainable Transport Infrastructure completions
- Community infrastructure completions

MONITORING ARRANGEMENTS

3.4 Value Assumptions

There are a number assumptions made in the HCA financial modelling which need to be considered when viewing the tables and graphs contained within the following sections of this document.

The BDP includes assumptions about plot values which are used to inform the financial forecasting. Table 3 within this document provides a forecast for the level of loan and grant anticipated to be achieved from each site/phase disposed of. Based on a range of recent sales activity, agent intelligence and other market advice receipt generation is currently forecast to be £35k per plot. HCA have been very clear with partners at the outset this was a blended average and that each bid will ultimately be based on the market at the time of disposal.

Given the level of interest and financial bids made to date, as well as the broader performance of the economy, the disposal strategy is working well. There is clearly the appetite and confidence within the volume house builders to buy the sites, and disposal of this way results in clean sales and no trailing wires. The 10 year timescale of the Deal is such that it is inevitable that there will be an economic downturn at some point. In anticipation of the economic cycle the team are continually working with agents to understand the local market, and for next Year's BDP review it is planned to undertake some sensitivity testing around the financial forecasting to understand potential implications to the HCA site disposals.

Depending on the outcome of the sensitivity testing and the outcome the imminent site marketing activity, other sales strategies/options will be explored. These could include reducing the size of the phases being marketed to increase the range of house builders likely to bid, or exploring contractor disposal routes.

Given the uncertainty and unpredictability around the factors which are involved in making the assumptions it is recommended that the bullet points below be read in detail before any extrapolations, conclusions or future funding decisions are made. Ultimately the disposal and receipt generation is based entirely on the appetite of house building industry and the prevailing economic conditions (see Section 5 ~ HCA City Deal Risks).

The exceptions to this rule are:

- Whittingham ~ considerable abnormal and s106 costs ~ no value applied;
- Brindle Road and Cottam site K, ~ receipts are a contractual commitment therefore actual figures are included;
- Eastway ~ considerable infrastructure requirements in the new link road, therefore £20,000 per residential plot assumed;
- Cottam Brickworks and Walton Park Link Road ~ receipts likely to be minimal on this site, no values included at this stage;
- Preston East ~ commercial site figure based on 2013 book value.

3.5 Headline Output Potential

Taking into account the above assumptions the following key headline outputs from the 11 sites can be distilled from the schedules below:

- Potential receipt generation of approx. £92.8m;
- Approximately 3,115 new homes;
- Circa 94,950 sq.m of employment floorspace; and
- Creation of approximately 2,861 jobs.

MONITORING ARRANGEMENTS

FINANCE

4. FINANCE

4.1 Book Value, Receipts, Loan and Grant Forecast Tables/Graphs \sim

There are a number of tables and graphs set out within the finance section of this BDP. The tables include the contracted/forecasted receipts and forecasted loan and grant payments that are anticipated to be paid to LCC over the life span of the Deal. The financial model used within the Deal requires the HCA to dispose/sell the 11 HCA City Deal sites (some sites are to be sold in phases). Once the receipt is received from these sales, the loan and grant payments are calculated on the basis of the agreed Financial Memorandum of Understanding (MOU) and the monies are then paid to LCC.

The forecast loan and grant figures contained within table 3 are also presented within two graphs. The graphs show both the anticipated grant and loan payments on an annual basis, as well as the cumulative loan and grant payments over the Deal's lifespan. The graph gives an indication to when the grant cap (£37.5m) will be met.

In the initial BDP (2014-2015), the anticipated receipts were set out using both 'worst' and 'best' case forecast scenarios. However due to the detailed work involved in preparing the forecast figures and the contracted receipt amounts that have been achieved within year 1, it is now considered appropriate to include only one table. The table details the forecasted amounts and where applicable the specific contracted figures. It is important to note that the housing market within the Deal area is currently very strong, with multiple developer partners expressing a lot of interest in the HCA sites. In some cases partners are already contractually on board to deliver the HCA sites.

This BDP is a living document and is reviewed/updated on an annual basis, this will allow for the appropriate sensitivity checking/testing to be carried out. To ensure we can take account of a potential economic/market down turn within future years of the Deal, the figures contained within this BDP will be continually monitored to check for their accuracy, especially with regards to the market changes and recent receipts.

An update on the financial position will be presented within each of the (future) BDP documents as we move forward with the Deals implementation and delivery.

FINANCE

4.2 Table 1: HCA City Deal Sites

~ Book Value (March 2013) and Approx. Unit Numbers

Site Name	Book Value as at 31st March 2013	Potential Number of Units
Cottam Hall	28,751,797	1,031 of value up to 1,100 in total
Eastway	1,540,864	300
Preston East EA (n/a)	1,685,854	0
Cottam Brickworks	0	0
Whittingham	9,892,500	650
Pickerings Farm	2,017,408	297
Croston Road South	585,210	150
Croston Road North	1,217,707	400
Altcar Lane	2,304,121	172
Brindle Road	2,764,000	46
Walton Park Link Road (Cross Borough Link Road)	0	0
Total Asset Value	50,759,461	3,115



4.3 Table 2: City Deal Site Receipts

 \sim Contracted and Forecasted

						Future Years									
Site Name	O 4	ar 1 (£m) Q2	~ 2014/ Q3	15 Q4	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18	Year 5 2018/19	Year 6 2019/20	Year 7 2020/21	Year 8 2021/22	Year 9 2022/23	Year 10 2023/24	Year 11 & >	Total
Cottam Hall	162,580				534,638 2,889,955	1,098,878 2,072,421	1,158,383 2,000,000	1,822,021 1,400,000	3,225,000	5,950,000	6,660,000	5,000,000	2,000,000	123,497	36,097,473
Land at Eastway, Broughton						2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,672,257	500,000	500,000		16,172,257
Preston East EA (Break even cost)								1,685,854							1,685,854
Cottam Brickworks (Nill contribution)															
Whittingham Hospital (Nill contribution)															
'Pickerings Farm' (Central Lancashire Village)							866,250	866,250	866,250	866,250		866,250	866,250	5,197,500	10,395,000
Croston Road South, Farington						1,000,000	1,250,000	1,500,000	1,500,000						5,250,000
Croston Road North, Farington							1,500,000	1,500,000	3,000,000	3,000,000	2,500,000	1,500,000	1,000,000		14,000,000
Altcar Lane, Leyland								1,500,000	1,500,000	1,500,000	1,520,000				6,020,000
Brindle Road, Bamber Bridge	163,400			740,000	1,774,000	590,600									3,268,000
Walton Park Link Road (Nill contribution)															
Totals	325,980	0	0	740,000	5,198,593	7,261,999	9,274,637	12,774,125	12,591,250	13,816,250	13,352,257	7,866,250	4,366,250	5,320,997	92,888,584

It should be noted that the figures contained in the above table are predominantly forecasts and are subject to change As of March 2015 KEY Contracted Forecasted



4.4 Table 3: City Deal Payments

 \sim Forecasted Loan and Grant Payments

						Fu	ture Years						
Site Name	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025 & >
Cottam Hall		1,995,197	7,648,144		3,971,573 959,382	3,974,392 1,011,253	6,941,109	3,993,043 802,819	2,240,107			227,413	
Land at Eastway, Broughton				1,169,377 1,330,623	187,708 2,500,000	2,312,292	2,500,000	2,500,000	183,778 2,672,257				
Preston East EA						1,685,854							
Cottam Brickworks													
Whittingham Hospital													
'Pickerings Farm' (Central Lancashire Village)				336,235	530,015	336,235 866,250	530,015	866,250	336,235		336,235		672,470
Croston Road South, Farington			585,210	414,790	1,250,000	1,500,000	1,500,000						
Croston Road North, Farington					608,854 891,147	608,854 1,500,000	2,391,147	3,000,000	1,967,690				
Altcar Lane, Leyland						2,304,121	695,879	1,500,000					
Brindle Road, Bamber Bridge		2,764,000		504,000									
Walton Park Link Road													
Totals		4,759,197 0	8,233,354 0	1, 505,612 2,249,413	4,768,135 6,130,544	<mark>8,909,455</mark> 7,189,795	6,941,109 7,617,041	3,993,043 8,669,069	520,013 6,880,054	0 0	336,235 0	227,413 0	672,470 0

It should be noted that the figures contained in the above table are predominantly forecasts and are subject to change As of March 2015



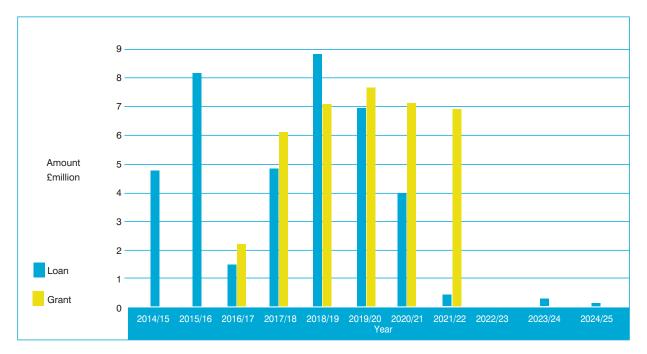
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FINANCE

4.5 Forecast Loan and Grant Payments Graphs

- The following graphs display the forecasted loan and grant amounts anticipated to be paid from the HCA to LCC over the life span of the Deal.
- The graphs are based on the loan and grant forecast table (Table 3) detailed earlier within this document.
- It should be noted that the figures are based on the current position (February 2015) and will be continually monitored.
- Sensitivity checks/reviews are to be carried out on all forecast figures and will be updated/reported within future versions of this BDP.

Figure 1 ~ Loan and Grant (Forecast) Payments Per Year *It should be noted that the figures contained in the graph below are predominantly forecasts and are subject to change.



FINANCE

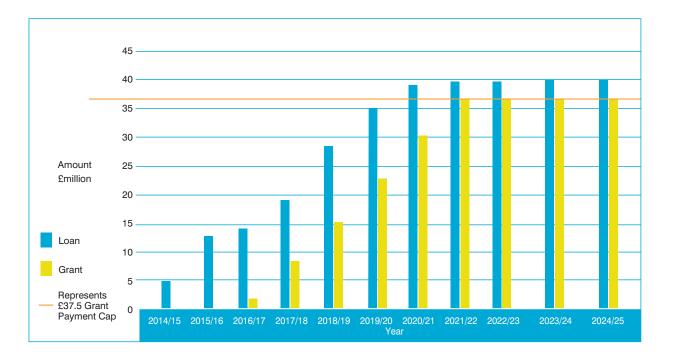
Figure 2 \sim Cumulative (Forecast) Grant and Grant Payments

*It should be noted that the figures contained in the above graph are predominantly forecasts and are subject to change.

*Cumulative means the total amount of forecasted loan and grant payments carried forward.

*Due to abnormal costs/amended receipt

amounts/contribution towards the Broughton Bypass there is to be no loan/grant contribution provided from Whittingham.



RISKS 5.

5. HCA CITY DEAL RISKS

Table 4 \sim HCA City Deal Risks

Ref	Risk	Consequence	Likelihood	Impact	Severity	Response	Owner
1	There is a risk that sufficient resource capacity may not be available to deliver the disposals (HCA) and infrastructure works (local authorities) to programme.	This could result in delays to the programme or non-delivery of certain elements.	3	4	12	HCA has undertaken a detailed in house resource capacity review. Local Authority partners to confirm that they have done the same.	HCA
2	There is a risk that sufficient cash flow will not be available.	This could result in infrastructure works being delayed.	3	4	12	The accountable body could look to under write this risk.	HCA
3	There is a risk that the assumed uplift in values will fall short of expectations.	This could result in a budget shortfall.	3	4	12	Careful monitoring of tender returns to gauge market values.	HCA
4	There is a risk that the rate of sites take up / market demand will be slower than forecast.	This could result in a budget shortfall.	3	4	12	Sites to be de-risked via a package of measures e.g. titles due diligence done, planning secured.	HCA
5	There is a political risk that the programme may not perform as Government expects.	This could result in reputational issues for partners involved.	3	3	9	Close monitoring of performance and regular communication with DCLG.	HCA
6	There is a risk that performance management processes are not embedded.	This could result in: sub optimal delivery of programme; delay in meeting targets; and / or reputational risk.	3	3	9	Develop City Deal reporting mechanism. Active involvement in working group.	HCA
7	There is a risk that the end product, whether commercial, residential or mixed use, will not be of a sufficient quality to meet aspirations.	This could result in poor quality outcomes for the areas within which the sites sit and minimal impact upon wider regeneration aspirations.	2	2	4	Quality standards for all sites are to be clearly articulated.	HCA
8	There is a risk that the work will not be properly aligned with other Programmes.	This could result in missed opportunities and duplication of effort.	2	2	4	Alignment of all programmes through the LEP and HCA Business Planning Process.	HCA
9	There is a risk that agreeing exit arrangements with developer partners could prove difficult.	This could result in the failure to fully divest all responsibilities (trailing wires).	2	2	4	Exit strategies for all sites to be clearly articulated, with freeholder responsibilities to be passed onto other parties.	HCA
10	There is a risk that the programme may fail to comply with legal requirements e.g. procurement, state aid/ market distortion etc.	This could result in a legal challenge, time delays and increased costs.	2	2	4	Full engagement of Solicitors to be secured in all land transactions.	HCA

KEY

Likelihood	Impact
5. Almost Certain	5. Catastrophic
4. Highly Probable	4. Substancial
3. Possible	3. Significant
2. Unlikely	2. Moderate
1. Almost Impossible	1. Minor



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6. DELIVERY PROFILES - MILESTONES

6.1 Table 5 \sim Year 1: Milestone Delivery

DELIVERY PROFILES

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Site Name	Q1	Q2 Year	1 ~ 2014/15 Q3	Q4
Cottam Hall	Site Marketing Commenced ~ Phase 2		Preferred Developer Selected ~ Phase 2 First Housing Completion ~ Phase 1	Site Marketing Commenced ~ Phase 3 Conditional Legal Agreement ~ Phase 2
Land at Eastway, Broughton	Section 106 Signed/Planning Consent Issued	Site Marketing Commenced ~ Residential and Commercial		Preferred Developer Selected ~ Residential
Preston East EA			Continued Work with Partners to Agree Coordinated Disposal Strategy	Adoption in DPD. Progressing Disposal Strategy and Other Supporting Documents
Cottam Brickworks		Conditional Legal Agreement		
Whittingham Hospital	Outline Planning Application Approved	Reserved Matters Application Approved ~ Taylor Wimpey Phase 1 Site Marketing Commenced ~ Phase 2	Phase 1 Deal Became Unconditional	Start on Site ~ Phase 1 Selection of a Preferred Developer for Phase 2. Demolition Works to be Completed
'Pickerings Farm' (Central Lancashire Village)			Negotiation Strategy Agreed at National Level	Negotiations On Going with Developer/Pre Application Work Commenced
Croston Road South, Farington				Preferred Developer Selected (Subject to Formal HCA Approval)
Croston Road North, Farington			Outline Planning Application Approved	
Altcar Lane, Leyland			Masterplanning and Options Analysis	Collaboration Agreement Signed
Brindle Road, Bamber Bridge	First Housing Completion			Continued Build Out
Walton Park Link Road	Conditional Contract Agreed in March 2014			Reserved Matters Application Related to Lostock Hall Gas Works Submitted

Some of the milestones as detailed above are not standard milestones (as detailed earlier within the document, para 3.2).

This is due to the nature of work carried out, particularly with partners in the first year of the BDP. However it was felt necessary to report on the sites progress to date.



6.2 Table 6 \sim Year 2: Milestones

Site Name	Q1	Q2 Year 2	2 ~ 2015/16 Q3	Q4
Cottam Hall	Reserved Matters Application Approved ~ Phase 2		Pre Commencement Ecological Mitigation ~ Phase 2 Preferred Developer Selected ~ Phase 3	Start on Site ~ Phase 2 Conditional Legal Agreement ~ Phase 3
Land at Eastway, Broughton	Pre Commencement Ecological Mitigation	Conditional Legal Agreement		Reserved Matters Application Approved ~ Residential
Preston East EA		Inspector's Decision on LPA's SADMDPlan		SoS Approved of LPA's SADMDPlan
Cottam Brickworks	Revised Outline Planning Application Approved	Revised Section 106 Signed/Planning Consent Issued		
Whittingham Hospital	Preferred Developer Selected ~ Phase 2	First Housing Completion ~ Phase 1	Conditional Legal Agreement ~ Phase 2	
'Pickerings Farm' (Central Lancashire Village)	Pre Application Work Ongoing Collaboration Agreement Signed	Masterplan and Options Analysis		Outline/Hybrid Planning Application Submitted
Croston Road South, Farington	Preferred Developer Selected	Conditional Legal Agreement		Reserved Matters Application Approved
Croston Road North, Farington	Section 106 Signed/Planning Consent Issued		Site Marketing Commenced ~ Phase 1	
Altcar Lane, Leyland	Masterplan and Options Analysis			Outline Planning Application Submitted
Brindle Road, Bamber Bridge				
Walton Park Link Road	Reserved Matters Approved		Pre Commencement Ecological Works	



6.3 Table 7 \sim Year 3: Milestones

Site Name	Q1	Q2 Year 3	3 ~ 2016/17 Q3	Q4
Cottam Hall	First Housing Completion ~ Phase 2	Reserved Matters Application Approved ~ Phase 3	Site Marketing Commenced ~ Phase 4	Pre Commencement Ecological Conditions ~ Phase 3
Land at Eastway, Broughton		Start on Site \sim Residential		First Housing Completion
Preston East EA			Masterplan Work Commenced	
Cottam Brickworks				Start on Site
Whittingham Hospital	Reserved Matters Application Approved ~ Phase 2	Start on Site \sim Phase 2	Site Marketing Commenced \sim Phase 3	First Housing Completion ~ Phase 2
'Pickerings Farm' (Central Lancashire Village)	Outline/Hybrid Planning Application Approved	Section 106 Signed/Planning Consent Issued	Pre Commencement Ecological Mitigation/Site Infrastructure Works	
Croston Road South, Farington	Start on Site		First Housing Completion	
Croston Road North, Farington		Preferred Developer Selected \sim Phase 1	Conditional Legal Agreement ~ Phase 1	Site Marketing Commenced ~ Phase 2
Altcar Lane, Leyland	Outline Planning Application Approved	Section 106 Signed/Planning Consent Issued	Site Marketing Commenced	
Brindle Road, Bamber Bridge	Phase Completion			
Walton Park Link Road	Start on Site		First Housing Completion	



6.4 Table 8 ~ Year 4: Milestones

Site Name	Q1	Q2 Year 4	I ~ 2017/18 Q3	Q4
Cottam Hall	Start on Site ~ Phase 3	Preferred Developer Selected ~ Phase 4	First Housing Completion ~ Phase 3 Conditional Legal Agreement ~ Phase 4	
Land at Eastway, Broughton				
Preston East EA		Masterplan Submitted for Adoption	Masterplan Approved by LPA	Pre Application Work with LPA
Cottam Brickworks				
Whittingham Hospital		Preferred Developer Selected ~ Phase 3		Conditional Agreement \sim Phase 3
'Pickerings Farm' (Central Lancashire Village)	Start on Site ~ Phase 1		First Housing Completion \sim Phase 1	
Croston Road South, Farington				
Croston Road North, Farington	Reserved Matters Application Approved ~ Phase 1	Pre Commencement Ecological Mitigation ~ Phase 1	Start on Site ~ Phase 1 Preferred Developer Selected ~ Phase 2	
Altcar Lane, Leyland		Preferred Developer Selected	Conditional Legal Agreement	
Brindle Road, Bamber Bridge				
Walton Park Link Road				



7. HCA CITY DEAL OUTPUTS

7.1 Table 9 \sim Outputs: Total Number of Housing Units Consented for Planning

	Previous		Voor 1	- 2014/15		Year 2	Year 3	Year 4	Year 5	Futı Year 6	ure Years Year 7	Year 8	Voor 9	Year 10	Total
Site Name		Q1	Q2	Q3	Q4	2015/16	2016/17			2019/20					Total
Cottam Hall	1,100														1,100
Land at Eastway, Broughton			300												300
Preston East EA															0
Cottam Brickworks															0
Whittingham Hospital		650													650
'Pickerings Farm' (Central Lancashire Village)							297								297
Croston Road South, Farington	175														175
Croston Road North, Farington				400											400
Altcar Lane, Leyland							172								172
Brindle Road, Bamber Bridge	46														46
Walton Park Link Road															0
Total	1,321	650	300	400	0	0	469	0	0	0	0	0	0	0	3,140



7.2 Table 10 \sim Outputs: Total Number of Housing Units Completed

			2014/15	04	Year 2	Year 3	Year 4	Year 5	Year 6	ture Years Year 7	Year 8	Year 9	Year 10	Total
Site Name	Q1	Q2	Q3	Q4	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	& >	
Cottam Hall			8	8	48	96	96	96	91	96	95	96	301	1,031
Land at Eastway, Broughton						30	30	30	30	30	30	30	90	300
Preston East EA														0
Cottam Brickworks														0
Whittingham Hospital					8	32	64	64	94	64	64	72	188	650
'Pickerings Farm' (Central Lancashire Village)							50	50	50	50	50	47		297
Croston Road South, Farington						34	34	34	38					140
Croston Road North, Farington							24	32	32	32	32	100	148	400
Altcar Lane, Leyland								32	32	32	32	32	12	172
Brindle Road, Bamber Bridge	10	6	6	6	14	4								46
Walton Park Link Road														0
Total	10	6	14	14	70	196	298	338	367	304	303	377	739	3,036

OUTPUTS

7.3 Table 11 \sim Outputs: Commercial Floor Space Consented (m²)

	During	N		0014		Neer 0	Mager 0	Marcin A	Veer E		Years (m		Maar O	Veer 10	Total
Site Name	Previous	Q1	ear 1 (m²) Q2	~ 2014/ Q3	Q4	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18	Year 5 2018/19	Year 6 2019/20	Year 7 2020/21	Year 8 2021/22	2022/23	Year 10 & >	Total
Cottam Hall															
Land at Eastway, Broughton			6,000												6,000
Preston East EA												62,500			62,500
Cottam Brickworks						9,700									9,700
Whittingham Hospital		9,000													9,000
'Pickerings Farm' (Central Lancashire Village)							6,750								6,750
Croston Road South, Farington															
Croston Road North, Farington															
Altcar Lane, Leyland															
Brindle Road, Bamber Bridge															
Walton Park Link Road															
Total	0	9,000	6,000	0	0	9,700	6,750	0	0	0	0	62,500	0	0	93,950



7.4 Table 12 \sim Outputs: Commercial Floor Space Completed (m²)

	Ye	ar 1 (m²)	~ 2014/	15	Year 2	Year 3	Year 4	Year 5	Futur Year 6	re Years (n Year 7	¹²) Year 8	Year 9	Year 10	Total
Site Name	Q1	Q2	Q3	Q4	2015/16	2016/17	2017/18	2018/19	2019/20		2021/22	2022/23	& >	
Cottam Hall														
Land at Eastway, Broughton								2,000	2,000	2,000				6,000
Preston East EA												10,000	52,500	62,500
Cottam Brickworks*													9,700	9,700
Whittingham Hospital								3,000	3,000	3,000				9,000
'Pickerings Farm' (Central Lancashire Village)								2,000	2,000	2,750				6,750
Croston Road South, Farington														
Croston Road North, Farington														
Altcar Lane, Leyland														
Brindle Road, Bamber Bridge														
Walton Park Link Road														
Total	0	0	0	0	0	0	0	7,000	7,000	7,750	0	10,000	62,200	93,950

*Potential windfall floor space (m²)

OUTPUTS

7.5 Table 13 ~ Outputs: Private Sector Investment (000's)

Site Name	Yea Q1	r 1 (000's Q2	s) ~ 2014 Q3	l/15 Q4	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18	Year 5 2018/19	Future Year 6 2019/20	Years (00) Year 7 2020/21	0's) Year 8 2021/22	Year 9 2022/23	Year 10 & >	Total
Cottam Hall			1,600	1,600	9,600	19,200	19,200	19,200	18,200	19,200	19,000	19,200	60,200	206,200
Land at Eastway, Broughton			1,000	1,000	0,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	18,000	60,000
Preston East EA						-,	-,	-,	-,	-,	1,000	4,000	28,500	33,500
Cottam Brickworks														
Whittingham Hospital					1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	37,600	130,000
'Pickerings Farm' (Central Lancashire Village)							7,500	15,000	15,000	15,000	7,500			60,000
Croston Road South, Farington						4,800	4,400	6,400	4,000					19,600
Croston Road North, Farington								4,800	6,400	64,00	64,00	6,400	43,200	80,000
Altcar Lane, Leyland								64,000	64,000	64,000	64,000	64,000	24,000	344,000
Brindle Road, Bamber Bridge	2,000	1,200	1,200	1,200	2,800	800								9,200
Walton Park Link Road														
Total	2,000	1,200	2,800	2,800	14,000	32,400	38,700	117,000	115,200	112,200	105,500	101,200	211,500	

Figures based upon £200,000 per completed unit and excludes any affordable homes



7.6 Table 14 \sim Outputs:

Jobs Accommodated

Site Name	Q1	Year 1 ~ Q2	- 2014/15 Q3	Q4	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18	Year 5 2018/19	Fu Year 6 2019/20	ture Years Year 7 2020/21	Year 8 2021/22	Year 9 2022/23	Year 10 & >	Total
Cottam Hall														
Land at Eastway, Broughton								66	66	100				232
Preston East EA												333	1,749	2,082
Cottam Brickworks													323	323
Whittingham Hospital								100	100	100				300
'Pickerings Farm' (Central Lancashire Village)								66	66	92				224
Croston Road South, Farington														
Croston Road North, Farington														
Altcar Lane, Leyland														
Brindle Road, Bamber Bridge														
Walton Park Link Road														
Total	0	0	0	0	0	0	0	232	232	292	0	333	2,072	3,161

Based upon 1 job per every 30m² of floor space





Homes & Communities Agency



Lancashire Enterprise Partnership



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CITY DEAL EXECUTIVE AND STEWARDSHIP BOARD – 17th July 2015

Preston, South Ribble and Lancashire City Deal: HCA Progress Report (Quarter 4, Year 1 and Quarter 1, Year 2)

Report Author: Stuart Sage, Homes and Communities Agency, Head of Area Lancashire and Cumbria and Debra Holroyd-Jones, Homes and Communities Agency, Area Manager Lancashire and Cumbria.

Executive Summary

This report provides an update on the progress made on the HCA land portfolio since the last Stewardship Board (SB) / Executive meeting held on 13th February 2015. The HCA Business & Disposal Plan (BDP) forms the key monitoring document for the HCA land assets included within the Deal. This report covers the progress made in both quarter 4 of year 1 (2014/15) and quarter 1 of year 2 (2015/16).

Overall, progress in the fourth quarter (year 1) was very good with a large majority of schemes being progressed / delivered in line with the targets and milestones as set out in the BDP. Progress in quarter 1 (year 2) has also been good, with the majority of milestones being achieved. There are a small number of milestones which have now been moved into the early part of quarter 2 (year 2). This is mainly due to technical matters that are being discussed with LCC and developers and these are due to be finalised shortly. The direction of travel within quarter 2 (year 2) onwards is positive and the outcomes of quarter 1 (year 2) will not impact on overall performance within year 2.

In terms of specific sites; there was very good progress on Cottam Hall, with circa £4m Section 106 monies being paid to Preston City Council (PCC) and Lancashire County Council (LCC) in March 2015. Further to this the Conditional Legal Agreement for Cottam Hall Phase 2 was completed, which was an important milestone and a significant achievement made before the end of year 1 (2014/15). Prior to this the developer submitted the reserved matters application for Phase 2. This was to be presented at the planning committee on 9th July 2015. Positive progress made at Whittingham Hospital with the start on site at Phase 1.

Sites where HCA are working in partnership with the private sector (Pickering's Farm and Altcar Lane) are now moving forward more positively, more detail on this is contained within the site updates section of this report.

The focus over the next 12 months is to progress sites in line with the milestones as set out in the BDP (2015-2018). Moving forward, the key objective is to get the HCA sites out to the market and subsequently secure developer partners as soon as possible to ensure their efficient delivery.



Recommendation

The Stewardship Board and Executive are requested to:

• Note the content of this report and the progress made in the delivery of the HCA land assets in quarter 4 year 1 and quarter 1 year 2.

Sites Update

The HCA are responsible for the progress of the 11 HCA land assets. Since the last meeting on 13th February 2015 the HCA Lancashire & Cumbria (L&C) Team has made good progress, ensuring continued delivery of the land portfolio. The key milestones achieved in quarter 4 (year 1) and quarter 1 (year 2) are summarised below:

- **Cottam Hall** Conditional Legal Agreement on Phase 2 (plots 11 to 13) has been finalised. This phase will accommodate 283 houses and the reserved matters planning application was to be presented at Planning Committee on 9th July. Site Marketing has commenced on Phase 3 (plots 8 to 10) and offers have been received from developers. This phase will accommodate 115 houses In terms of the Section106 Agreement, circa £4m was paid to PCC and LCC in March 2015. This is a key milestone and the accelerated payment will allow for early delivery of community infrastructure within the Deal. Barrett's are one year into construction on Phase 1 and the houses are selling well.
- Whittingham Hospital Developers have commenced on phase 1 of the site. This is a key milestone as this site has faced a number of challenges.
- **Pickering's Farm** Pre-Application work is underway, including the ecological surveys. Positive discussions are progressing with Taylor Wimpey in terms of a joint approach to delivering the site, a collaboration agreement is to be signed in quarter 2 (year 2).
- **Croston Road North** Discussions related to finalising the S106 and technical detail of the spine road construction are taking place. A number of meetings have been held between HCA and the authorities and this is moving forward well.
- **Croston Road South** The preferred developer has been chosen and internal HCA approval has been sought. The developer is progressing with the preparation of the reserved matters application, which is due to be submitted to SRBC in August 2015.
- Altcar Lane The collaboration agreement with Redrow to work jointly on the masterplan for the site was agreed and signed in March 2015. The draft masterplan has been submitted to SRBC and a meeting was recently held with SRBC officers to discuss various matters. Consultation on the masterplan is planned for September 2015.
- **Brindle Road** Continuing to build out at a good rate.



An overall site by site summary is provided in the attached spread sheets within Appendices 'A' and 'B'.

Financial Update

5 sites have been marketed for disposal with the remaining 5 will come forward shortly. The responses from the market demonstrate that the receipts generated are either in line with, or have exceeded the HCA's receipt forecasts for year 1 (2014/15). These financial forecasts have recently been reviewed and updated within the BDP (2015-2018). The BDP now contains more information on financial forecasts align with the current local housing market conditions. More information is contained within the BDP 2015-2018.

First City Deal Payments

The first HCA City Deal payments were made on 25th February 2015. The payments related to deals with Barratt Manchester at Cottam Hall (Phase 1) and Miller Homes at Brindle Road.

The payments equate to the full loan amount due on both sites. Grant will only become payable once the land receipts actually received by HCA exceed the loan amount paid to LCC. The sums paid within 2014/15 were as follows: -

C.	Total	£4,759,197
b.	Brindle Road	£2,764,000
a.	Cottam Hall (Ph1)	£1,995,197

Forecasts - Future Receipts and Payments

In terms of future receipts and payments the HCA's City Deal BDP has now been reviewed/updated and contains more information on HCA's future financial profile.

The table below shows the forecasted receipts and loan/grant payments that the HCA anticipate to be made/paid over the next 3 years. As these figures are forecasts, they are subject to change as deals are finalised with developers (subject to any housing market changes). The HCA are working closely with LCC to plan the programme of payments and the procedure in which this takes place.

	2015/16	2016/17	2017/18
¹ Cash Receipts	£5,198,593	£7,261,999	£9,274,637
² Loan payable	£8,233,354	£1,505,612	£4,768,135

¹ Profile of actual cash receipts received.



³ Cash Grant payable £0 £2,249,413 £6,130,544
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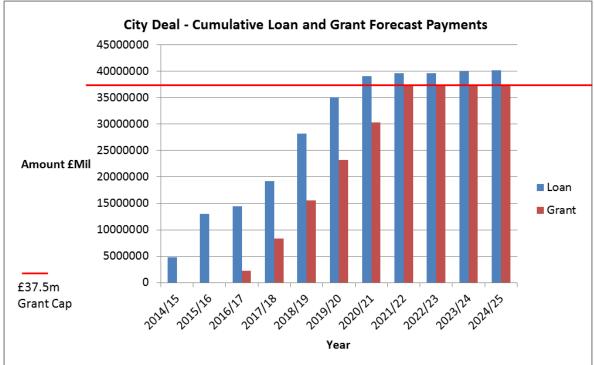
Table 1 – HCA's three year forecast financial profile in relation to City Deal is set out within the table below (As of March 2015):

HCA City Deal BDP (2015-2018) – Financial Forecasting

The revised BDP is in a similar format to the Year 1(2014/15) BDP, with the key difference relating to the fact it covers a three year time period and contains more financial information.

The additional financial information has been included to assist both HCA / DCLG finance teams in terms of forecasting the likely amounts and timing of loan and grant payments to LCC. Table 3 in the new BDP - 2015/18 provides a forecast for the level of loan and grant anticipated to be achieved from each site / phase disposed of.

The BDP illustrates (on a cumulative basis), the amount of grant and loan payments for each year of the Deal. It provides an indication of when the £37.5m grant cap is likely to be reached, which currently stands at year 202 (see graph below).



Graph 1 - BDP Cumulative Loan and Grant Payments

As of March 2015

² Total loan is payable in one payment related to the sites book value. The sum is not paid in line with cash receipts, it is paid in full when the sites disposal goes unconditional i.e. the DEL receipt is recognised.

³ Timing of grant payment matches the cash receipt it relates to.



* It should be noted that the figures contained in the above graph are predominantly forecasts and are subject to change.

Performance and Risks

Assessing a sites delivery is based on the milestones and targets set out within the BDP. These milestones cover the whole site delivery cycle from masterplanning and planning applications, through to marketing and into the actual site disposals. Appendices 'A' and 'B' benchmark against these milestones and use a RAG performance rating to provide the direction of travel. It should be noted that the vast majority of the projects are rated green and there are no red ratings.

The key risks may be summarised as follows:

- Assumed land receipts fall short of expectations;
- Rate of sites take up / market demand will be slower than forecast; and
- Sub-optimal alignment of housing with infrastructure delivery;

The HCA has a responsibility to achieve best consideration in the disposal of the sites, so ultimately control whether and when sites are sold. The HCA team mitigate these risks through agent advice, appropriately timed disposals and the phasing of sites to make them attractive to as many house builders as possible.

Appendix 'A' - HCA BDP Progress Report Spread sheet – Quarter 4, Year 1 **Appendix 'B' -** HCA BDP Progress Report Spread sheet – Quarter 1, Year 2

Project Status Report

Project/Programme Name Preston, South Ribble and Lancashire City Deal Report Author Stuart Sage / Debra Holroyd-Jones

Overall Progress Statement

regards to the spine roads design.

Manage	ement Summary						
Project No.	Projects	Lead HCA Officer	Previous RAG	Current RAG	Direction of Travel Rag	Progress Statement/Comments	Year 2 Q1 Milestone / Forward Looking Issues and N
	HCA City Deal Sites	-					
1	COTTAM BRICKWORKS	Nick Alderson				Hybrid Application submitted by developer for mixed use scheme	Application to be determined by Preston City Council in April.
2	LAND AT EASTWAY, BROUGHTON	Martin Reynolds				Selection of residential developer nearly complete, awaiting sign off internally. Marketing of employment area drawing to an end.	Planning application preperation and submission. Pre Commencement Ecological Mitigation.
3	COTTAM HALL	Mark Phillips				Site Marketing commenced- phase 3. Conditional Legal Agreement- phase 2. Reserved Matters Application phase 2 submitted. Site Investigation completed- phase 3. GCN ponds x2 constructed. S106- £4M paid (will allow early delivery of community infrastructure)	2 Reserved Matters application approved- phase 2.
4	WHITTINGHAM HOSPITAL	Mark Vaughan				Completed Site Investigation for phase 2. Original Milestones for quarter 4 been reviewed and moved into quarter 1 for year 2.	Preferred developer selected- phase 2.
5	PICKERINGS FARM	Nick Alderson				Pre Applicaton Work has commenced- Ecology Work.	Pre Application Collaboration Agreement Signed.
6	ALTCAR LANE	Debra Holroyd- Jones				Collaboration agreement between HCA and Redrow has now been signed (related to the masterplan work for whole site) Progress is steady; however masterplan has not been submitted to SRBC as yet due to Purdah. Consideration is also being given to whether the masterplan should submitted with the outline application rather than before.	Masterplan Finalisation and Pre Application work
7	HEATHERLEIGH AND MOSS LANE (Croston Road North)	Nick Alderson				Outline application S106 negotiations still underway.	Section 106 to be signed to formalise planning permission. Preferred developer work to be underta
8	HEATHERLEIGH AND MOSS LANE (Croston Road South)	Nick Alderson				Developer progressing the reserved matters application preparation.	Preferred Developer Selected. (Reserved Matters application to be submitted to South Ribble Borough Council (SRBC))
0	HOSPITAL INN CROSSING (Brindle Road)	Mark Vaughan				Continue build out.	Continue build out.
10	WALTON PARK LINK ROAD	Mark Vaughan	No commitment			Related reserved matters application for gas works sites submitted	Reserved Matters application approved.
11	NORTH WEST PRESTON EA	Martin Reynolds	No commitment			Inspectors report received for Preston on Local Plan.	HCA to prepare and submit reps on Local Plan Mods.

PRESTON, SOUTH RIBBLE AND LANCASHIRE CITY DEAL – HCA STATUS REPORT

To City Deal Stewardship Board - HCA Sites Update Year 1, Quarter 4 - April 2015		
e Name Preston, South Ribble and Lancashire City Deal		
Author Stuart Sage / Debra Holroyd-Jones		

Overall, progress in the fourth Quarter has been very good with the large majority of schemes being progressed/delivered on schedule with the BDP. Very good progress has been made on Cottam Hall. Pickerings Farm is continuing to move forward with the pre application processes now commenced. Negotations on the Section 106 for Croston Road North are continuing to move forward with the pre application processes now commenced.

Appendix A'
due to technical matters that need to be addressed with
nd Mitigation
ertaken.

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PRESTON, SOUTH RIBBLE AND LA

Project Status Report

To City Deal Stewardship Board - HCA Sites Update, Year 2, Quarter 1 - July 2015 Project/Programme Name Preston, South Ribble and Lancashire City Deal Report Author Stuart Sage / Debra Holroyd-Jones

Overall Progress Statement

Overall, progress in Quarter 1 of year 2 has been good with the large majority of schemes being progressed/delivered on schedule with the BDP. Pickerings Farm is continuing to move for the masterplan consultation planned for September 2015. Land at Eastway and Croston Road South are also on target. There are some amber ratings, however this is mainly due to tech

Manage	ment Summary				
Project No.	Projects	Lead HCA Officer	Previous RAG	Current RAG	Direction of Travel F
	HCA City Deal Sites				
1	COTTAM BRICKWORKS	Nick Alderson			
2	LAND AT EASTWAY, BROUGHTON	Martin Reynolds and Mark Phillips			
3	COTTAM HALL	Mark Phillips			
4	WHITTINGHAM HOSPITAL	Mark Vaughan			
	PICKERINGS FARM	Nick Alderson			
6	ALTCAR LANE	Debra Holroyd-Jones			
7	HEATHERLEIGH AND MOSS LANE (Croston Road North)	Nick Cumberland			
8	HEATHERLEIGH AND MOSS LANE (Croston Road South)	Nick Alderson			
q	HOSPITAL INN CROSSING (Brindle Road)	Mark Vaughan			
	WALTON PARK LINK ROAD	Mark Vaughan			
11	NORTH WEST PRESTON EA	Martin Reynolds			

ANC	ASHIRE CITY DEAL – HCA STATUS REPORT	Appendix 'B'
	ard with the negotiations with Taylor Wimpey. Negotiations on the Section 106 for Croston Road al matters being discussed between HCA and the authorities/developers, however the direction o	North are continuing due to technical matters that need to be addressed with regards to the spine roads design. Progress on Altcar Lane has been good, with of travel is positive/green at this stage and will not affect overall performance within year 2.
Rag	Progress Statement/Comments	Year 2 Q2 Milestone / Forward Looking Issues and Mitigation
	Planning permission granted for mixed use development subject to a s106 Agreement	Planning consent issued once S106 finalised
	Strong expressions of interest from parties on the employment element.Conditional Legal Agreement being drafted with housing developer. Ecological mitigation underway - Toad ponds substantially completed	Conditional Legal Agreement in place with housing developer.
	Conditional Legal Agreement with developers - Phase 2. Plots 8 to 10 – Bids received from interested parties. Plots 11 to 13 – EPSL GCN application submitted; reserved matters approval anticipated within next few weeks	Reserved Matters approval moved to Quarter 2
	Completed Site Investigation - Phase 2. Commenced/start on site - Phase 1	First Housing Completion - Phase 1. Preferred Developer selcted for Phase 2 moved to quarter 2.
	Pre Application work linked to ecology taken place. Collaboration negotiations with Taylor Wimpey are going well.	Masterplan and options analysis. Signing of collaboration agreement will now move to Q2.
	Draft masterplan submitted to SRBC for comments. Ecological survey work carried out on site.	Masterplan Finalisation and consultation commences September 2015 / Pre application work ongoing.
	S106 negotiations still underway linked to Spine Road - number of meetings held.	Section 106 to be signed - Good progress made as discussions on spine road are techincal, however Section 106 now to be agreed in Q2.
	Developer progressing the reserved matters application and progressing contract negotiations.	Conditional Legal Agreement with preferred developer in place.
	Continue build out.	Continue build out.
	Reserved Matters application still being determined.	Negotiations still underway between interested parties/Reserved matters application to be presented to the planning committee in August 2015.
	HCA submitted representationns on the Preston Local Plan modifications.	Inspectors decision on Local Plan expected.



City Deal Executive and Stewardship Board – 17th July 2015

General Update

Report Author: Eddie Sutton, Director of Development and Corporate Services, Lancashire County Council

Executive Summary

The purpose of this report is to provide a short update for the City Deal Executive / Stewardship Board on the following areas of work:

- a. Employment and Skills Plan
- b. Appointment of a consultant to provide professional services in appraising commercial market viability and negotiation of financial contributions (CIL Negotiator)

Recommendation

The City Deal Executive and Stewardship Board are asked note the report.

a. Employment and Skills Plan

The February meeting of the City Deal Executive and Stewardship Board received an update on the preparation of the City Deal Skills and Employment Strategy. Further to that, the Brief was agreed and put out to the tender. Tenders were received and evaluated by a working group, comprising colleagues from the HCA, Preston City Council, South Ribble Borough Council and the LEP Skills Board. Following this evaluation process ekosgen have been approved. The estimated work programme is of a three month duration.

As agreed by the City Deal Programme Board, representatives from ekosgen will deliver a presentation to the City Deal Executive and Stewardship Board at the meeting in September when reports are provided on Year 2, Quarter 1 meeting in September.

A number of other related research pieces are also running concurrently, which will identify current skills provision and projected future gaps by sector. This work will inform the development of a Lancashire (LEP footprint) Employment and Skills Strategy to be developed by July, 2015. Also underway, is an Economic Impact Assessment, regards the skills providers (colleges, Higher Education, private providers) across Lancashire, alongside with a comprehensive desk top data analysis to underpin this.



b. Appointment of consultant to provide professional services in appraising commercial market viability and negotiation of financial contributions (CIL Negotiator)

The City Deal Programme is funded through pooled local and national, private and public sector resources. The private sector contributes through the Community Infrastructure Levy (CIL) and other developer contributions. The infrastructure requirements to support new development (notwithstanding the other funding sources under the City Deal) means there will be a substantial and sustained call on developers across the area and lifetime of the City Deal for financial contributions. Reflecting this, the City Deal financial model contains an income stream to come from developer contributions, which will be secured and paid through CIL arrangements and Section 106 and Section 278 agreements.

This amount, approximately £90 million, is expected to comprise monies collected under CIL and other developer contributions secured for major development site infrastructure under s106 and s278 agreements or otherwise provided directly by the developer as part of the consented built scheme.

At its meeting in April 2014, the City Deal Executive endorsed the proposal to secure an additional resource and optimise the CIL and other developer contributions included in the Infrastructure Delivery Fund. It is recognised that the degree of specialist knowledge and negotiation skills are currently unavailable within the City Deal Project Team. It has been determined, the best approach is to establish a Framework Agreement for these services with a consultant, working closely with a range of disciplines including town planning, surveying and engineering, finance and legal officers within the authorities and externally.

This Framework Agreement will provide important skills and capacity to the City Deal partners including current industry experience, technical professional expertise and improve the prospect for ensuring a consistent approach and maximise the partners' negotiating position. The risk of conflicts of interest will be considered on a case by case basis. LCC has not guaranteed any volume of services to be delivered and has reserved the right to utilise non-framework service providers.

The Memorandum of Agreement will cover the following work areas:

- forming a comprehensive and detailed understanding of the type and extent of supporting infrastructure appropriate to built development projects.
- appraising and advising the authorities on commercial development market viability and feasibility.
- provision of residential and other commercial valuations
- advising Local Authority Officers on an appropriate, defensible, fair and equitable level of developer contribution to provide supporting infrastructure that meets the regulatory tests and achieves the optimum balance between achieving a sustainable and commercially viable development project.



- coordinating the input of key officer support into negotiations.
- participating in negotiations and related discussions with applicants, developers and other interested parties at pre-application and planning application stages alongside Local Authority Officers.
- contributing to the preparation and presentation of evidence to support the authorities' position including at planning inquiries (appeals etc.)
- advising authorities on drawing up legal agreements to secure supporting infrastructure, funding and land.
- producing a document, initially, but not limited to North West Preston, which will consider the distribution of key infrastructure to ensure the viability and deliverability of the proposed development and set out a mechanism to ensure that in so far as is practicable, the infrastructure costs associated with the development are borne equally. The Councils are committed to working with developers to secure an equitable and fair distribution of identified infrastructure burdens and in NW Preston, this work will feed into the NW Preston Masterplan Supplementary Planning Document (SPD) and ensure that each parcel of land in different ownership can be delivered.

Following a soft market testing exercise in late summer 2014, an invitation to tender in early February, 2015 took place, followed by an evaluation exercise during March 2015. The preferred consultancy Keppie Massie was appointed, an establish firm of surveyors and property consultants whose services include the more traditional surveying and valuation fields, together with more specialist and diverse expertise in regeneration and strategic development. The firm demonstrated to the evaluation panel's satisfaction a thorough knowledge and extensive experience of the activities required as well as providing detailed recent examples in the local area.

The Framework Agreement commenced in May 2015 and runs until 30th April 2018, but may be extended for a further year, up to a maximum duration of four years. Updates on this important aspect of work will be brought to future meetings of the City Deal Executive / Stewardship Board.



City Deal Executive and Stewardship Board – 17th July 2015

City Deal Implementation Update

Report Author: Eddie Sutton, Director of Development and Corporate Services, Lancashire County Council

Executive Summary

The purpose of this report is to update the City Deal Executive / Stewardship Board on the delivery and implementation of the City Deal, which includes the following:

- a. Year One, Quarter Four Project Status Report
- b. Year One, Quarter Four Monitoring Report

Recommendation

The City Deal Executive and Stewardship Board are requested to:

- a. Note and comment the progress made on delivering the City Deal Infrastructure Delivery Plan during Year One, Quarter Four and for Year One as a whole.
- b. Note the City Deal 2014/15 Quarter Four Finance Monitoring Report.

Background

a. <u>Infrastructure Delivery Plan 2014/15 – Quarter 4 Project Status Report –</u> <u>Appendix 'A'</u>

The Executive / Stewardship Board will be aware that project monitoring is reported on a quarterly basis. A Project Status report is attached and shows the positive early progress through 2014/15 has continued through Quarter Four.

The report shows that the delivery of strategic highway infrastructure and public transport and local centres has been achieved against the agreed programme over the Quarter and over Year One.

Work in delivering the highway schemes continues at pace, with the following progress in this Quarter:

- Golden Way (Northern section) dualling works completed in March and under budget by circa. £740k (a 25% saving on the target cost)
- In advance of widening works, preparatory tree clearance works carried out on Golden Way (Southern section)
- A new route for the completion of Penwortham Bypass approved in March
- Consultation on the choice of widening option along A582 completed in March
- Works begun in January on the new access of A59 for the Enterprise Zone at Samlesbury.



- Work to prepare improvement plans for transport corridors and local centres continued in Quarter Four with:
- Plans published for public consultation for improvements in Bamber Bridge (continuing from October), New Hall Lane (in March) and Broughton (also in March)
- Progress on extending the Fishergate shared space scheme was made with designs completed in readiness for works to start on Phase two in February, along with the Cannon Street public realm works.

Highlights and progress on the development sites, is set out below for 2014/15:

- Construction continued through the Quarter at Wheelton Lane, Hospital Inn crossing and School Lane.
- Development began in the Quarter on the former Whittingham Hospital site, Haydock Grange, Lightfoot Lane (Redrow), and Whittingham Road.
- The first house was completed on Phase One (Site K) of Cottam Hall. Planning applications were submitted for Cottam Brickworks and Lostock Hall.
- Progress was made on masterplanning exercises for Cuerden strategic site, Moss Side test track and Altcar Lane, and
- Full HCA approval for a marketing and disposal strategy for Pickerings Farm was put in place.

b. Finance Monitoring Report 2014/15 – Quarter Four – Appendix 'B'

The Board will be aware that the dynamic nature of the City Deal means that the funding model will inevitably change on an ongoing basis, and these changes are reported in Appendix 'B', the quarterly finance monitoring reports. The fourth finance monitoring is attached covering the period 1st January – 31st March, 2015.

Appendix 'A'

PRESTON, SOUTH RIBBLE AND LANCASHIRE CITY DEAL – STATUS REPORT Project Status Report												
	Proj	To City Deal Executive ect/Programme Name Preston, South Rib Programme Director		e City Deal					Programme ManagerSarah ParryReporting PeriodQuarter 4 - 1 st January 2015 - 31st March 2015Stage/StatusProject Status Report			
Managen Project No.	Ref in IDP	-	Type of Development/A ctivity	Responsible Organisation	Lead Officer	Previous RAG	Current RAG	Direction of Travel RAG	Progress Statement/Comments	Forward Looking Issues Mitigation		
1a	Pg. 51 Table 14	PRESTON WESTERN DISTRIBUTOR	Highway Infrastructure	LCC	PB/MH/PW		No Quarter 4 Commitment		Good Progress - Delivered - (Yr 1 Commitments achieved) - transport model is complete, preparation of the major scheme business case is continuing. Detailed design work is nearing completion	With progress to date, there remains the prosepct to advance submission of planning application by approx. 9 months into Q1 2016/17.		
1b	Pg. 51 Table 14	NORTH WEST PRESTON EAST-WEST LINK ROAD	Highway Infrastructure	LCC	PB/MH/PW				Good Progress - Delivered - (Yr 1 Commitments achieved) - managed as one project with PWD see above update on PWD. Discussions and negotiations with landowners and developers ongoing and equalisation funding arrangement under discussion; all stages leading to appointment of Property Consultancy to City Deal Negotiator role completed.	With progress to date, this remains on track to achieve submission of planning application in 2015/16.		
2	Table	A582 SOUTH RIBBLE WESTERN DISTRIBUTOR / B5253 FLENSBURG WAY	Highway Infrastructure	LCC	PB/MH/PW		No Quarter 4 Commitment		Delivered - (Yr 1 Commitments achieved) Golden Way (Northern Section) - Dualling - Complete - Works completed in Q4 on programme Stanifield Lane Roundabout - On Programme - Commenced in Q3, site work underway. Golden Way (Southern Section) - Dualling - On Programme (revised) - Planting clearance carried out, site compound in place. A582 Full Dualling - On Programme - Consultation on preferred route completed in Q4. Environmental surveys for full dualling ongoing.	Consideration of preferred route consultation underway , leading to approval of line in Q2 2015/16 and submission of planning application in Q3 2016/17.		
3	Pg. 51 Table 14	A6 BROUGHTON BYPASS	Highway Infrastructure	LCC	PB/RH/MG				Overall Good Progress - On Programme (revised) - Date of Public Inquiry now confirmed for 14th April. Slippage on date has affected construction contract and preparation of schemes and programmes for discharge. Preparation of the major scheme business case well underway [on track to be delivered by end of Q4], Value for Money Statement completed for the Inquiry. Construction contract completed in Q4.	Public Inquiry to be held April 14th 2015, Business case to be submitted toTfL/ LEP board for financial approval. in Q1 15/16. Design to be finalised following Inquiry. Planning conditions to be discharged in 15/16 to accommodate any changes arising out of the public Inquiry and to reflect those conditions to be informed by the successful contractor.		
4		M6 JUNCTION 32	Highway Infrastructure	HA	HA				On Programme completed in Q4.			
5	Pg.52 Table 14	PENWORTHAM BYPASS	Highway Infrastructure	LCC	PB/MH/PW		No Quarter 4 Commitment		Delivered - (Yr 1 Commitments achieved) - Route approved in Q4. Detailed design work underway.	With progress to date, there is the prospect of advancing the start of construction by approx. 9 months into Q1 2017/18.		
6		RIBBLE BRIDGE CROSSING	Highway Infrastructure	LCC	PB/MH/PW	No Quarter 3 Commitment	No Quarter 4 Commitment		No specific target in the 14/15 IDP but progress has been made. Land referencing commenced in Q4. Topographical, GI and Environmental surveys commissioned in Q4, in readiness for 2015/16 activities.	Engineering and Financial Feasibility Studies to be progressed in 2015/16, to determine a preferred route for approval and safeguarding, initiate a bridge design process, and as basis for preparation of major scheme business case		
7	Pg. 53 Table 14	ENTERPRISE ZONE (Samlesbury Access)	Highway Infrastructure	LCC	PB/MH/PW		No Quarter 4 Commitment		Delivered - (Yr 1 Commitments achieved) - Works commenced on new access road in Q4			
		Public Transport and Local Centres										
8	Pgs. 51, 52, 53 Table 14	PUBLIC TRANSPORT CORRIDORS / LOCAL CENTRE IMPROVEMENT PLANS	Highway Infrastructure/ public realm/public transport	LCC/PCC/ SRBC	PB/MH/PW/MG /MP				On Programme (revised) - Initial series of improvement plans progressing well. Interim Penwortham improvement scheme works begun in Q4; Bamber Bridge, Broughton and New Hall Lane Local Centre Improvement Plans published for consultation in Q4.	Some slippage reported in Q3 monitoring, with Leyland-Preston Improvement Plan now to be published for consultation in 2015/16, due to resource constraints. Consultations to be analysed and reported alongside design revisions.		
9	Pg. 45 Table 13 & Pg. 52 Table 14	FISHERGATE CENTRAL	Highway Infrastructure/ public realm/public transport	LCC	PB/MH/PW				Delivered (Yr 1 Commitment) - Fishergate Central Phase 1 works complete. Options for future phases consulted on. Phase 2 underway in Q4.			
10	Pg. 41 Table 11 & Pg. 52 Table 14	BUS STATION / INTERCHANGE	Public Transport	LCC	РВ/ЈН		No Quarter 4 Commitment		Delivered - Preston Bus Station activities in IDP been achieved. Draft of conservation management plan completed and now with EH for comment; design work on bus approaches and arrivals and coach station (former taxi rank) developed further; brief for design competiion written and comeptition launched with stage 1 submissions due end of April 15'; soft market testing of order of magnitude of costs completed.	Project programme to be completed and developed as appropriate; design work for structural repair works and further highway works to be developed; stage 1 of the design competition to be completed and stage 2 launched and the coonservation management plan to be completed.		
	Pg. 39 &	Development Sites										
11	Table 10 and Pg. 42 Table 12	COTTAM HALL*	Housing	HCA	Stuart Sage				Delivered - (Yr 1 Commitments achieved) - Preferred Developer selected for Phase 2 - plots 11,12 and 13. 1 housing completion on Phase 1 - Site K.			
12	Pg. 39 Table 10	COTTAM BRICKWORKS*	Housing	LCC	Gary Pearse		No Quarter 4 Commitment		Delivered - (Yr 1 Commitments achieved) conditional contracts were exchanged between HCA, LCC, and developer in July 2014. Planning application submitted by developer in Q4.	Planning Application to be considered by Preston City Council in April 2015.		
13	-	LAND NORTH OF EASTWAY, BROUGHTON*	Housing	HCA/PCC	Stuart Sage/Mike Molyneux		No Quarter 4 Commitment		Overall good progress with some slippage - Slippage relates to Reserved matters application to be submitted, which was anticipated in Q4, which is now expected late 2015.	Reserved matters application expected late 2015		
14	Pg. 40 Table 10	LOSTOCK HALL GASWORKS*	Housing	HCA/Developer	Developer		No Quarter 4 Commitment		On programme (revised) - Reserved matters application submitted in Q4. Intial discussions regarding affordable housing have begun.	Approval of reserved matters application. Design work for the road well advanced		
15	Pg. 41 Table 11	CUERDEN	Employment	SRBC	Helen Hockenhull	No Quarter 3 Commitment			On Programme (revised) - Masterplan to be revised in Q4 following consultation responses. Reported in Q3 it would not be approved in Q4.	The Masterpan will be approved in Q1/2 15/16.		
16	Pg. 42 Table 12	NORTH WEST PRESTON	Housing	PCC	Mick Lovatt		No Quarter 4 Commitment		Delivered - (Yr 1 Commitments achieved) - Inspector has issued draft main modifications in Q4	Inspector has issued draft main modifications in Q4 with consultation on these running to Q1 15/16. Inspector's final report expected in Q1 and adoption expected Q2.		
17	Pg.42 Table 12	HAYDOCK GRANGE	Housing	PCC	Mick Lovatt		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Reserved matter application for phase 1 (205 dw) approved 08/05/2014. Physical start on site in Q4			
18	Pg. 42 Table 12	LIGHTFOOT LANE	Housing	РСС	Mick Lovatt		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Physical start on site in Q4			

roject No.	Ref in IDP Scheme/Development	Type of Development/A ctivity	Responsible Organisation	Lead Officer	Previous RAG	Current RAG	Direction of Travel RAG	Progress Statement/Comments	Forward Looking Issues	Mitigation
19	Pg. 43 Table LIME CHASE 12	Housing	Developer	Developer				Delivered (Yr 1 Commitment) - Site is thought to be completed subject to annual site survey to be carried out at year end.		
20	Pg. 39 Table 10 & Pg. 43	Housing	HCA/Developer /PCC	Stuart Sage/Taylor Wimpey/Mick Lovatt		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Physical start on site in Q4		
21	Pg. 43 Table WHITTINGHAM ROAD (N) 12	Housing	Developer	Developer		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Outline application for 200 dwellings granted with a further application for 190 dwellings on adjoining land to the north granted. Reserved matters application awaited.		
22	Pg. 43 Table WHITTINGHAM ROAD (S) 12	Housing	Planning Insp.	Planning Insp.		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Outline planning permission granted for 78 dwellings. Subsequent application to increase number to 80. Start on site in Q4.		
23	Pg. 41 Table 11 & Pg. PRESTON CITY CENTRE 43 Table	Housing and Employment	PCC	Mick Lovatt				Delivered (Yr 1 Commitment) - The publication plan was submitted to the Planning Inspectorate on 27 February 2015.	An Inspector has been appointed and examination is expected in second quarter 2015/16.	
24	Pg. 27 Table 8b & PICKERINGS FARM* Pg. 40 Table 10 & Pg	Housing and Major Site Infrastructure	HCA/Developer /SRBC/LCC	Stuart Sage/Taylor Wimpey/Helen Hockenhull/Phil Barrett		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Pre-application negotiations commenced and full HCA approval for marketing and disposal strategy in place.	A Master Dian for the site is supported to be	
25	Pg. 44 Table MOSS SIDE TEST TRACK 12	Housing	Developer/SRB C	Developer/Hele n Hockenhull				Slippage - Legal and approval processes ongoing for selection of developer partner; preliminary work on Master Plan commenced in Q4	A Master Plan for the site is expected to be submitted for approval during Q4 2015/16.	
26	Pg. 44 Table ALTCAR LANE* 12	Housing	Developer/SRB C	Developer/Hele n Hockenhull				Slippage - Masterplan preparation commenced. Slippage of masterplan adoption for DM purposes.	Adoption of Masterplan for DM purposes in 15/16.	
27	Pg. 40 Table 10 & Pg. 44 Table	Housing and Major Site Infrastructure	HCA/Consortiu m/Developer/S RBC/LCC	Stuart Sage/Wainhom es/Helen Hockenhull/Phil Barrett				Good progress with some slippage - Negotiations and consideration of s106 document for north site taking place.		
28	Pg. 44 Table WHEELTON LANE (FARINGTON) 12	Housing	Developer	Developer				Delivered (Yr 1 Commitment) - Under construction.		
29	Pg. 44 Table WESLEY STREET MILL 12	Housing	Owner/Develo per/SRBC	Owner/Develop er/Helen Hockenhull		No Quarter 4 Commitment		Slippage - Due to lengthy legal negotiations between the landowner and developer		
30	Pg. 40 Table HOSPITAL INN CROSSING*	Housing	НСА	Stuart Sage		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Development is well underway.		
31	Pg. 44 Table LAND OFF BRINDLE ROAD 12	Housing	Developer/SRBC	Developer/Hele n Hockenhull				Slippage (already reported) - Outline planning application refused at end of Q3 due to poor layout/design. Consideration of masterplan as part of planning application submission	Submission and approval of planning application in Q3 2015/16	
32	Pg. 44 Table SCHOOL LANE 12	Housing	Developer	Developer		No Quarter 4 Commitment		Delivered (Yr 1 Commitment) - Site under construction		
33	Pg. 45 Table NORTH WEST PRESTON EA 13	Employment	PCC	Mick Lovatt	No Quarter 3 Commitment			Good progress with some slippage - Local Plan not adopted in Q4.	Inspector has issued draft main modifications in Q4 with consultation on these running to Q1 15/16. Inspector's final report expected in Q1 and adoption expected Q2.	
34	Pg. 39 Table NORTH EAST PRESTON EA (incl. Bluebell 10 & Pg. Way) * 45	Employment	PCC	Mick Lovatt	No Quarter 3 Commitment			Good progress with some slippage - Local Plan not adopted in Q4.	as above	
35	Pg. 41 Table 11 & Pg. 45	Employment	PCC/LCC	Mick Lovatt/Beckie Joyce/	No Quarter 3 Commitment			Good progress with some slippage - Local Plan not adopted in Q4.	as above	
36	Pg. 45 Table UNIVERSITY TECH COLLEGE 13	Employment	PCC	Mick Lovatt		No Quarter 4 Commitment		Slippage - Decision to re-submit application to be made post General election 2015.		
37	Pg. 45 Table WINCKLEY SQUARE 13	Employment	PCC/LCC	Mick Lovatt				Good progress with some slippage - Winckley Gardens Stage II Heritage Lottery Fund 'Parks for People' bid has been submitted by Groundwork on behalf of the Winckley Square Community Interest Company. A decision is due on the bid during the summer. Cannon Street public realm works underway in Q4.		
	Community Infrastructure									
38	Pgs. 24, SCOPE, DEFINITION, STAKEHOLDER 25, 54, ENGAGEMENT AND CURRENT CI 55 MAPPING/ANALYSIS	Community Infrastructure	LCC/PCC/SRBC	Phil Barrett/Mick Lovatt/Denise Johnson	No Quarter 3 Commitment	No Quarter 4 Commitment		CI Plan (Positions Statement) produced and presented for endorsement .		
39	Pg. 29 SOUTH RIBBLE LEISURE FACILITIES PLAN Table 9 PRODUCED	Community Infrastructure	SRBC	Denise Johnson	No Quarter 3 Commitment	No Quarter 4 Commitment		Preliminary work underway in revisiting benchmarking and potential scope for detailed study and proposal development and costings		
40	Pg. 29 Table 9	Community Infrastructure	SRBC	Helen Hockenhull	No Quarter 3 Commitment	No Quarter 4 Commitment		On Programme master plan produced and approved by SRBC Planning for public consultation which ends 15th May. Plans for first implementation phase ready. Surveys taking place for planning application in June/July.		
	Communications and Marketing									
41	Pgs. 36 & 37 KEY COMMUNICATION ACTIVITY	Comms and Marketing	LCC/PCC/SRBC	TS/GU				On Programme - Communication actiivity carried out for A582 consultation, Penwortham Bypass, and Broughton Bypass; Communications plan delivered and consultation events held on Cuerden strategic site, Bamber Bridge centre improvements, New Hall Lane centre improvements and Broughton village improvements; February e-bulletin issued to key stakeholders; General video commissioned and in progress; Photography commissioned and in progress - 5 photos ready to be used; Maps commissioned and in progress; Business testimonial video commissioned and to be delivered in May/June.	Completion of business video, maps, leaflets and exhibition stands. Creation of new website including zone realted information, timelapse images, images and interactive maps. All the above are being worked on but progress is slower than expected and some of the imagery and filming are dependent on better weather. Continuation of grass routes schemes and messages.	
ey Deliv	verables/Milestones Planned for next period									

* HCA Sites

Appendix 'B'

Section A: 10-Year Infrastructure Delivery Fund (IDF) – Current Forecasts as at 31 March 2015

1. Surplus/ (Deficit)

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Surplus/ (Deficit)	- 6.357	0.292	4.046	4.290	- 22.197	- 16.532	- 11.387	- 19.734	14.182	14.032	18.458	8.193
Cumulative Surplus/ (Deficit)		0.292	4.338	8.628	- 13.569	- 30.101	- 41.487	- 61.222	- 47.039	- 33.008	- 14.550	- 6.357

1.1. Key changes in annual surpluses and deficits since last monitoring report:

- Homes and Communities Agency (HCA) receipts due to the Infrastructure Delivery Fund for Brindle Road and Cottam Hall Site K (loan £4.759m) following the disposal of this land were received in March 2015.
- Capital Financing Cost (£1.491m decrease) The capital financing cost to be met by Lancashire County Council has decreased to £6.056m following the rephasing of funding and expenditure.
- Lower than forecast Community Infrastructure Levy income received in 2014/15 (£0.506m).

2. Expenditure

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2.1. Key changes in expenditure since last monitoring report:

- Rephasing of expenditure on projects
 - The expenditure profiles for the following projects have changed since the last quarterly report following a detailed review of costs to date. The main impact of these changes affects the capital financing costs with only minimal impact on the overall cost forecasts of the schemes.
 - A582 South Ribble Western Distributor Reduction of forecast expenditure by £0.357m in 2014/15 which has slipped into 2015/16. £6.0m has also been rephased from 15/16 into 17/18.
 - Penwortham Bypass forecast expenditure has been rephased moving £7.0m expenditure from 15/16 into 17/18.
 - Preston East West Spine Road has now been re-profiled with £3.5m expenditure moving from 2016/17 into 2017/18.
 - Preston Western Distributor expenditure has been re-profiled with £27.0m expenditure moving from 2018/19 into 2019/20
 - Preston Bus Station reduced forecast expenditure in 2014/15 by £0.339m with this amount slipped into 2015/16. This leaves the total 2014/15 forecast at £0.211m.
- <u>Capital Financial Cost (£1.491m decrease)</u>
 - Following a number of changes to the phasing of expenditure and receipts, the capital financing cost, which shall be met by Lancashire County Council, has decreased by £1.491m to £6.056m. At its peak, the cash-flow support provided by Lancashire County Council is now forecast to be £61.222m in year 2019/20

2.2. Expenditure breakdown

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m											
Preston Delivery Programmes												
Major Development Site Infrastructure	20.000	-	0.141	0.659	5.823	5.823	1.323	1.323	1.323	1.323	1.323	0.937
- Of which, East-West Link Road	9.800	-	0.141	0.659	4.500	4.500	-	-	-	-	-	-
- Of which, NW Preston Green Infrastructure	5.256	-	-	-	0.705	0.705	0.705	0.705	0.705	0.705	0.705	0.319
- Of which, Further Community Infrastructure	4.944	-	-	-	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618
Preston Western Distributor	104.500	0.197	0.994	1.009	1.000	7.100	47.100	47.100	-	-	-	-
Cottam Parkway	15.000	-	0.004	-	-	-	-	1.496	8.000	5.500	-	-
Broughton*	33.999	4.791	9.006	2.238	16.514	1.450	-	-	-	-	-	-
Preston Bus Station	23.342	0.003	0.211	0.812	10.608	11.708	-	-	-	-	-	-
Fishergate Central Gateway	6.914	1.746	1.744	2.064	1.360	-	-	-	-	-	-	-
Public Transport Corridors & Local Centres	12.125	0.250	0.028	0.140	1.925	7.700	0.082	0.250	1.750	-	-	-
Education Infrastructure - Preston	28.495	-	-	-	6.739	0.018	0.018	0.018	5.426	5.426	5.426	5.426
South Ribble Delivery Programmes												
Major Development Site Infrastructure	20.000	-	-	1.240	7.070	6.445	5.245	-	-	-	-	-
- Of which, Pickerings Farm Link Road	4.500	-	-	0.050	1.250	3.200	-	-	-	-	-	-
- Of which, Moss Side Test Track Road Infratructure	2.050	-	-	-	-	0.025	2.025	-	-	-	-	-
- Of which, Land Between Heatherleigh & Moss Lane Spine												
Road	1.000	-	-	0.500	0.500	-	-	-	-	-	-	-
- Of which, Cuerden Strategic Site Road Infrastructure	5.050	-	-	0.050	5.000	-	-	-	-	-	-	-
- Of which, Community/ Green Infrastructure	7.400	-	-	0.640	0.320	3.220	3.220	-	-	-	-	-
A582 South Ribble Western Distributor/ B2523 Flensburg												
Way	44.671	0.152	5.841	4.499	2.309	1.125	15.395	15.350	-	-	-	-
Penwortham Bypass	17.500	0.019	0.227	0.750	0.350	16.154	-	-	-	-	-	-
New Ribble Bridge - Preliminary Works & Route Protection	2.000	-	0.005	0.750	0.250	0.250	0.745	-	-	-	-	-
Public Transport Corridors & Local Centres	12.125	0.250	0.068	0.380	2.950	1.125	4.750	2.602	-	-	-	-
Other South Ribble Schemes	5.000	-	-	-	-	-	-	-	-	-	-	5.000
Education Infrastructure - South Ribble	11.203	-	-	-	3.629	0.386	0.386	0.386	1.604	1.604	1.604	1.604
Community Provision - Preston City Council	8.031		0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803
Community Provision - Preston City Council	4.922	-	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803
Community Provision - South Ribble Borough Council	4.922	-	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492
Capital Financing Cost	6.056	-	_	- 0.067	0.188	0.583	0.846	1.140	1.192	0.945	0.710	0.517
Expenditure Total	375.883	7.408	19.564	15.769	62.011	61.163	77.186	70.961	20.590	16.093	10.358	14.779

*Includes congestion relief, and M55 and M6 junction improvements

3. <u>Resources</u>

- 3.1. Key changes in resources since last monitoring report:
 - New Homes Bonus & Community Infrastructure Levy
 - The forecast NHB and CIL income streams have been re-profiled based on the revised housing completion data provided in March 2015. The 2014/15 CIL income outturn has been reduced to reflect that less income has been collected in year than originally forecast.
 - HCA Locally Retained Landhold Receipts
 - The HCA loan amount due upon the disposal of Brindle Road and Cottam Hall Site K has been revised to reflect the actual loan amount and timings. This had minimal impact on the capital financing costs only.

Resource Breakdown

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m											
Central Government												
Transport Funding	117.809	0.600	10.109	3.000	18.500	22.550	39.550	22.700	0.800	-	-	-
HCA - Locally Retained Landhold Receipts	38.827	-	4.759	- 2.018	2.774	5.059	6.906	6.399	7.821	5.114	0.341	1.672
Developer Contributions (less Parish Council share)	78.738	1.200	5.543	6.076	8.010	8.630	8.116	8.081	10.875	6.962	8.450	6.795
Lancashire County Council												
Capital Programme & Grants	46.030	5.900	3.130	12.000	7.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Capital Receipts	0.228	-	-	-	0.057	-	0.057	0.057	0.057	-	-	-
New Homes Bonus	12.953	-	-	-	0.146	0.629	1.151	1.638	2.176	2.712	3.075	1.426
Revenue Contribution - Capital Financing Cost	6.051	-	- 0.004	- 0.067	0.188	0.583	0.846	1.140	1.192	0.945	0.710	0.517
Preston City Council												
Business Rates Retention	5.135	-	0.031	0.263	0.500	0.670	0.692	0.714	0.124	0.435	0.746	0.961
PCC grants - Heritage lottery funding	0.945	-	-	0.456	0.158	0.205	0.079	0.047	-	-	-	-
New Homes Bonus	28.051	-	-	0.066	0.463	1.246	2.156	3.106	4.360	5.799	6.877	3.978
South Ribble Borough Council												
Business Rates Retention	4.350	-	0.042	0.085	0.671	0.774	0.877	0.980	0.103	0.188	0.273	0.357
New Homes Bonus	25.409	-	-	0.198	0.847	1.785	2.869	3.865	4.765	5.470	5.844	- 0.234
Moss Side Test Track Land Receipt	5.000	-	-	-	-	-	-	-	-	-	-	5.000
Resources Total	369.526	7.700	23.610	20.059	39.814	44.631	65.799	51.226	34.773	30.125	28.816	22.972

Section B: Finance Plan Year 1 – Variance Analysis as at 31 March 2015

4. Expenditure

- 4.1. Key changes in expenditure since last monitoring report:
 - Public Transport Corridors & Local Centres Preston & South Ribble
 - £1.154m has been carried forward into 2015/16.
 - A582 South Ribble Western Distributor
 - £0.357m has been carried forward into 2015/16.

4.2. Expenditure breakdown

		Total		Q	uarters 1	-3	Quarter 4			
	Original	Revised	Variance	Forecast	Actual	Variance	Original	Revised	Variance	
	£m	£m	£m	£m	£m	£m	£m	£m	£m	
Preston Transport Programmes										
East-West Link Road	0.100	0.141	0.041	0.075	0.052	- 0.023	0.025	0.089	0.064	
Preston Western Distributor	1.000	0.994	- 0.006	0.750	0.743	- 0.007	0.250	0.251	0.001	
Broughton*	7.400	9.006	1.606	5.550	5.991	0.441	1.850	3.015	1.165	
Preston Bus Station	2.000	0.211	- 1.789	1.500	0.108	- 1.392	0.500	0.103	- 0.397	
Fishergate Central Gateway	2.400	1.744	- 0.656	2.400	1.350	- 1.050	-	0.394	0.394	
Public Transport & Public Realm Corridors	0.625	0.032	- 0.593	0.469	0.003	- 0.466	0.156	0.029	- 0.127	
Community Provision - Preston City Council	0.803	0.803	-	0.602	0.803	0.201	0.201	-	- 0.201	
South Ribble Transport Programmes										
Moss Side Test Track Road Infratructure	0.050	-	- 0.050	0.038	-	- 0.038	0.013	-	- 0.013	
Land Between Heatherleigh & Moss Lane Spine Road	0.200	-	- 0.200	0.150	-	- 0.150	0.050		- 0.050	
Cuerden Strategic Site Road Infrastructure	0.050	-	- 0.050	0.038	-	- 0.038	0.013	-	- 0.013	
A582 South Ribble Western Distributor/ B2523 Flensburg Way										
	8.000	5.841	- 2.159	6.000	2.887	- 3.113	2.000	2.954	0.954	
Penwortham Bypass	0.250	0.227	- 0.023	0.188	0.140	- 0.048	0.063	0.087	0.025	
New Ribble Bridge - Preliminary Works & Route Protection	0.750	0.005	- 0.745	0.563	-	- 0.563	0.188	0.005	- 0.183	
Public Transport & Public Realm Corridors	0.625	0.068	- 0.557	0.469	0.030	- 0.439	0.156	0.038	- 0.118	
Community Provision - South Ribble Borough Council	0.492	0.492	-	0.369	0.492	0.123	0.123	-	- 0.123	
Capital Financing Cost	0.022	-	- 0.022	-	-	-	0.022	-	- 0.022	
Expenditure Total	24.767	19.565	- 5.203	19.159	12.600	- 6.559	5.609	6.965	1.356	

*Includes congestion relief, and M55 and M6 junction improvements

Resources

4.3. Key changes in resources since last monitoring report:

- HCA Locally Retained Landhold Receipts (£0.155m decrease)
 - Previously, receipts of £4.914m were reported to be due in 2014/15. However, of this amount, £0.155m of grant from the HCA disposal of Brindle Road and Cottam Hall Site K will not be received in 2014/15 as this is only due upon the HCA's further receipt of cash from the purchaser of this land.
- Developer Contributions (£0.506m)
 - The 2014/15 CIL income outturn has been reduced to reflect that less income has been collected in year than originally forecast.

		Total		Q	uarters 1	-3	Quarter 4			
	Original	Revised	Variance	Forecast	Actual	Variance	Original	Revised	Variance	
	£m	£m	£m	£m	£m	£m	£m	£m	£m	
Central Government										
Transport Funding	8.709	10.109	1.400	8.709	7.257	- 1.452	-	2.852	2.852	
HCA - Locally Retained Landhold Receipts	1.295	4.755	3.460	0.569	-	- 0.569	0.727	4.755	4.028	
Developer Contributions (less Parish Council share)	6.180	5.543	- 0.637	5.753	4.900	- 0.853	0.427	0.643	0.216	
Lancashire County Council										
Capital Programme & Grants	3.130	3.130	-	3.130	3.130	-	-		-	
Capital Receipts	0.800	-	- 0.800	0.600	-	- 0.600	0.200	-	- 0.200	
Revenue Contribution - Capital Financing Cost	0.022	-	- 0.022	-	-	-	0.022	-	- 0.022	
Preston City Council										
Business Rates Retention	0.031	0.031	-	-	-	-	0.031	0.031	-	
South Ribble Borough Council										
Business Rates Retention	0.042	0.042	-	-	-	-	0.042	0.042	-	
Resources Total	20.210	23.609	3.401	18.761	15.287	- 3.474	1.449	8.323	6.875	

Section C: Significant Expenditure and Income since last report

- 5. Expenditure
 - A further £2.954m has been spent in Quarter 4 on the dualling of the A582 in South Ribble.
- 6. Income
 - Following the disposal of land at Brindle Road and Cottam Hall Site K by the HCA, the loan receipts due to the Infrastructure Delivery Fund were paid in March totalling £4.759m. Further loan and grant funding will be received for Brindle Road and Cottam Hall Site K once further cash is received by the HCA for these disposals.
 - £0.510m was paid into the Infrastructure Delivery Fund by Preston City Council with respect of Community Infrastructure Levy income collected in 2014/15.



City Deal Executive and Stewardship Board – 17th July 2015

Community Infrastructure Plan (Appendix 'A' refers)

Report Author: Eddie Sutton, Director of Development and Corporate Services, Lancashire County Council

Executive Summary

The purpose of this report is to set out next steps required to deliver Community Infrastructure in support of development and growth under the City Deal.

Recommendation

The City Deal Executive and Stewardship Board are asked to endorse the approach and agree to undertake the Demographic Modelling which will inform the decisions around the sequencing of Community Infrastructure.

Background

The delivery of Community Infrastructure to support new housing and business growth has received a considerable amount of attention at all levels within the City Deal governance and delivery structures. This has been prompted, in part, by the recommendations set out within the AECOM report (City Deal Preston, South Ribble and Lancashire, Community Infrastructure Position Statement Final Report, March 2015), which concludes that the City Deal partners have considerable work to do in order that informed decisions on the type, amount and location of new Community Infrastructure. In addition, the report raises the very real prospect that the cost of this Infrastructure will outstrip funding and so partners will need to come together to determine priorities.

The enhanced focus on Community Infrastructure also reflects the importance partners are now giving to a more holistic offer from City Deal, to balance what could be perceived as a transport-dominated programme of delivery.

To make progress the City Deal Project Team and Programme Board have considered the optimum delivery of Community Infrastructure in terms of the most appropriate sequencing of a series of discrete work packages. These work packages draw largely on the recommendations contained in the main report on this item, but approach them in a more considered and focussed manner, acknowledging as well a distinction between the strategic scale and local scale infrastructure. Officers believe this offers the best prospect for the timely delivery of infrastructure to support growth across the area.



The work packages are set out below:

- i) **Health and Social Care** -The delivery of supporting infrastructure is a critical and costly service which, whilst not relying on City Deal funds in the main, needs to be properly informed, to ensure (the Infrastructure) is aligned with, the scale and pattern of growth across the City Deal area. Officers are taking steps to form strong and sustainable working relationships with the health sector through the area's Health and Wellbeing Boards.
- ii) **Education -** Provision represents a critical service area which will be funded largely through the City Deal.
- iii) Leisure and Cultural Infrastructure There are a number of other service areas and types of infrastructure that would benefit from a clearer and collective understanding and strategy to direct future provision. The leisure and cultural offer, recreational open space (including the Central Park) and cycling are just three areas that are identified in the emerging Infrastructure Delivery Plan that could benefit from a more holistic and coordinated approach involving all City Deal partners and their geographies. Officers will explore the potential to bring these activities forward in a unified approach.
- iv) Community Infrastructure Improvements A series of relatively modest Community Infrastructure improvements have been put forward by partners (presented as part of the delivery programme proposed for 2015/18 (Item 11 on this agenda). Subject to approval, those improvements will be administered by officers through a newly created Project Board for community infrastructure.

The above service areas, and a number of others, rely on accurate and up to date predictions of the characteristics of the expanding population across the City Deal area. Priority is being given to resourcing a demographic modelling exercise which will provide the City Deal and wider partners with our best estimates of the likely demand on services.

Reports will be brought to future meetings of the Executive and Stewardship Board to update on progress on these activities.



City Deal Executive and Stewardship Board – 17th July 2015

Community Infrastructure Plan - Appendix 'A'

Report Author: Eddie Sutton, Director of Development and Corporate Services, Lancashire County Council

Executive Summary

The purpose of this report is to provide an update for the City Deal Executive / Stewardship Board on the preparation of a Community Infrastructure plan and its progression.

Recommendation

That the City Deal Executive / Stewardship Board note the report and agree the recommendations included within it.

Background

The Executive / Stewardship Board will be aware that the Infrastructure Delivery Plan 2014/15 (IDP14/15) identifies funding for the delivery of community infrastructure (CI) necessary to support the scale of housing and commercial development to be delivered.

The IDP14/15 identifies a total funding allocation of £56.298m for CI projects. This is distributed as follows:

- £38.695m for Preston area, of which
 - £5.642m is identified for NW Preston Green Infrastructure
 - £4.558m for 'Further Community Infrastructure (not specified)
 - £28.495m for education infrastructure
- £17.603m for South Ribble area, of which
 - £6.4m is identified for Community or Green Infrastructure
 - £11.203m for education infrastructure

The IDP sets out high-level guiding principles and aims for provision of CI.

AECOM was appointed in November 2014 to prepare the first iteration of the CIP. A draft report was delivered in January 2015 and a final Report in March 2015 with the intention that the proposals in it would brought forward for consideration as part of



the roll forward of the IDP14/15 to cover the three-year period 2015/18 (IDP15/18). The work has been overseen by a Steering Group comprising officers from the three local authorities and HCA.

The scope of CI is potentially wide ranging and the exercise has engaged stakeholders providing education and child care services, community and clinical health, environment protection, emergency services, leisure and cultural services, and adult and youth social care.

Skills and training are crucial elements of supporting communities to take advantage of the new jobs created as part of the City Deal programme and should be recognised as a key objective of the City Deal. Members will be aware that an *Employment and Skills Plan* is being prepared to sit alongside the IDP15/18 and CIP to address this.

The approach to identifying CI to date has been to:

- review current evidence of development activity, consequent needs, costs and funding sources.
- utilise a range of data sources, business plans, and discussions with service providers.
- adopt a pragmatic and targeted approach for producing this iteration of the CIP.
- consider the strategic, holistic needs of the City Deal area, and disaggregate down to the six geographic zones (set out in IDP).

Final Report

The final report represents a position statement, which has sought to capture the existing baseline and knowledge held by the City Deal partners at a strategic level. A schedule of likely CI requirements is presented in the report which is appended.

The estimated cost of these infrastructure items is circa. £92 million but does extend to some infrastructure – schools, green infrastructure, play areas, health and community facilities – which could come under other funding arrangements yet to be agreed or formalised.

Reflecting this, and the stage this plan represents, AECOM has made a number of recommendations to take forward this position statement. This is likely to involve more detailed discussions at the local level with other delivery partners and the



prospect for a wider set of stakeholders to include community groups, town & parish councils and the voluntary sector, including the faith, sport, health and social care sectors.

The recommendations include:

- Given the prospect that infrastructure costs will outstrip funding, or may compete with highway infrastructure in the early years, there is a need to prioritise resources and spending and agree criteria set to evaluate projects to ensure that when funding becomes available, expenditure maximises benefits, and does not put at risk critical infrastructure to be provided later in the City Deal period.
- Diverting a percentage of the Infrastructure Delivery Fund to enable design and preparatory works to progress. Capacity is needed to develop schemes, and so from a financial position the need to convert small amounts of capital to revenue is required.
- Funding which is allocated to project development (i.e. revenue funding) should be on the basis of a clear set of criteria. These may include for example, a requirement that the programme will support a wide range of the City Deal objectives.

The report also provides clear messages on several important activities to assist service providers in planning for City Deal and aligning business priorities:

- Commission demographic modelling to project the likely population increase by age-band as a result of the proposed economic and housing activity, particularly how this might affect those age bands which capture the working age population and their children.
- Following delivery of the outputs of this demographic modelling, undertake further consultation with health service providers to fill the data gap on health service implications and infrastructure requirements.
- Continue dialogue with the three emergency service providers to explore the joint implications for service provision, in particular the immediate priority to find a major hub site for the ambulance service.
- Investigate and commission the development of a dynamic map to provide 'real time' information on the City Deal housing delivery trajectory, to assist with service planning.





Going forward the management of the CIP has been reviewed in light of the recommendations in the first version. The following improvements, from the refreshed CIP working group, are recommended:

- An annual programme of CIP works, linked to an annual budget and review, is proposed. This provides better management and allows the CIP to link into the IDP and City Deal governance and reporting arrangements.
- The annual programme will address the wide range of sectors that have been identified in the first version of the CIP on a rolling basis until all thematic areas have been addressed. A partnership approach to engagement is to be developed.
- In the longer term it is proposed that a three year programme be developed to mirror the City Deal IDP and financial plan.
- In line with the above, it is proposed the first year budget of £50,000 be allocated to allow the population and housing research identified in CIPv1 to be commissioned. In addition the Working Group has identified a Sustainability Appraisal is required for City Deal going forward. A model to inform local partners decision making, such as Health and Education sectors, of changes to the local population is to be developed.
- The Working Group proposes that the first year prioritises engaging Health and Social Services/Housing providers to ensure they are prepared to the changes and opportunities that City Deal will bring.

Provision of Community Infrastructure Delivery in 2015/18

The production of the CIP position statement gives us the opportunity to bring forward proposals for consideration as part of the IDP15/18.

Given that the focus of this provision will fall to the two district councils – in terms of securing funding through planning obligations or in organising or overseeing delivery – an early assessment has been carried out by each authority to determine an initial programme of deliverable works that would provide necessary infrastructure to new developments and fulfil wider City Deal objectives. These are presented below for information and will be considered and introduced into the proposals for the IDP15/18 to be presented to the next meeting of the City Deal / Stewardship Board. The timing of provision of Education and Health infrastructure is very firmly tied to the generation of demand/needs arising from new developments. Given the housing trajectory predicted under the City Deal programme no new or additional education or health infrastructure is presently predicted in this 3 year period.



North West Preston

Project	Description	Links to City Deal Outputs	Links to other Projects	Project Cost / Funding	Additional (unfunded) CIP Contribution	Delivery Timescales
Guild Wheel upgrade / links	Blackpool Rd/Canal link (A)	Improving access to City Centre Employment sites Improving access to NW Preston Housing sites	Guild Wheel NW Preston Corridor UCLan Masterplan	£100k LCC £20k	£80k	2016 - 17
Lancaster Canal Towpath/ Cycleway Improvement		Improving access to City Centre Employment & Housing sites	Guild Wheel	£804k S106	£O	2015 -16 2016 -17

North East Preston

Project	Description	Link to City Deal Outputs	Links to other Projects	Project Cost / Funding	Additional (unfunded) CIP Contribution	Delivery Timescales
Guild Wheel upgrade / links	Bluebell Way alternative route (B)	Improving access for NE Preston Employment sites	Guild Wheel	£60k	£60k	2015 - 16



Grimsargh Green	The pitch is unplayable for much of the season due to poor drainage. This funding will provide essential drainage improvements to the football pitch at Grimsargh Green.	The improved playing surface will result in improved health opportunities for the residents of Grimsargh Village and the surrounding area.	£30k Friends of Grimsargh Green and Grimsargh Parish Council - £5k	£25k	2015-16

Preston City Centre

Project	Description	Link to City Deal Outputs	Links to other Projects	Project Cost / Funding	Additional (unfunded) CIP Contribution	Delivery Timescales
Winckley Square Gardens	Restoration and enhancement of Winckley Sq Gardens	Improving Environment for City Centre Employment sites / Housing sites	Preston Housing Zone Winckley Sq Gardens HLF bid Winckley Sq HLF THI scheme	f1.233M BID - f120k LEF (bid in progress)- f30k In Kind - f61k Enhanced maintenance - f50k HLF grant - f942k	£30K	2015 -16 Design development and tendering 2016 – 17 Scheme delivered on site





Harris	Creation of a new	Identified as key	Strategic Arts	£165k	£45k	2015 – 16
Museum / Library	cultural facility for City	output in CIP for enhanced cultural facility for City Deal area as a whole	Partnership Heritage Investment Strategy	ACE - £95k PCC - £10k LCC - £10k Harris Friends - £5k		2016 - 17
Guild Wheel upgrades / links	Watery Lane -Fishwick link (C)	Improving access to City Centre Employment sites	Guild Wheel New Hall Lane Corridor Inner East Preston Neighbour- hood Plan	£50k	£50k	2015 - 16 2016 - 17
East Cliff Cycle Link/Station Cycle Hub	Completion of cycle link from S Ribble to Railway Station. Replacement of East Cliff Bailey Bridge	Improving access to City Centre Employment & Housing sites	Preston Housing Zone Railway Station Masterplan (cycling scheme) Fishergate Central Central Park Loop Guild Wheel	£2m LCC - £400k Network Rail - £600k Virgin Rail - £800k	£200k	2016 - 17
Youth Zone	As part of the PBS and MSCP project	Improving access to City Centre Employment sites	Preston Bus Station Onside	f6.0m f5m - LCC f1m – private sector	£5m	2017 - 18



Penwortham and Lostock Hall

Project	Description	Link to City Deal Outputs	Links to other Projects	Project Cost / Funding	Additional (unfunded) CIP Contribution	Delivery Timescales
Landmark	Local landmarks or	Ties inward	A582 widening works	£240k	£170k	2015 - 17
Features	gateway features - Lorry Pop at Croston Rd roundabout; Iron horse at Longmeanygate roundabout; Leyland Tractor at Schleswig roundabout	investment to our local communities and heritage; give a sense of place and identify	Supports highway improvements. Supports employment sites and local South Ribble town and village centres.			

Leyland and Cuerden

Project	Description	Link to City Deal Outputs	Links to other Projects	Project Cost / Funding	Additional (unfunded) CIP Contribution	Delivery Timescales
Landmark	Local landmarks or	Ties inward	A582 widening works	Included in	Included in	2015 - 17
Features	gateway features - Lorry Pop at Croston Rd roundabout; Ironhorse at Longmeanygate roundabout; Leyland Tractor at Schleswig roundabout	investment to our local communities and heritage; give a sense of place and identify	Supports highway improvements. Supports employment sites and local South Ribble town and village centres.	above	above	





Central Parks /	The first scheme	Supports City	Central Park		£320k	2015 - 16
St. Catherine's	under Central	Deal ambitions to	Cuerden			
Park	Parks is St.	create 17,000	Strategic Site			
	Catherine's Park.	new homes	employment			
	A joint venture		development			
	with St.		(indirectly)			
	Catherine's					
	Hospice to create					
	a new park next					
	to Cuerden					
	Strategic Site					
Worden Park	A range of	Supports City	Altcar Lane	£400k	£155k	2015 - 17
improvements	improvements to	Deal ambitions to	housing			
	the Park,	create 17,000	development			
	including a new	new homes.				
	entrance, parking					
	and community					
	facilities will help					
	to address these					
	additional					
	demands					



Revenue funded projects

In addition to the capital projects above, several projects at pre-development stage require City Deal funding.

Development Projects	Description	Links to City Deal objectives
CIP Project Team Annual Budget	Annual budget to allow development work. This year the population and housing research identified in CIPv1 are to be commissioned. In addition the Working Group has identified a Sustainability Appraisal being needed.	Cost £50k (£25k PCC £25k SRBC from CIP allocations in IDP) Supports all objectives.
City Deal Cycling Strategy	The Strategy will enable the delivery of new and enhanced cycle infrastructure for the City Deal area building on the legacy and success of the Guild Wheel and the Penwortham – Preston Greenway. It will set out objectives for improving cycling opportunities across the City Deal area with a programme of prioritised improvements for their delivery. This will link to the wider City Deal infrastructure programme for corridor improvements and the delivery of new housing and employment sites. The Strategy would be adopted as planning guidance in support of the relevant Local Plans.	Cost 45k (£5k PCC, £5k SRBC, £5k LCC contributions) Supports the development and integration of sustainable and healthy communities. Supports City Deal ambitions to create 17,000 new homes. Supports appropriate and viable delivery of Open Space to serve the new City Deal Population.





The Expanded City	The Expanded City is a three-year programme of	Cost £447k including £150k Arts Council and £147k UCLan
Cultural	artist-led research, participatory artworks,	contributions (£102k in kind/£45k cash) with a £150k City
Development	architectural interventions and public debates	Deal contribution (£50k/year)
Programme	delivered by the In Certain Places group led by	
	Professor Charles Quick at UCLan.	Supports the development and integration of sustainable and healthy communities through the development and
	It will creatively examine the physical and social characteristics of places on the outskirts of Preston, as	provision of cultural activities.
	well as the changes and challenges faced by their residents - with an emphasis on issues of mobility,	Supports City Deal ambitions to create 17,000 new homes.
	links to the city centre, access to culture, and the	Supports appropriate and viable delivery of cultural
	social and physical implications of large-scale housing	engagement to serve the new City Deal Population.
	developments planned for these sites.	
	The programme will focus on the three geographic	
	areas identified within the City Deal Preston, South	
	Ribble and Lancashire Community Infrastructure	
	Position Statement document, which sit within the	
	boundary of Preston City Council. It will take place in	
	North West Preston, North East Preston, and Preston	
	City Centre.	
	Lessons and best practice from the Expanded City	
	project will be developed into models that can be	
	transferred to other City Deal sites/areas	
Stoneygate	The development of the Masterplan is to establish a	Cost £25k
Masterplan	vision and framework for the housing led regeneration	LCC £12.5k contribution
	of the area in line with the objectives of the City	
	Centre Plan.	Supports City Deal objectives on delivery of new homes and
		the implementation of projects in the Preston Housing Zone





The Masterplan will enable PCC and its partners to develop a coordinated approach to the regeneration of the area and would support the development and implementation of projects in the Preston Housing Zone with the HCA.Estimated cost £80kLeisure Development Plan1This development work will help ensure that South Ribble's Leisure and Cultural offer is fit for purpose for the future in light of the expected increase in population. The development plan will look at different options for delivery, identify locations and facility mix, and ensure that the future strategic needs, impacts and outcomes within the local area are met.Estimated cost £70k Support appropriate and viable delivery of Open Space to serve the new City Deal Population.Central Park Development Plan2Although the first phase of Central Parks i.e. St Catherine's Park is included in the Implementation table above, more development work will be needed to help bring forward subsequent phases.Estimated cost £70k Supports City Deal ambitions to create 17,000 new homes.District Centre Improvements workThe proposed capital works will complement the public transport corridor route improvements. This will require Master planning to provide sustainable developments. Town centre improvements will link to local economicEstimated cost £165k Supports City Deal ambitions to create 17,000 new homes. More than 20,000 net new private sector jobs,			
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	work	Town centre improvements will link to local economic	
Penwortham improvements similar to the model supported by the Nearly £1 billion growth in Gross Value Added (GVA)	Penwortham	improvements similar to the model supported by the	Nearly £1 billion growth in Gross Value Added (GVA)
Lostock Hall Coastal Community Funds. The Lancashire Enterprise	Lostock Hall		

¹ Referenced as Leisure Facilities Plan in IDP2014/15 (p25), with completion in 2014/2015 (Table 9).

² IDP2014/15 (p29), Plan will be produced in 2014/15 (Table 9)





•	Leyland	Partnership is responsible for strategic economic	£2.3 billion in leveraged commercial investment.
•	Bamber Bridge	development. The proposal will develop schemes to	
		ensure local towns are vibrant economic centres	
		complimenting the LEP strategy for a strong Central	
		Lancashire offer. This work to include projects with	
		local schools, colleges and businesses to support	
		business start-up, entrepreneurship, business growth	
		and skills development.	



City Deal Executive and Stewardship Board – 17 July 2015

Infrastructure Delivery Plan 2015-2018 Update

Report Author: Eddie Sutton, Director of Development and Corporate Services, Lancashire County Council

Executive Summary

The purpose of this report is to provide a short update for the City Deal Executive and Stewardship Board regards the preparation of 2015/18 Infrastructure Delivery Plan (IDP).

The Programme Board are asked to note that following the City Deal Project Team held on Thursday 11th June, 2015 the following elements within the IDP are the subject of further work and/or review. An update will be provided at the Programme Board Meeting.

- Executive summary
- Pictorial images
- At a glance position statement

Recommendation

The City Deal Executive is requested to approve for publication the 2015/18 Infrastructure Delivery Plan.

The Stewardship Board is requested to receive the 2015/18 Infrastructure Delivery Plan and note that its contents have informed the development of the annual City Deal Business and Disposal Plan.

Background

The annual production of an IDP is a requirement set out in the City Deal Delivery and Implementation Plan (DIP). The first City Deal Infrastructure Delivery Plan (IDP) was presented to and approved by the City Deal Executive on 25 April 2014. That Plan set out the delivery programme for all agreed strategic highway and physical community infrastructure as well as housing and employment site activity, to be delivered in Year 1 of the City Deal during 2014/15.

As reported to the February meeting of the Executive, starting this year the IDP will operate on a three year rolling basis, providing a longer term delivery forecast than the initial version, and will be updated annually.

Officers across the City Deal Partnership have worked closely in drafting the three year infrastructure delivery milestones for 2015/18 to ensure an affordable and deliverable programme of work and one which aligns with the Business and Disposal Plan.



The 2015/18 IDP is attached at Appendix 'A' represents a considerable development on the content and presentation of the first IDP reflecting a robust and rigorous set of programme and project management principles. The IDP provides details of:

- the working arrangements and objectives of City Deal (Sections 1 and 2);
- activity and delivery during Year 1 (2014/15) of the City Deal (Section 3);
- all agreed highway and physical community infrastructure to be delivered in the 10 year Deal period with details of activities and financial spending across Years 2 to 4 (2015/18) along with critical milestones to be met over the next three years (Section 4);
- private and public sector funding streams that contribute to the Infrastructure Delivery Fund, and the updated financial risk position taken on by the county council (Section 5);
- the principal risks to successful implementation of the City Deal and remedies to mitigate these risks (Section 6);
- the monitoring arrangements for the City Deal (Section 7); and
- the communications and marketing arrangements supporting the City Deal (Section 8).

The detailed programme is contained in the Activity and Delivery section which is arranged by the geographic 'zones' that have been used to organise works and communications activity. Across each zone in turn, the IDP sets out for each highway and transport hub (11 in total), public transport corridor and local centre (11) and community infrastructure scheme (7):

- a scheme description;
- the current programme of activity (subject to approval at this meeting) set against the 'baseline' programme set at the start of Year 1 to allow easy comparison;
- the programme of activity broken down by as many as six areas plan and design, planning application, business case (for funding approvals), land assembly, works procurement, and construction;
- a set of critical milestones which will form the basis for future performance management, to ensure progress is measured and is on track;
- the current actual or projected financial position set against the 'baseline' position agreed in September 2013; and
- a summary 'at a glance' position on each item of infrastructure.

Importantly, for each zone there is a description of the key housing and employment sites and actual and anticipated delivery of new homes and commercial floor space for each site representing several of the core outputs to the City Deal.

It is intended that future IDPs will similarly be set on a 3 year rolling basis and presented annually to the City Deal Executive and City Deal Stewardship Board. Quarterly progress reports on the implementation of the IDP will be submitted to the Executive, with the first one being provided in September 2015.

Officers will present the key messages in the 2015/18 IDP at the meeting.



Infrastructure Delivery Plan 2015/18

Years 2, 3 and 4 - 2015/16, 2016/17 and 2017/18



FOREWORD

When we set out our major programme of activity just 12 months ago, we did so in the knowledge that City Deal offered a once-in-a-lifetime opportunity to transform Central Lancashire into one of the fastest growing and commercially dynamic locations in the UK over the next decade.

We knew that all partners to City Deal would need to match that level of expectation with their endeavour, belief and persistence if we were to make the progress needed to deliver an infrastructure programme, supporting a supply of new housing and commercial activity, the like of which this area, indeed the county, has not seen since the motorway-building and new town era.

What we have already achieved in such a short time is testament to the hard work of all partners and a 'can do' outlook that I believe City Deal has inspired in those fortunate to be involved in its delivery.

It is vital that we keep up the hard work and build on our early momentum. The near £20 million spent in Year One will be overshadowed by the investment set out in this three-year programme of £146 million. The next three years will be a critical period for the success of City Deal. During this time, the four critical road schemes must pass through their statutory stages and all being well, by the end of this period, March 2018, all four will be under construction or in use.

Of course, there is much more to the success of City Deal, and this three year period will also see new houses and new jobs, supported by the schools, green spaces, health provision and public realm, that will create a prospering and sustainable City Deal area. Our ambitions do not stop there. Already, our thoughts are turning to longer term ambitions. Chief amongst those is a new road crossing of the River Ribble and work will begin in earnest this coming year to firm up these plans.

The transformational improvements that this City Deal will deliver must also be seen in a much broader context. We want Lancashire to be an integral part of an interconnected North, playing a pivotal role as part of the long term sustainability of the North's economy, within the developing Northern Powerhouse. Connectivity is fundamental to maximising this growth potential, and we are strengthening an area which is already a transport hub of national significance, providing most of the county's connection to the national rail and road networks, and in future, to HS2.

The benefits to come from the hard work we do now will felt far wider than Preston and South Ribble and, indeed, beyond Lancashire, when we consider our current strengths and our growth potential, and when, ultimately, we see our contribution to the Northern City Region.

JIM CARTER CHAIRMAN OF CITY DEAL EXCEUTIVE

The map below shows a series of geographic zones within the footprint of the City Deal area. These represent a clear linkage between the proposed developments and the portfolio of assets that will facilitate delivery.



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EXECUTIVE SUMMARY

The Preston, South Ribble and Lancashire City Deal agreed with the government, will transform the City Deal area over the next few years, growing the local economy by over £1bn and making it an even better place to live. The Lancashire Enterprise Partnership (LEP), Lancashire County Council, Preston City Council, South Ribble Borough Council, the Homes and Communities Agency (HCA) and central government are all working together, along with private sector developers and investors, to make improvements that will set Central Lancashire apart for our future generations.

The new investment will help build deliver four major road schemes. Better access means shorter travelling times and more opportunities for business creation. We're helping to create more than 20,000 new private sector jobs and support existing businesses, with £2.3bn leveraged for Lancashire in commercial investment which will come from employment sites. We will also see 17,420 new homes built as part of the City Deal programme, which will be supported by increasing the number of school places, new open green spaces and health provision to cater for the growing population.

The 3 year Infrastructure Deliver Plan (IDP), years 2, 3 and 4 - 2015/16, 2016/17, 2017/18 provides a review of year 1 - 2014/15 illustrating our great progress and achievement in such a short space of time. The IDP sets out the current and future schemes with projected programme milestones and supporting financial information ensuring we are on course to achieve the City Deal objectives and ambitions.

1. AN INTRODUCTION TO CITY DEAL

The Preston, South Ribble and Lancashire City Deal has been designed to drive forward local growth by empowering the city area to make the most of its economic assets and opportunities, improving travelling times and creating great places for families to live.

City Deal is an ambitious programme of work that builds on the strong economic performance of the area over the last ten years and will help ensure the City Deal area continues to grow by addressing strategic transport infrastructure challenges to deliver new jobs and housing.

The new investment will help build three new roads, including an extra junction on the M55, as well as widening the existing link from the M65 to Preston. Improved roads means more opportunities for business creation.

New homes will be built, to suit all budgets, and new schools and health facilities provided to match the local growth. There is a fantastic quality of life with the coast and countryside on our doorstep, great access to airports and motorways, and great schools for those wanting to raise a family.

The City Deal partners are the Lancashire Enterprise Partnership (LEP), Lancashire County Council (LCC), Preston City Council (PCC), South Ribble Borough Council (SRBC), the Homes and Communities Agency (HCA) and Central Government.

Over a ten-year period the deal will generate:

- 1. More than 20,000 net new private sector jobs, including 5,000 in the Lancashire Enterprise Zone;
- Nearly £1 billion growth in Gross Value Added (GVA);
- 3. 17,420 new homes; and
- 4. £2.3 billion in leveraged commercial investment.

To deliver the City Deal, partners have established a City Deal Infrastructure Delivery Programme and City Deal Investment Fund, which together are worth $\pounds450m$ over the lifetime of the Deal.

1. The City Deal Infrastructure Delivery Programme will enable delivery of critical highway infrastructure and allow the full development of significant commercial development and housing schemes. This includes four highway schemes and local community infrastructure, such as schools and health facilities, required to support the scale of such an ambitious development. 2. The City Deal Investment Fund is a £100m local allocation from the Lancashire Pension Fund, available to be invested on a commercial basis in housing and development schemes in the City Deal area.

The City Deal Infrastructure Delivery Programme is funded through pooled local and national private and public sector resources. The private sector will contribute through Community Infrastructure Levy (CIL) and other contributions. The Department for Transport (DfT) will invest through Local Major funding, the HCA through the local retention of value uplift from land sales and the councils via New Homes Bonus (NHB), Business Rates (NNDR), capital programme resources and land.

2. PURPOSE OF THE 2015/18 INFRASTRUCTURE DELIVERY PLAN

The City Deal involves the delivery of major projects along with the management of complexity and risk, many interdependencies and the potential need to resolve conflicting priorities.

The delivery of a successful City Deal will be dependent upon robust programme and project management principles that align the delivery of strategic highway and community infrastructure projects with the development of the housing and employment sites identified in the City Deal area.

The City Deal partners have agreed that two plans, an Infrastructure Delivery Plan (IDP) and a Business and Disposal Plan (BDP) be presented annually to a City Deal Executive and a City Deal Stewardship Board.

The purpose of this IDP is to set out the delivery programme for the highway and physical community infrastructure over the period 2015 - 2018. The purpose of the BDP is to set out the annual disposal plans for the HCA.

This IDP for the period 2015/18 sets out a delivery programme which captures public and private sector investment in strategic infrastructure.

The proposals set out in the Plan demonstrate the commitment between Central Government, the LEP, the HCA, LCC, PCC, SRBC and the private sector to work together to deliver the City Deal. This ongoing commitment will be communicated each year, by providing an updated version of this Plan.

3. A REVIEW OF YEAR ONE

The first IDP published in April 2014 set the partners a challenging programme to deliver in the first full year of City Deal. The Programme covered the full range of activities involved in delivering development and infrastructure of this type and scale, from local plan making and master planning, concept design and consultation exercises, to engineering design, works procurement and construction activity.

During 2014/15, these activities have supported significant progress across all aspects of City Deal. Taking each in turn:

a. Highway and Transport Hubs

The Partners stated their intention to bring forward serviced sites wherever possible i.e. sites with supporting infrastructure, funded and delivered at the earliest opportunity to service the bulk of new development. During 2014/15 this has meant preparatory work beginning for all four major road schemes, associated road and public realm schemes, and other community infrastructure.

Land and property negotiations commenced, and a Compulsory Purchase Order was made, for land required to construct the Broughton Bypass. In addition during year one, routes were identified, consulted on and approved for Preston Western Distributor (PWD), East West Link Road and Penwortham Bypass. Such has been the positive pace of delivery for these major highway schemes, there is the opportunity to bring forward the start to construction for PWD and Penwortham Bypass by as much as 9 months. Land to be safeguarded for the A582 widening was identified and consulted on during the year, with topographical and environmental surveys and detailed design underway for these major schemes.

Junction improvements and road widening works began during 2014/15 along the A582, with the junction with Chain House Lane completed along with a newly dualled section of Golden Way (North). Junction improvement works also began at Stanifield Lane roundabout and road dualling to Golden Way (South).

b. Public Transport Priority Corridors

During 2014/15, plans were drawn up and local consultation took place for Improvement Plans for public transport corridors and local centres covering Bamber Bridge, New Hall Lane and Broughton. Works began in late 2014 in Penwortham; producing public realm improvements in the main shopping area.

During February 2015 work began to construct a new access from the A59 to serve the Enterprise Zone at Samlesbury.

In all, the City Deal partners' activities in delivering the Year One programme represented an investment in the area of nearly £19.5 million, with works at Broughton M55 Junction 1 and at Golden Way North delivered by the County Council's direct services under budget.

Supporting these activities, positive progress was made in progressing Local Plans for Preston and South Ribble towards adoption. Partners have put considerable effort to communicating and marketing the City Deal, with a high point being a launch event in June 2014 attended by Lord Heseltine. Preparatory work began on South Ribble's Central Park, and work to agree the amount and range of community infrastructure to support City Deal development began with the production of an initial plan for the identification and delivery of Community Infrastructure, covering Education, Emergency Services, Health, Leisure and Culture and Social Care.

c. Planning of Local Partner Assets

Options for the future use and utilisation of Preston Bus Station and Multi Storey Car Park have been completed during the year, along with a Structural Conditon Survey to understand and specify the scale and nature of the works required to maintain the structural integrity of the property.

The shared space public realm improvements between the railway station and Winckley Street, part of the Fishergate Central scheme, were completed during the year, and the second phase stretching to Preston Minster began. Plans in respect of phase three, which will complete the link to the Bus Station will be finalised by the end of the second quarter of

2015/16.

The 5 year £1m Townscape Heritage Initiative (THI) scheme for Winckley Square was approved for delivery in year 1, 2014/15. This will focus on property improvement and investment to support business growth. The detailed Stage 2 bid for the improvements of Winckley Square Gardens has been submitted to the Heritage Lottery Fund for a decision in August 2015. Preparatory works to manage an international design competition commenced during the fourth quarter of year 1, 2014/15. This envisaged that the design cometition will deliver a winning practice and a design capable of being developed during the third quarter of year 2, 2015/16.

Preparation and public consultation on a Masterplan for the Cuerden Strategic Site was concluded during the year, with a revised masterplan adopted by the local authority at the begining of year 2, 2015/16.

d. Planning and Disposal of HCA Assets

The HCA prepared the initial BDP at the start of year 1 (2014/15), which committed to a number of milestones to be delivered for the 11 HCA City Deal sites. Progress against those milestones has been excellent and in certain cases milestones from future years have been expedited into 2014/15.

The HCA delivery outputs for the City Deal at March 2015 may be summarised as follows:

• 5 HCA sites have secured planning permission, with consent for 1871 homes

- 3 HCA sites for which preferred developers were selected in year 1 have a capacity for 758 homes
- 44 housing completions to date on HCA sites
- 600+ housing units have been completed across the City Deal area* (Year 1 target was 338)
- Total receipt's received to date = $\pounds1,065,980$
- First loan payments made to LCC, totalling £4,759,179

e. Housing Sites

More than 2,800 houses had been granted planning permission by the end of year one, and construction began during the year at a number of key sites including Cottam Hall, Whittingham, Wheelton Lane, School Lane, Lightfoot Lane and Haydock Grange. The delivery of new homes in Preston city centre was boosted by its designation as a Housing Zone by the Government in March 2015.

f. Employment Sites

Plans for employment site activity in northern, eastern and central Preston Employment Areas took a step closer with positive progress made towards adoption of Preston's Local Plan. Market recovery was evident with continuing development of vacant plots on South Rings. Renewal of outline planning permission for the development of the former Whittingham Hospital site confirmed plans for employment space as part of a mixed development scheme on the larger site.





4 ACTIVITY AND DELIVERY 2015 - 2018

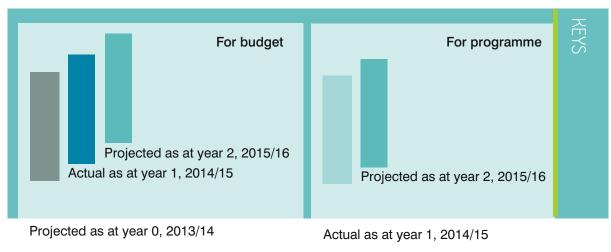
Each scheme within the City Deal Programme is the subject of a summary page formatted in the following way:

- Scheme description
- Baseline (as at year 1, 2014/15) and current (as at year2, 2015/16) programme

To help assess the progress of individual projects within the City Deal Programme, project information under the following six broad milestone:

- Plan
- Planning application
- Business case
- Land assembly
- Procurement
- Works
- Baseline (as at year 0, 2013/14) and current (as at year 2, 2015/16) projected budget
- An 'at a glance' position statement

Please see the example oppposite illustrating the format of each scheme.

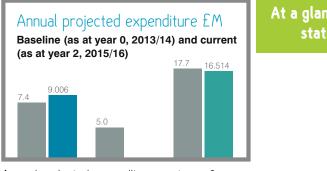


GANTT CHART MILESTONES



SCHEME NAME

Scheme Description - A summary of the scheme including the associated routes.



Annual projected expenditure as at year 0, 2013/14 compared to year 2, 2015/16 over years 1 - 4 of the City Deal including a total over the full ten years.

At a g	lance	postion
st	atem	ent

Name)		YEAR 1	I 14/15			YEAR 2	15/16		
	Q1	Q2	Q3	QY	Q1	Q2	Q3	QY	
PLAN		0 0 0					- - - - - -		
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PLANNING APPLICATION									

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ZONE 1 NORTH WEST PRESTON





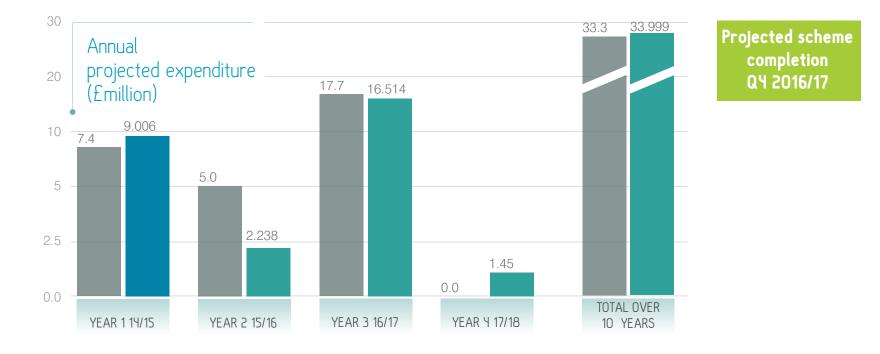


A. HIGHWAYS AND TRANSPORT HUBS

A6 Broughton Bypass (and M55 Junction 1 and M6 Junction 32 improvement works 2013 - 2015)

A new Broughton Bypass will provide critical relief to the A6 corridor, Broughton and other villages in the northern parishes. This new road will support housing sites to create over 1,400 new homes, as well as enabling full development of new and future employment sites in East Preston creating over 5,000 new jobs. The renewal of Broughton Bypass planning application was approved in November 2013 and compulsory purchase and side road orders were made by the County Council. Works on the M55 Junction 1 and M6 Junction 32 were completed in 2014/15.

Pa									
Page Broughton		YEAR 1	14/15			YEAR 2	15/16		
14 Bypass (M55 J1 48 and M6 J32)	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN	- 		0 0 0 0	0 0 0			0 0 0 0	• • •	
								0 0 0	
PLANNING								•	
APPLICATION									
BUSINESS CASE	Ň	Major scheme busines	s case (BC) prepared	1			0 0 0		
			Major sch	heme BC prepared and	submitted		12		
LAND ASSEMBLY	0 0 0		0 0 0	0 0 0	0 0 0 0 0 0 0 0 0 0		0 0 0		
	8		Land ne	egotiations / CPO and S	RO made / CPO inquir		9		
PROCUREMENT		Construction co	ntract drawn up	0 0 0			0 0 0		
			Construction contract	drawn up and tendered		10	11		
WORKS							Construction ar	nd scheme open	
	0 0 0		0 0 0	• • •				13 Construction	



YEAR 3 16/17 YEAR 9 16/17 Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q4 QAN-MAR PLAN PLAN Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 QAN-MAR PLAN PLAN PLAN Q1 APR-JUN Q3 OCT-DEC Q4 QAN-MAR Q4 QAN-MAR Q4 QAN-MAR PLAN PLAN Q1 APR-JUN Q4 QAN-MAR	P									
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PLAN PLANNING APPLICATION BUSINESS CASE Image: Construction and scheme open		Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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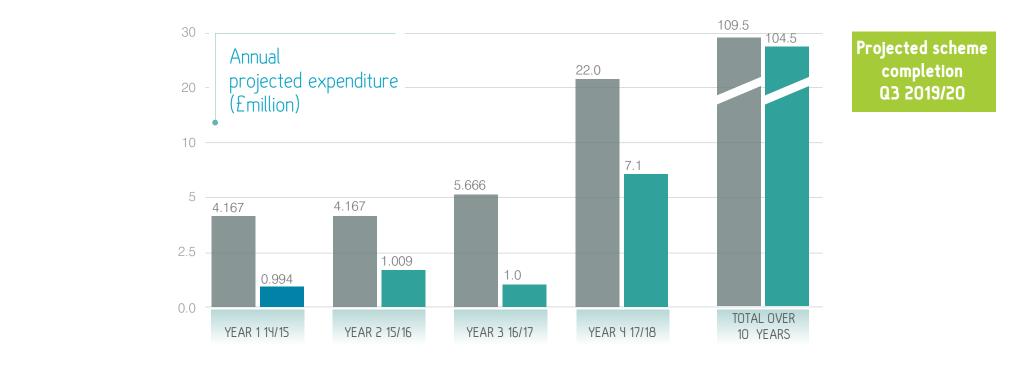




Preston Western Distributor (PWD)

The new PWD will link the A583/A584 to the motorway network via a new junction on the M55, with link roads to new housing areas in Cottam and North West Preston. This road will also improve access to the Enterprise Zone at Warton, the Springfields nuclear fuel facility at Salwick and will enable the comprehensive development of the North West Preston strategic housing location which will accommodate over 4,000 new homes. The preferred route was approved by Lancashire County Council in late 2014. Pre-application consultation will be held in late 2015.

Pa									
Page	Preston		YEAR 1 14/15			YEAR 2	15/16		
152	Western Distributor	Q1 APR-JUN	Q2 JUL-SEP Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
	PLAN	Consultation	Detailed de	sign preparation			0 0 0 0	0 0 0	
			1 Consultation 2		Dei	3			
	PLANNING							• •	
	APPLICATION							Submitted	
BU	SINESS CASE	ţ.	Major scheme business case (BC) prepare	ed				0 0 0	
				Major sch	neme BC prepared and	l submitted			
LAN	ND ASSEMBLY								
					7	Land negotiations	s / CPO and SRO ma	de /	
PR	OCUREMENT		Construction contract drawn up						
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Page		YEAR	3 16/17		YEAR Y 17/18							
153	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR				
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	Design agreed				•							
		- - - -	- 	Submitted an	d determined				PLANNING			
	and de	termined 6		• • •	•	0 0 0	0 0 0		APPLICATION			
		- - -	- 		•		- - - 	- - - -	BUSINESS CASE			
	4 5			Prepared ar	ld submitted	12		0 0 0				
			- - - - 	- - - -	• •	- - - 			LAND ASSEMBLY			
		/ CPO Inquiry 8				9		• • •	• • •			
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		Construction	contract drawn up and	tendered	10	11		0 0 0	• • •			
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		0 0 0	•	•	•	9 9 9	13 Cons	truction				





East West Link Road

The East West Link Road will connect the North West Preston housing area to the PWD from Lightfoot Lane. Negotiations are underway with landowners and developers with a view to agreeing land acquisition and funding for the Link Road. Pre-application consultation is expected in late 2015, with the intention of beginning construction during 2016/17, provided that land can be assembled by agreement.

Ρ										
Page	East West		YEAR	1 14/15			YEAR 2	15/16		
156	Link Road	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
	PLAN	Consultation	De	etailed design prepara	tion			•		
		1	Consulted and appro	oved 2		Det	tailed Design Preparatio	n	3	
	PLANNING			- - - - - - - - - - - - - - - - - - -	0 0 0		Submitted and	determined		
	APPLICATION								Submitted	
BU	SINESS CASE			0 0 0	0 0 0			- - - -		
LAN	ID ASSEMBLY			0 0 0		Land assembly	/ by agreement			
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PR	OCUREMENT		Construction co	ontract drawn up						
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	WORKS							- - - - -	Construction	
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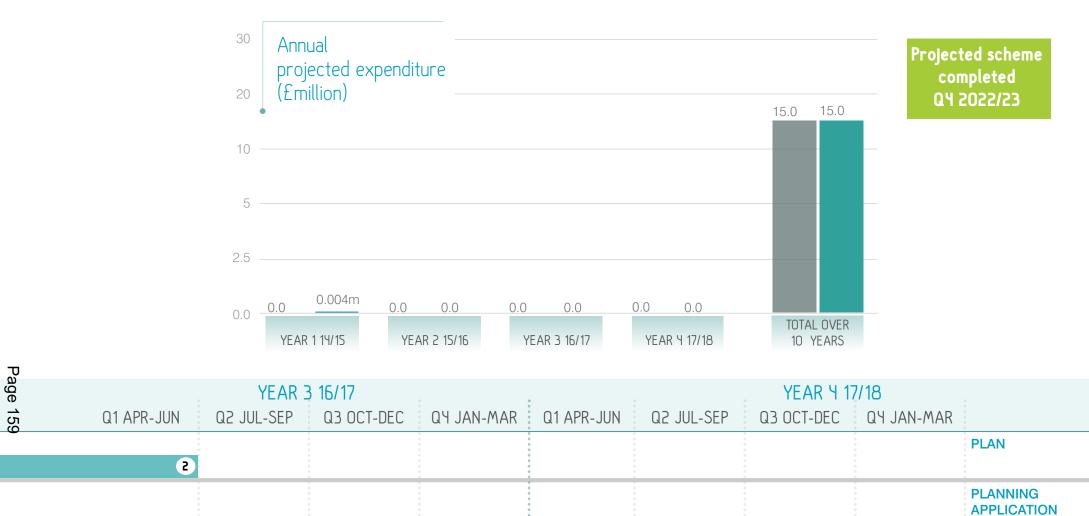


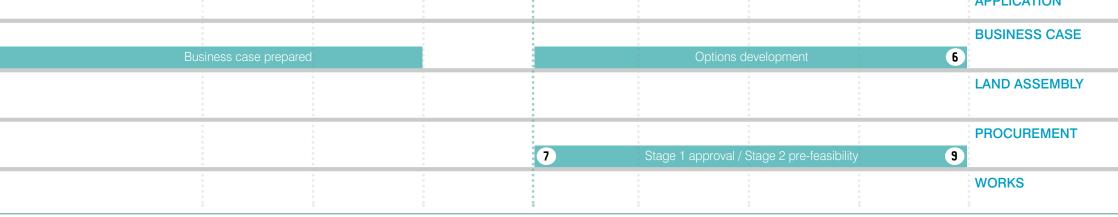


Cottam Parkway

A new 'Parkway' rail station in the Cottam area, similar in concept to Buckshaw Parkway, will serve the North West Preston strategic housing location. The station will be accessed from the PWD Road to provide rail-based Park and Ride opportunities to Preston/Manchester/Liverpool and Blackpool.

Pa										
Page	Cottam		YEAR 1	14/15			YEAR 2	15/16		
158	Parkway	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
	PLAN				0 0 0		- - - - -	- - - - - -	0 0 0	
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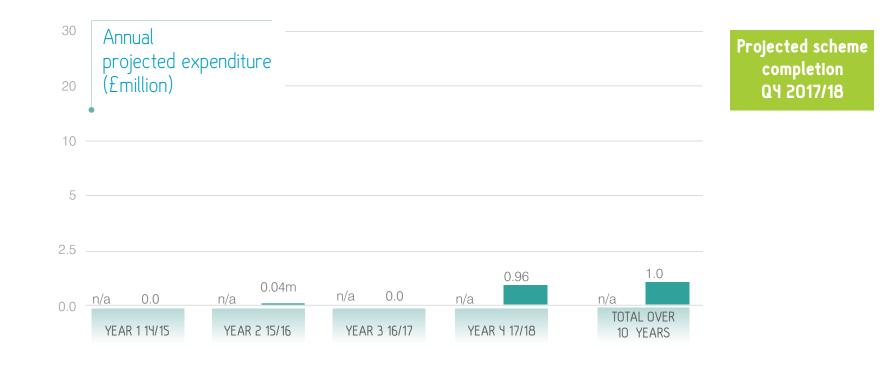
B. PUBLIC TRANSPORT PRIORITY CORRIDORS/LOCAL CENTRES

Broughton/Fulwood (North of M55)

The A6 Broughton to Preston City Centre Corridor (North of M55) has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the North, improving the A6 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

This corridor will benefit from the delivery of Broughton Bypass. Ideas for improvements were shared with local communities and during 2014/15 works will be timed to start once the Broughton Bypass is built and operational.

Broughton Fullwood North of M55)	Q1 APR-JUN	YEAR 1 Q2 JUL-SEP	QY JAN-MAR	Q1 APR-JUN	YEAR 2 Q2 JUL-SEP		QY JAN-MAR	
PLAN			 Improvement t design	Approval (2)	Technical design	and approval 3		
WORKS								



	YEAR 3	3 16/17			YEAR Y 17/18					
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR			
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			Works co	omplete				WORKS		
				13	Works o	complete	19			

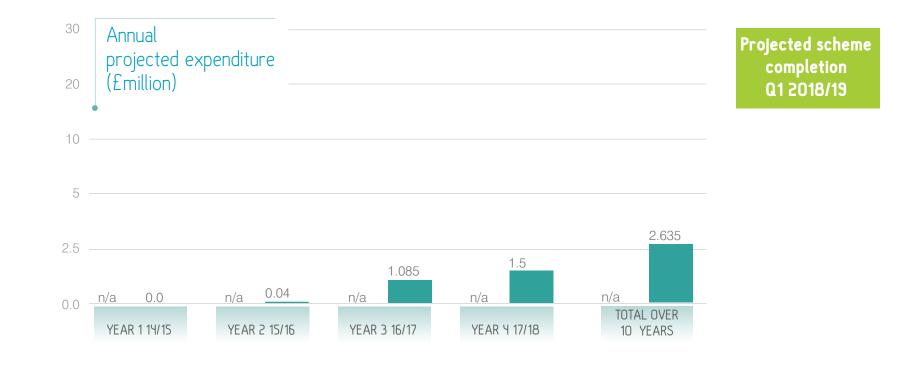
This scheme is 6 months behind schedule reflecting the timing of construction and opening of Broughton Bypass.

Broughton/Fulwood (South of M55)

The A6 Broughton to Preston City Centre Corridor (South of M55) has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the North, improving the A6 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The A6 runs through a number of key junctions, including Black Bull Lane, Watling Street Road, Blackpool Road and North Road Key locations and centres served by this route include Fulwood and Preston City Centre. This corridor will benefit from the delivery of Preston Western Distributor Road and the East West Link Road. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

Borughton Fulwood (South of M55)	Q1 APR-JUN	YEAR 1 14/15PR-JUNQ2 JUL-SEPQ3 OCT-DECQ4 JAN-MAR				YEAR 2 15/16 Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR						
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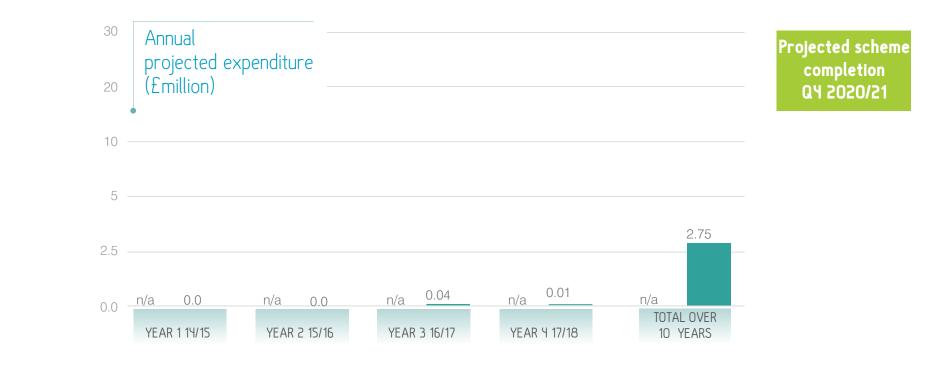
	YEAR 3	3 16/17		YEAR Y 17/18						
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	0 0 0 0		
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Concept design		1 2	Tech design	and approval 3						
			- - -					PROCUREMENT		
			0 0 0	10 11						
					Works c	omplete		WORKS		
		•	• •		13	Works complete				

North West Preston/Cottam/Ingol/City Centre

The Cottam/Ingol to the City Centre Corridor has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the North West, improving the B5411 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The B5411 runs through a number of key junctions, including Tom Benson Way, Blackpool Road before becoming the A583 Fylde Road into the City Centre. Key locations and centres served by this route include Tanterton, Ingol and Cadley. This corridor will benefit from the delivery of PWD and the East West Link Road. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

NW Preston/ Cottam/Ingol) City Centre	Q1 APR-JUN		1 14/15 Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	YEAR 2 Q2 JUL-SEP		QY JAN-MAR	
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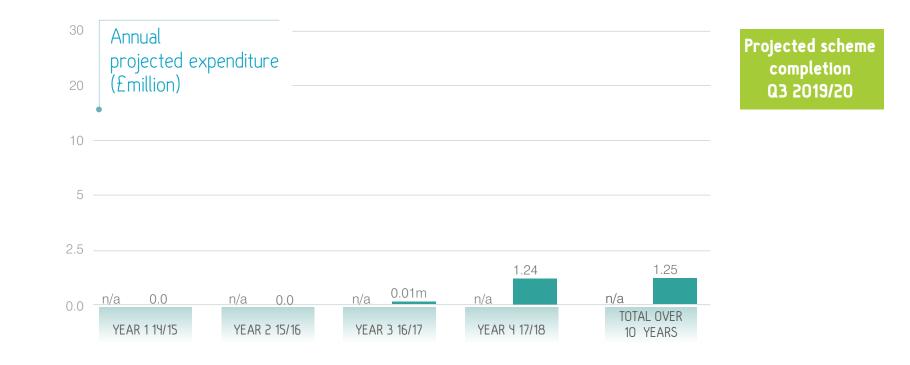
	YEAR	3 16/17		YEAR Y 17/18					
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR		
	0 0 0	0 0 0						PLAN	
Concep	t design	1 2	Approval 3						
								WORKS	
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Warton to Preston Western Distributor

The Warton to Samlesbury Corridor has been identified as a priority corridor for improvements to public transport, cycling and walking, this section from Warton to the PWD forms part of this corridor. As one of the main routes into Preston City Centre from the west, improving the A584 and the A583 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The A584 and A583 run through key junctions, including A584/A583 and A583 /PWD. This corridor will benefit from the delivery of PWD. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

Warton		YEAR 1	14/15		YEAR 2 15/16				
to PWD	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN				0 0 0					
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	YEAR 3	3 16/17		YEAR Y 17/18					
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	0 0 0 0	
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		Concept	design 1	2	Approval 3				
								PROCUREMENT	
						10 Contract 11			
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C. COMMUNITY INFRASTRUCTURE

Guild Wheel Upgrade Link (Blackpool Road/Canal Link, Bluebell Way, Watery Lane – Fishwick Link)

This involves the surfacing of an off road section of Guild Wheel route to an approved standard to allow:

- year round access for Guild Wheel users between Blackpool Road and the Lancaster Canal towpath.
- the delivery of the Bluebell Way alternative route section on the Guild Wheel in advance of the delivery of development on the HCA owned employment land at Preston East.
- resurfacing of Watery Lane (PCC ownership) to provide a usable link for cyclists to access the Guild Wheel/Fishwick from the Inner East Preston area. This links to the planned improvements to the New Hall Lane Corridor and promotes cycle links to the neighbourhood centre.
 - P1 Bluebell Way
 - P2 Watery Lane
 - P3 Blackpool Road

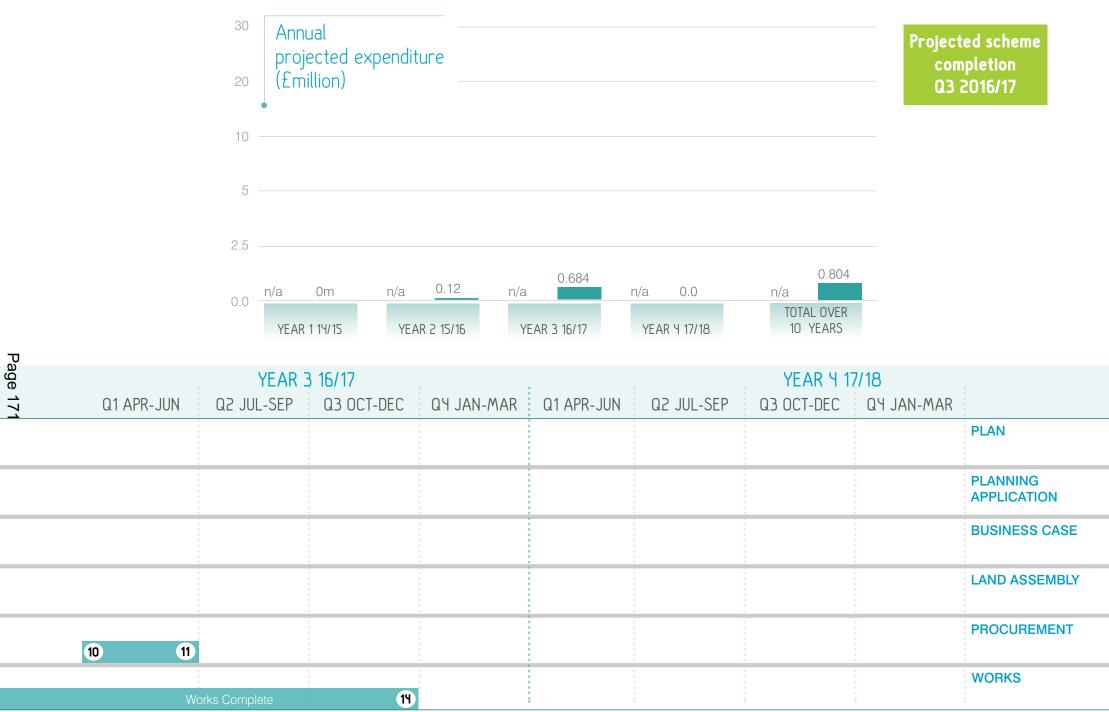
໙ັ									
Ge Guild Wheel		YEAR 1	14/15			YEAR	2 15/16	0	
1000 Upgrades/Links	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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PLANNING				• •		- - - - -			
APPLICATION							3 6		
BUSINESS CASE									
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LAND ASSEMBLY									
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PROCUREMENT				0		•	0	0	
						10 Procure P1	11 10 Procure P2 11	7 Procure P3	
WORKS				0 0		•		0 0	
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		0.0 <u>n/a</u>	0.0 n/a	<u>0.11 n/a</u>	0.10	n/a 0.0	n/a 0.21	—	
			1 14/15 YEA		EAR 3 16/17	YEAR 4 17/18	TOTAL OVER 10 YEARS		
Ра									
Page 169	Q1 APR-JUN	YEAR I Q2 JUL-SEP		QY JAN-MAR	Q1 APR-JUN	0.2 IIII -SEP	YEAR Y 17 Q3 OCT-DEC	/18 QY JAN-MAR	
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Lancaster Canal Towpath/Cycleway Improvement Tom Benson Way)

The Lancaster Canal Cycle improvement will involve a series of towpath improvements for cycling/walking on the Lancaster Canal along with resurfacing to the Guild Wheel on Tom Benson Way between Merry Trees Lane and Cottam Way, as well as upgrading routes and gates within Cottam.

Pa									
ອ ອ Bancaster Canl		YEAR 1	14/15						
T o vpath/Cycle Link Improvments	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN			0 0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	
				Identify programme				0 0 0	
PLANNING APPLICATION								0 0 0 0 0	
BUSINESS CASE			0 0 0 0			• • •	• • •		
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LAND ASSEMBLY				0 0 0				0 0 0	
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PROCUREMENT				0 0 0					
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D. PARTNER ASSETS & PRIVATE SECTOR LED DEVELOPMENT SITES

Cottam Hall

Cottam Hall is a strategic greenfield site to the north west of Preston's City Centre, where HCA own land with a capacity for up to 1,100 units. It forms part of a larger Central Lancashire New Town urban extension that commenced in the 1980s but is only about half complete. Outline planning consent has been secured for up to 1,100 dwellings and associated community facilities. The site is being disposed of in a phased basis, with the objective being to open two or three development outlets at any one time, increasing delivery outputs and competition from the development sector.

Land at Eastway, Broughton

Eastway is a greenfield site allocated for mixed use development and entirely in the ownership of the HCA, situated in the easternmost part of the North West Preston Strategic Location. The site has outline planning consent to provide a residential-led mixed use scheme, including an element of employment land. There is additional land set aside for a Park & Ride site. The development master plan includes the provision of a strategic link road through the site, which will be delivered by the developers. The site has capacity for 300 houses and 2.1ha of employment space. Eastway is considered to be a very attractive site to the market.

Cottam Brickworks

This is a derelict urban brownfield site which was formerly a brickworks and is predominantly in private ownership. Planning permission has been granted for a mix of uses including retail, residential and employment, but this consent has been the subject of extensive negotiation and therefore the timing of development is reliant upon a deal being agreed with end users. The range and mixture of uses proposed will enhance the delivery of the adjacent Cottam Hall site by addressing sustainability deficiencies in the area. The HCA own a very small proportion of the site and therefore receipt generation will be minimal.

North West Preston

The Core Strategy identifies North West Preston as a Strategic Location for development. North West Preston can be described as a broad sweep of greenfield land south of the M55 stretching from the Cottam site to the west to land north of Eastway/south of the M55 to the east. The location provides a rounding off of the urban form of Preston, with a clearly defined boundary of the M55 to the north and the M6 to the east. The North West Preston Masterplan provides a comprehensive framework to guide development proposals and a vision for the area to achieve sustainable and attractive new communities. The Masterplan provides direction for developers in formulating their proposals allowing PCC and LCC to positively respond to the aspirations of land owners and developers, who are at various stages of the planning process. Preston City Council approved the Masterplan as guidance in February 2014. However, further consultation will be carried out prior to its adoption as a Local Development Document. A number of applications are lodged, others are close to submission and others have recently been consented / allowed at appeal. Sites within North West Preston include Land at Eastway, Broughton.

Housing Sites

Housing Completions					
Infrastructure Type	Scheme	Year 1 2014/15	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Housing Development Sites (Non HCA Sites)	Cottam Hall (Phase 1 -Site K) (BDW Trading)	0	71	0	0
	Haydock Grange (Taylor Wimpey)	0	30	60	90
	Maxy House Farm (Wainhomes)	0	15	45	75
	Lightfoot Lane (Redrow)	0	15	45	75
	Hoyles Lane (CEG Land Promotions Ltd)	0	0	30	60
	Eastway (Hollins)	0	15	30	30
	Lightfoot Green Lane (Connemara)	0	15	45	75
	Land of Our Lady School (Hollins)	0	15	22	0
	Sandyforth Lane (David Wilson Homes)	0	15	45	75
	North of Eastway/Du'rton Lane	0	0	0	0
HCA Assets	Cottam Hall	16	48	96	96
	Land at Eastway, Broughton	0	0	0	0
	Cottam Brickworks	0	0	0	0
Sub Total		16	239	418	576

Employment Sites

CITY DEAL - COMMERCIAL TARGETS

FLOORSPACE - Sq M	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Eastway	215	405	454
Cottam Hall - Supermarket	4,366	0	0
Cottam Hall - Other	164	308	346
Sub Total	4,745	713	800



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ZONE 2 NORTH EAST PRESTON



A. PUBLIC TRANSPORT PRIORITY CORRIDORS/LOCAL CENTRES

Longridge/Grimsargh/Ribbleton/City Centre

The Longridge/Grimsargh/Ribbleton/City Centre corridor has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the North East, improving the B6243 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The B6243 runs through a number of key junctions, including M6 J31A and Blackpool Road. Key locations and centres served by this route include Grimsargh, Ribbleton and the City Centre. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

Congridge/ Grimsargh/ Ribbleton/ City Centre	Q1 APR-JUN	YEAR 1 14/15 R-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR				YEAR 2 15/16 Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR					
PLAN						Improvement pla		t design			
PROCUREMENT											
WORKS											

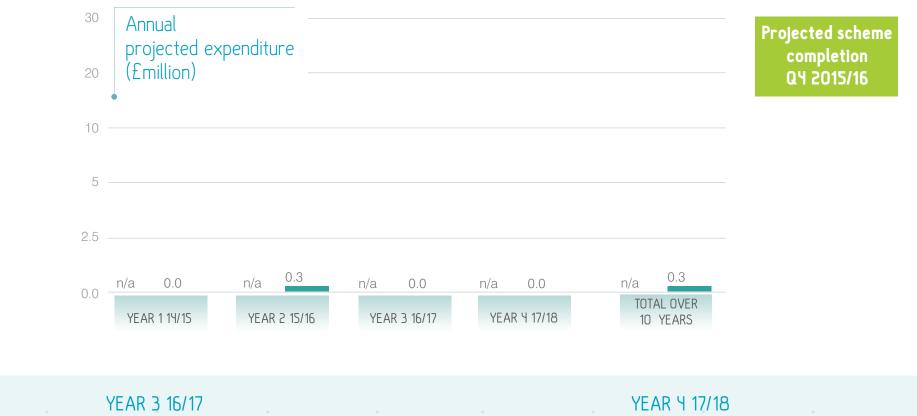


B. COMMUNITY INFRASTRUCTURE

Grimsargh Green

This will provide essential drainage improvements to the football pitch at Grimsargh Green. The pitch is unplayable for much of the season due to poor drainage. The project is supported by the local football league, the Friends of Grimsargh Green and the Grimsargh Parish Council. Several funding applications have been unsuccessful over the last three years. The improved playing surface will result in improved health opportunities for the residents of Grimsargh Village and the surrounding area.

8 Grimsargh Green		YEAR 1				0			
	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN		0 0 0	- - - - -	0 0 0		0 0 0	0 0 0		
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PROCUREMENT			- - -			•	0 0 0		
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WORKS									
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-		YEAR	3 16/17				YEAR Y 17	//18	
	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
		0 0 0			0 0 0 0				PLAN
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C. PARTNER ASSETS & PRIVATE SECTOR LED DEVELOPMENT SITES

Bluebell Way

This 4.5 acre is located within the North East Preston Employment Area, adjacent to the M6 and accessed directly off J31a. Originally acquired and developed for a Park & Ride facility, the site has been identified as surplus to county council requirements. Consideration is being given to the site's potential disposal for an appropriate employment related end use that contributes to the regeneration objectives for the wider Preston area.

Preston East Employment Area

This site is a well-established employment area to the east of the M6 at junction 31A. The majority of the site has been developed but there are some remaining development plots which have the benefit of planning consent and have recently been marketed, the outcome of this process is not yet finalised. The Preston East Expansion Area is a greenfield area of undeveloped land, measuring 25.5 hectares, and is located adjacent (to the north) of the existing Preston East Employment Area (PEEA). The site is owned entirely by the HCA, who have produced a Development Statement which has been used to promote the viability and deliverability of the site. The site has the potential to provide additional employment land; specifically this site would be suitable to accommodate storage and distribution (Class B8) uses to benefit from the site's close proximity to the M6 motorway network and existing PEEA road infrastructure. It is impossible to confidently predict delivery timescales in relation to when this site will come forward due to the nature of the commercial market in this area - sites are currently available on Preston East which have planning

consent. It is not proposed that an application will be submitted for the site, without an end-user being identified. The site has clear potential in terms of outputs (employment floor space) but is unlikely to generate significant receipt.

Whittingham Hospital

This predominantly brownfield site is a long standing commitment for development which has had outline planning consent for many years, but has been delayed due to the complexities of development, the downturn in the housing market and the extensive infrastructure required to unlock the site. The former NHS owned site is now entirely owned by the HCA. PCC planning committee approved the renewal application in February 2014 for a mixed use development (650 units and 9,000 square metres business use). Receipt generation / uplift is likely to be very limited due to the developer contributions, demolition, Broughton Bypass and utility upgrade costs. A deal has been done with Taylor Wimpey on Phase 1 for 150 units, resulting in the termination of the old legal agreement. A £4.9m contribution towards the Broughton By-pass has been paid upon the issuing of the planning consent. A demolition contract commenced in February 2014. It should be noted that there have been a number of challenging aspects to the delivery of the site, including planning, the Taylor Wimpey agreement, on-site ecological issues, demolition, infrastructure and viability. These factors have all contributed to the extensive delay in bringing the site forward.

Housing Sites

Housing Completions					
Infrastructure Type	Scheme	Year 1 2014/15	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Housing Development Sites (Non HCA Sites)	Whittingham Hospital (Phase 1) (Taylor Wimpey)	0	40	104	168
	Land South of Whittingham Road (David Wilson)	0	18	48	78
	Land North of Whittingham Road (David Wilson)	0	0	30	60
	Inglewhite Road (Gladman)	0	0	30	60
HCA Assets	Whittingham Hospital	0	8	32	64
Sub total		0	66	244	430

Employment Sites

CITY DEAL - COMMERCIAL TARGETS

FLOORSPACE - Sq M	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Preston East	0	0	0
Red Scar	0	0	0
Roman Road Farm	0	0	0
Bluebell Way	0	0	18,211
Sub Total	0	0	18,211

The sites will deliver in future years.

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ZONE 3 PRESTON CITY CENTRE



A. HIGHWAYS AND TRANSPORT HUBS

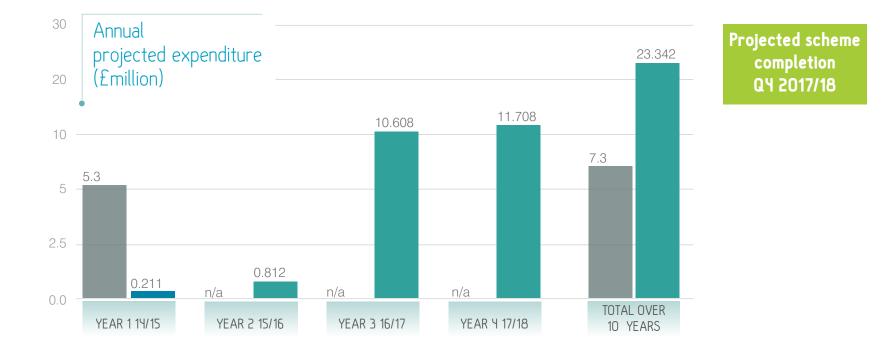
Preston Bus Station and Multi Storey Car Park

The County Council's proposals will see the refurbishment and regeneration of Preston Bus Station and Multi Storey Car Park as a public services hub providing facilities for young people, buses, coaches and taxis, enhanced pedestrian safety features, highway improvements, car parking and the creation of accessible and useable public open space within the heart of Preston City Centre. The County Council and City Deal Partners will seek to maximise other sources of grants and other investments into the Preston Bus Station.

The proposals comprise the following key elements;

- Bus Station
- Multi Storey Car Park
- Preston Youth Zone Plus
- Public Realm

Pa										
Page	Preston		YEAR 1	14/15			YEAR 2	2 15/16		
186	Bus Station	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
	PLAN							0 0 0		
		Structural condition	survey carried out	(ROM) cost plan	ROM validation	International des	sign competition		Develop design	
	PLANNING		0 0 0	- 			- - - -	• • •		
	APPLICATION				• • •			3 Submitted liste	ed building consent	
BL	JSINESS CASE						- - - - -	0 0 0		
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P	ROCUREMENT			- - - -			- - -			
	WORKS									
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P											
Page		YEAR 3	3 16/17		YEAR Y 17/18						
187	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR			
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									WORKS		
	13	stri	uctural repairs and eas	stern elevation, youth z	one, public open spa	ces and highways wor	ks	14			
									DD		

B. PUBLIC TRANSPORT PRIORITY CORRIDORS/LOCAL CENTRES

Fishergate Central Gateway

A high quality public realm with re-configuration of key gateways to significantly enhance the attractiveness of the City Centre as a viable business location and act as a catalyst for private sector investment in the city. The project will improve the connectivity & accessibility of the two principal transport hubs i.e. railway and bus station with city centre strategic locations. Phase 2 which completes the Fishergate section to Preston Minster will be funded by the Single Local Growth Fund and has been introduced into the programme in year 2, 2015/16.

P1 - Railway Station - Lune Street

P2 - Lune Street - Minster

P3 - Lancaster Road

Pa											
	nergate		YEAR	1 14/15		YEAR 2 15/16					
(1)	Central ateway	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR		
	PLAN	- - 		- - - -	0 0 0			0 0 0			
				1 P2 design 2					1 P3 design 2		
PLA APPLIC	NNING CATION			0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0			
BUSINESS	S CASE							۹ 5			
LAND ASS	EMBLY										
PROCUR	EMENT										
۷				•							
			P1 completed	14	13		P2 construction				
60											



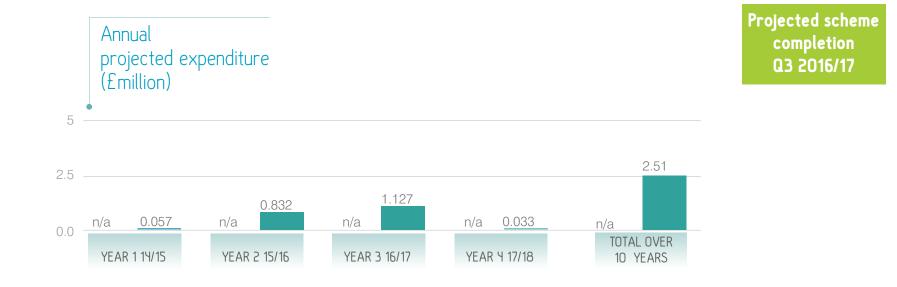
Fishergate/Winckley Square

The detailed (Stage 2) bid for the Townscape Heritage Initiative (THI) scheme was approved by the Heritage Lottery Fund (HLF) for almost £1 million in October 2014. PCC are currently working with partner organisations, including Preston Business Improvement District (BID) and LCC, to deliver the individual projects. Groundwork UK in partnership with PCC and the Winckley Square Community Interest Company has submitted a Stage 2 bid to the HLF for the refurbishment of the Winckley Square Gardens. Subject to detailed approval in August 2015 this scheme will be implemented in the period 2015 – 2017. This scheme also delivers public realm improvements to retail areas off Fishergate (linking to Winckley Square).

P1 - Townscape Heritage Initiative

P2 - Winckley Square gardens

Winckley Square - HLF Townscape arleritage Initiative gescheme and Winckley Gardens Ovision scheme	Q1 APR-JUN	YEAR Q2 JUL-SEP		QY JAN-MAR	Q1 APR-JUN		2 15/16 Q3 OCT-DEC	QY JAN-MAR	
PLAN		0 0 0	0 0 0	0 0 0			0 0 0	0 0 0	
		1 Concep	ot design 2						
PLANNING APPLICATION						3 Approval	6		
BUSINESS CASE									
	٩	Herit	age Lottery Fund app	roval	5				
LAND ASSEMBLY									
			7		Land and prope	erty negotiation	12 13		
PROCUREMENT		- - 	- - - -	0 0 0			0 0 0	- - - -	- - - - -
		0 0 0	6 6 6	0 0 0		10 P1 tender	11 10 P2	tender 11	
WORKS									
		•	• •	• • •			13 P1 works 14	13	



P												
Page		YEAR 3	3 16/17			YEAR Y 17/18						
191	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	0 0 0 0			
							0 0 0 0		PLAN			
								6 6 7				
									PLANNING APPLICATION			
									BUSINESS CASE			
								•	LAND ASSEMBLY			
			Delive	ery of property improvm	nents			14				
									PROCUREMENT			
								•	WORKS			
	P2	works	19				- - 	- 0 0	- - - -			

Preston Western Distributor to Samlesbury

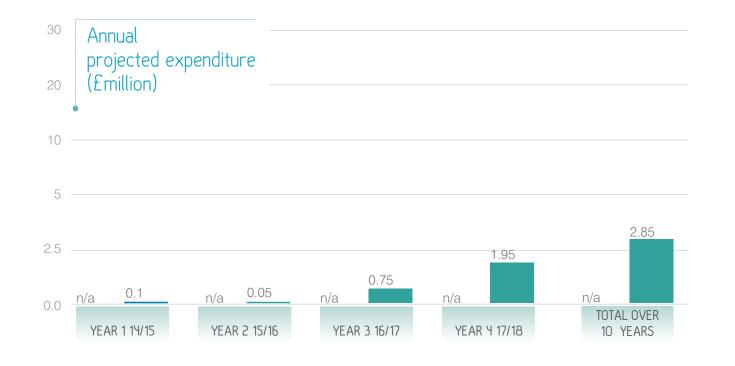
The Warton to Samlesbury Corridor has been identified as a priority corridor for improvements to public transport, cycling and walking, which includes a section from PWD to Samlesbury and also a section of New Hall Lane, which forms part of this corridor. As one of the main routes into Preston City Centre from the East, improving the roads on this corridor is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The route runs through key junctions, including M6 J31 and the A6, which will benefit from the delivery of PWD. This corridor will benefit from the delivery of PWD. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

P1 - New Hall Lane Local Centre

P2 - Corridor (delivery will commence year 3, 2016/17)

PWD to		YEAR 1	14/15		YEAR 2 15/16				
Samlesbury	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN			- 0 0 0					•	
				Concept	1 Design	Approval 2	3		
PROCUREMENT							_	•	
								10 11	
WORKS						Works cor	mplete		



	7/18	YEAR Y 1				3 16/17	YEAR	
	QY JAN-MAR	Q3 OCT-DEC	Q2 JUL-SEP	Q1 APR-JUN	QY JAN-MAR	Q3 OCT-DEC	Q2 JUL-SEP	Q1 APR-JUN
PLAN	0 0 0 0	0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	
PROCUREMENT								
		0 0 0	• • •		• • •		0 0 0	
	- 0 0							
WORKS	0 0 0	0 0 0	0 0 0		0 0 0		n, scheme open 🛛 🕦	13 P1 construction
								4

C. COMMUNITY INFRASTRUCTURE

East Cliff Cycle Link

This involves the completion of the cycle route linking South Ribble's Central Park and Avenham/Miller Parks to the Railway Station/City Centre, including the delivery of a new cycle hub at the railway station.

Works will include the completion of a high quality cycle path from both parks to the Railway Station and the replacement of the East Cliff Bailey Bridge with a new permanent bridge as part of the redevelopment of the Park Hotel Site.

The scheme will support the delivery of the Preston Housing Zone through the delivery of a new housing at East Cliff and linking into the Railway Station Masterplan and Fishergate Central projects.

Pa									
Page East Cliff Cycle		YEAR 1	1 14/15			YEAR 2	15/16		
Link/Railway	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN			0 0 0	0 0 0		- - -	0 0 0		
				Identify programme				0 0 0	
PLANNING			0 0 0	0 0 0		0 0 0	0 0 0		
APPLICATION							3 For bridge 6		
BUSINESS CASE								0 0 0	
					Y Funding S			0 0 0	
LAND ASSEMBLY				0 0 0				•	
				0 0 0		Land negotiation w	vith Network Rail 9		
PROCUREMENT									
			0 0 0	0 0 0		0 0 0	0 0 0	12 Land secured	
WORKS								0 0 0	
		0 0 0	• •	•		•	•	13 Construction	



D. PARTNER ASSETS AND PRIVATE SECTOR LED DEVELOPMENT SITES

Cinema

Based on the findings of the Preston Cinema Study (2014) and the accompanying economic regeneration report, the allocated location for a multiscreen cinema in the city centre is the Markets Quarter area of City Centre North. Subject to appropriate design considerations and other relevant policy requirements, a development scheme incorporating a cinema within the Markets Quarter area and in line with the recommendations of the Cinema Study will be supported and permitted.

New Markets and Events Space

The project will deliver a new markets offer for the city underneath the existing Grade II listed Market Canopy. This will include a new indoor food hall, an improved outdoor trading environment and a flexible events space. The scheme will link to the adjacent cinema's project and the refurbishment of the Fish Market in line with the Markets Quarter objectives in the draft City Centre Plan.

Former Post Office Building and Fish Market Development

The Fish Market project is a scheme to identify and implement a programme of essential repair and refurbishment required to make the canopy safe, usable and tidy in appearance and to secure its future in the short term. Once the building is in a structurally sound and good condition its longer term future will be considered as part of the emerging plans for the Markets Quarter area of the City Centre North.

University of Central Lancashire (UCLan)

UCLan's main campus sits on the northern boundary of the City Centre. The university has expanded rapidly over the last decade and now has over 30,000 students enrolled. UCLan are now preparing a Masterplan for the Campus.

The delivery of the Masterplan will create an attractive and inviting, worldclass campus compatible with UCLan's status as one of the UK's largest universities.

A core principle of the masterplan is to integrate the campus seamlessly with the rest of the City, benefitting current and future generations of students, staff, visitors and the wider community. Developing a skilled workforce which meets local, national and international needs is also a central pillar to the development plans. Over the 10 year lifespan of the project UCLan anticipate investing £200 million, helping to create jobs, kick-start regeneration and attract inward investment into the City.

Harris Museum

The project is to develop a new shared vision for the future of the existing Museum and Library to deliver an enhanced cultural facility and to act as a driver for high end cultural tourism for the City and the Central Lancashire sub region. This will require the development of a new shared service arrangement between the City and County Councils. The project will look to develop a scheme to sensitively remodel the interior of the building, in line with its Grade I listed status, to improve its accessibility and attractiveness to users and visitors. The Councils will work closely with the HLF on the development of the scheme with a view to submitting a funding bid to them to support its delivery.

A number of sites are identified in Preston City Centre providing a total of up to 700 new homes. Many of these are on compact sites delivering between 5 and 20 houses.

Stoneygate Opportunity Area

Whilst the focus will be on new family housing, the close proximity of the City Centre core would mean that a mixture of complementary town centre uses, such as leisure and cultural uses would also be acceptable, within either the proposed housing allocations, or elsewhere as new build or the re-use of existing buildings. Employment uses, either office based, or small-scale industrial would also be acceptable in the area.

Housing Zones

Preston City Council, working in collaboration with the County Council, had its bid for Housing Zone designation to Government approved (March 2015). The Preston Housing Zone (PHZ) addresses parts of the Preston, South Ribble and Lancashire City Deal, concentrating on the particular challenges to deliver housing growth on brownfield sites in the City Centre. The proposed PHZ covers the entire city centre, and extends north into the main urban area and has an overall objective of ensuring urban sites are developed to complement the extensive housing developments proposed in semi-rural locations on the edge of the urban area. Sites include:

- Former St Joseph's Orphanage
- Avenham Car Park
- Former Tulketh High School
- Argyll Road Depot
- Winckley Square Opportunity Area
- Alliance Mill, New Hall Lane

The PHZ was confirmed by the government in March 2015. The aim and purpose of the PHZ is to support the delivery of brownfield urban sites within the City Deal City Centre zone to complement the planned growth on greenfield sites to the North West of Preston and those in South Ribble. The PHZ identifies an initial six sites within the existing urban area that have the potential to deliver over 770 new homes over the next 5 years. The Housing Zone status will provide a critical aid in assisting City Deal partners address development and delivery issues of Preston's urban core, thereby maximising the city wide impact that City Deal will bring. The delivery of the PHZ will be managed by a joint PCC/LCC Project Delivery Team with a nominated lead officer for each site. The work of the Delivery Team will be managed within the City Deal governance arrangements.

Delivery of Houses through the housing zone

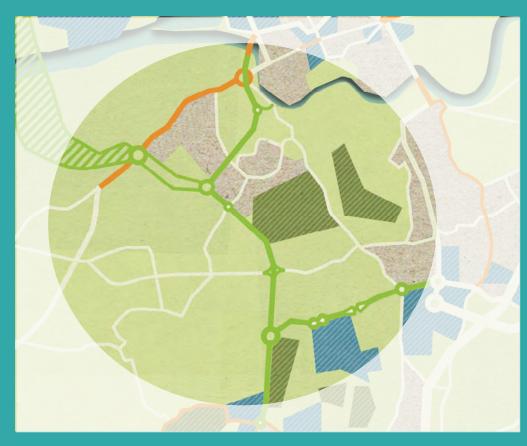
PERIOD	YEAR 1 14/15	YEAR 2 15/16	YEAR 3 16/17	YEAR 4 17/18	YEAR 5 18/19	YEAR 6 19/20
No. Units	0	10	110	260	225	170

Employment Sites

CITY DEAL - COMMERCIAL TARGETS

FLOORSPACE - Sq M	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Ribbleton Lane (Former James Hall Site)	0	0	0
UCLan	0	0	0
Preston CBD	0	0	8,000
Preston CBD	0	0	0
Winckley Square - Phase 1	0	6,431	0
Winckley Square - Phase 2	0	0	0
City Centre North	0	0	3,000
City Centre North	0	0	0
Horrockses	0	3,820	0
Horrockses	0	1,178	0
Sub Total	0	11,429	11,000

ZONE Y PENWORTHAM AND LOSTOCK HALL

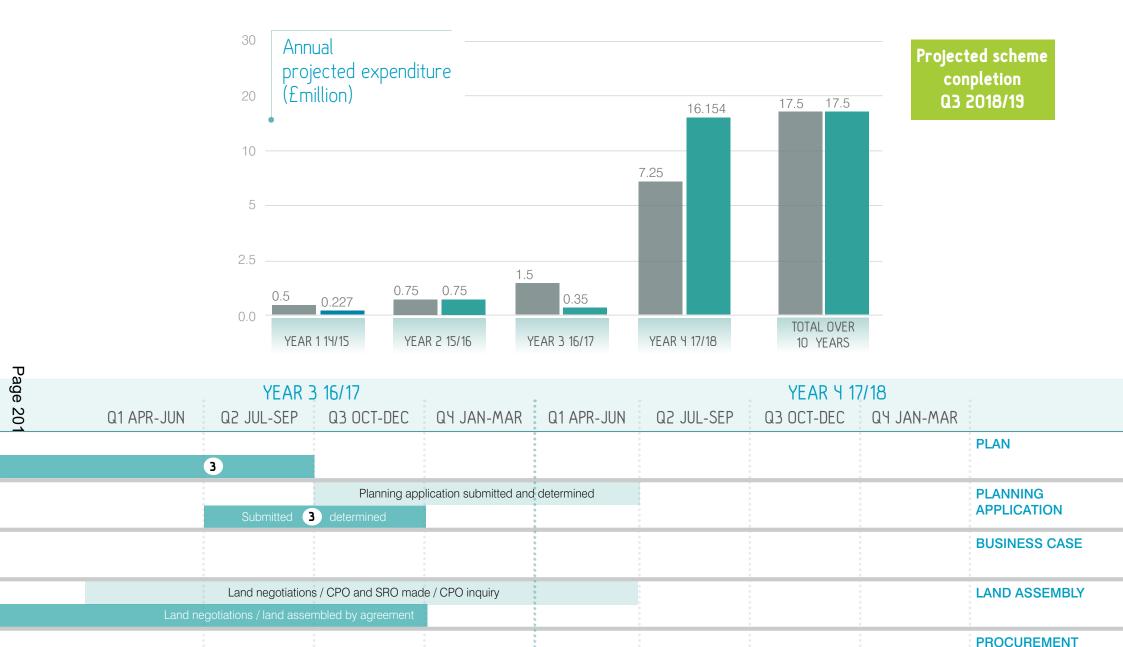


A. HIGHWAYS AND TRANSPORT HUBS

Completion of Penwortham Bypass

A new section of road will complete the Penwortham Bypass, complementing South Ribble Western Distributor (SRWD) capacity improvements and connecting the network to Ringway. The completed Bypass will significantly improve access between local and motorway networks, reducing congestion in Preston City Centre through by-passing the City Centre routes. In addition it will enable the prospect for future housing opportunities to be considered beyond 2024. It will also define the general alignment and connections to a new bridge crossing of the River Ribble linking with the PWD. The preferred route was approved by LCC in early 2015. Pre-application consultation is expected in early 2016.

Penwortham YEAR 1 14/15 YEAR 2 15/16	
Bypass Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4 JAN-MAR Q1 APR-JUN Q2 JUL-SEP Q3 OCT-DEC Q4	Y JAN-MAR
PLAN Consultation Detailed design preparation	
Consulted and approved Detailed design preparation	
PLANNING Major scheme business case prepared	
APPLICATION	
BUSINESS CASE	
LAND ASSEMBLY	
Image: The second secon	bled by agreement
PROCUREMENT	
WORKS	



Construction starts WORKS





ZONE Y

A582 South Ribble Western Distributor (SRWD) Junctions

Chain House Lane

A reconfiguration and upgrade of an existing traffic signal controlled junction providing additional lanes, controlled cycling and pedestrian crossing systems. This provides increased vehicle capacity through the junction and safer crossing facilities for pedestrians and cyclists. The junction will also be ready for the future dualling of the A582.

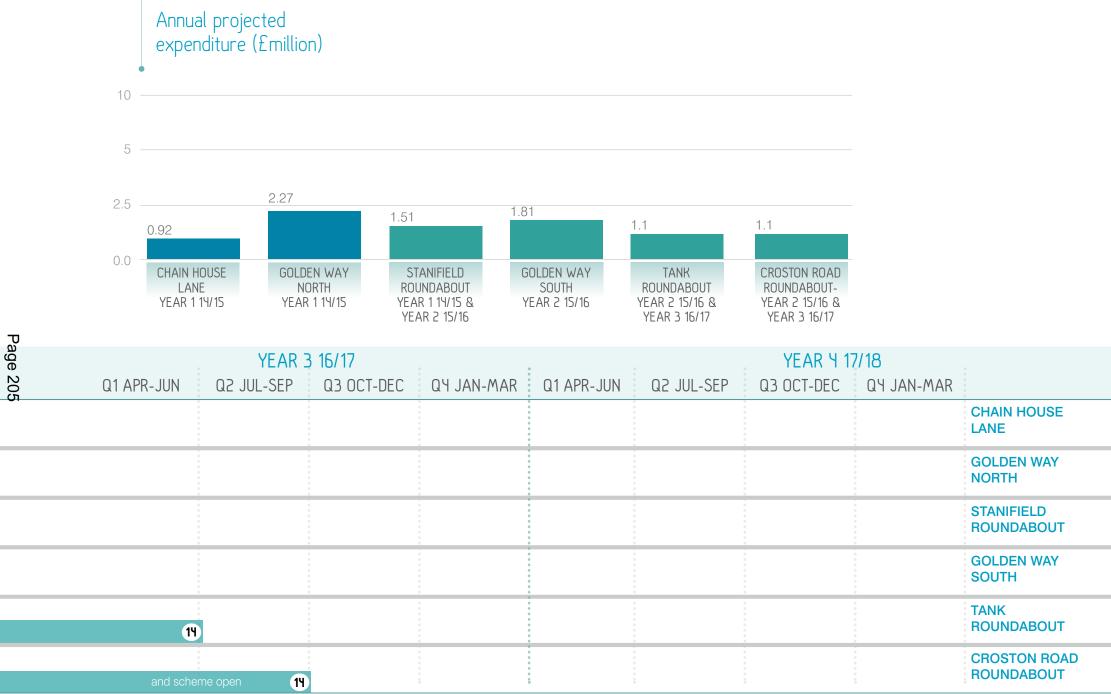
Projected scheme completed Q3 2014/15

Golden Way North

Provision of a second carriageway to dual the A582 Golden Way between Cop Lane Bridge and its junction with Leyland Road. The junction with Leyland Road is also reconfigured with traffic signal control and a change of priority of the connection with the slip road connection from the A59 in Penwortham. This will reduce the overall current delays on the approach into the City Centre from the A59 and the A582 and provide the capacity to cater for the completion of Penwortham Bypass and the dualling of the A582

Projected scheme completed Q3 2014/15

Pa										
Page	A582		YEAR	1 14/15			YEAR 2	15/16		
204		Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
	CHAIN HOUSE				0 0 0		0 0 0			
	LANE	13 Cons	truction and scheme c	open 14					0 0 0	
	GOLDEN WAY			- - - - -	0 0 0			- - - -		
	NORTH		13 Con	struction and scheme	open (14)				0 0 0	
	STANIFIELD			- - - -	0 0 0			- - - -		
	ROUNDABOUT				13 Con	struction and scheme of	open 😗		0 0 0	
	GOLDEN WAY									
	SOUTH					13 Cor	nstruction and scheme or	pen 🛚 💾		
	TANK			- - -	- - 		- - - -	- - -		
	ROUNDABOUT						13 Constr	uction and scheme of	pen	
	ROSTON ROAD			•	0 0			• • •	0 0 0 0 0 0 0 0	
	ROUNDABOUT				0 0 0		- - - -	- - -	13 Construction	



ZONE Y

A582 South Ribble Western Distributor (SRWD) Junctions continued

Stanifield Roundabout

Reconfiguration of the existing junction to introduce traffic signal control, additional lanes and cycling and pedestrian control facilities. This will increase the capacity of the junction for vehicles and introduce safer crossing provision for cyclists and pedestrians. The junction will be ready for the future dualling of the A582.

Projected scheme completion Q2 2015/16

Tank Roundabout

Reconfiguration and enlargement of the existing roundabout at the junction of Flensburg Way and Penwortham Way, including the introduction of traffic signal control and an access to the Heatherleigh Spine Road. This will increase the capacity of this junction, future proof for the dualling of the A582 and enable the construction of the Heatherleigh Spine Road significantly reducing the traffic impact of the associated housing development.

Projected scheme completion Q1 2016/17

Golden Way South

Provision of a second carriageway to dual the A582 from Cop Lane Bridge to the Broadoak Roundabout. Includes provision of controlled cycling and pedestrian crossing facilities at Broadoak and off highway cycling facilities parallel to the route. This will reduce the overall current delays on the approach and exit into the City Centre on the A582 and provide the capacity to cater for the completion of Penwortham Bypass and the dualling of the A582. It will offer safer crossing facilities for pedestrians and cyclists at the Broad Oak junction.

Projected scheme completion Q3 2015/16

Croston Road Roundabout

Reconfiguration of the existing double roundabout junction to introduce traffic signal control, additional lanes and cycling and pedestrian control facilities. This will increase the capacity of the junction for vehicles and introduce safer crossing provision for cyclists and pedestrians. The junction will be ready for the future dualling of the A582.

Projected scheme completion Q2 2016/17



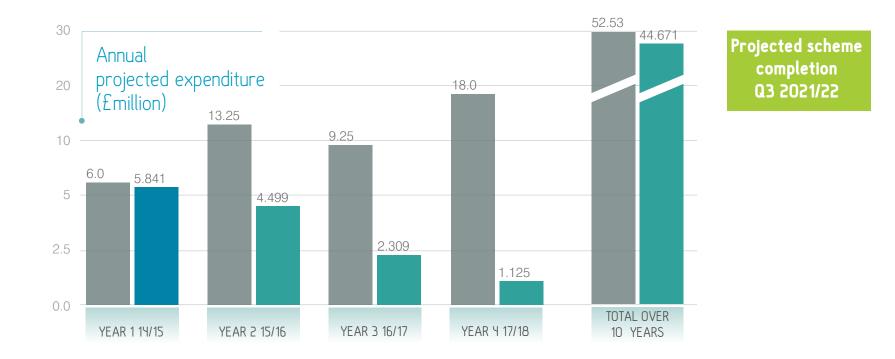




A582 South Ribble Western Distributor (SRWD) Dualling

An enhanced SRWD will substantially increase vehicle capacity between Preston City Centre and the motorway network, at the point at which the M65, M6 and M61 connect. This enhancement will enable full development of, and access to, Cuerden strategic employment site and will support housing sites to create over 2,700 homes. Junction improvements on Golden Way North (and dualling) and Chain House Lane were completed in early 2015. Golden Way South junction improvement works and dualling began in spring 2015.

Pa										
Page A582		YEAR 1	14/15		YEAR 2 15/16					
210	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR		
PLAN		0 0 0	0 0 0	0 0 0		- - - - -	0 0 0	0 0 0		
				1 Conc	cept design and consul	nd consultation 2				
PLANNING APPLICATION			9 9 9 9 9 9 9 9 9				0 0 0 0 0 0 0			
BUSINESS CASE										
LAND ASSEMBLY				0 0 0 0						
			0 0 			• •	7 Land and prop	perty negotiation		
PROCUREMENT										
WORKS										
		0	•	÷		•	0	÷		



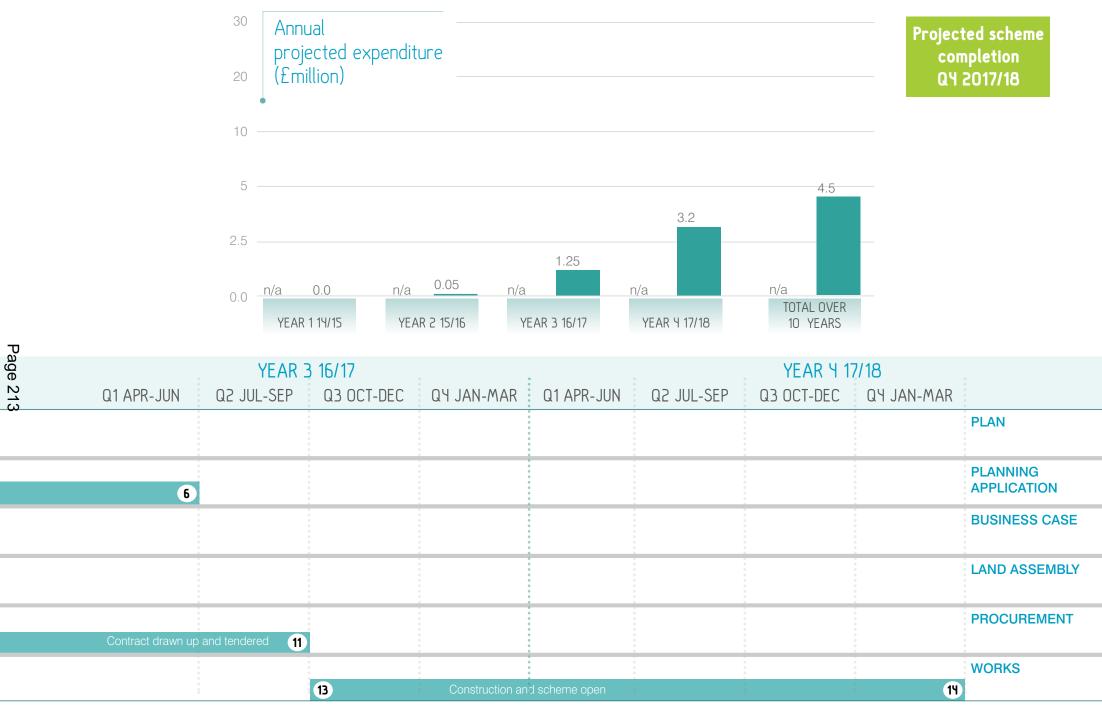
P									
Page		YEAR	3 16/17		•		YEAR Y 1	7/18	
211	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	PLAN
		Outline design agreed		3		- - 	- - 	- - - -	
					•				PLANNING
				Deterr	nined	6	APPLICATION		
				- - -	•		- 		BUSINESS CASE
								- - - -	0 0 0
				- - -	•				LAND ASSEMBLY
					0 0 0	8		10	
				- - 	•		•		PROCUREMENT
					0 0 0			0 0 0	0 0 0
									WORKS
		•	•	0 0 0	•	0 0 0	•	0 0 0	0 0 0

ZONE Y

Pickerings Farm Link Road

This major development site will be served by a link road which will be implemented in accordance with an agreed phasing and infrastructure delivery schedule as part of a Masterplan for the development site. This road will provide a link to the A582 Penwortham Way and B5254 Leyland Road and could include a new bridge crossing the West Coast main Line or improvements to the existing bridge. The Masterplan exercise will begin in 2015/16 with a view to development of the site getting underway from 2016/17 and completion of the link road in 2017/18, in advance of the bulk of development on the site.

Pa									
Page Pickerings		YEAR	1 14/15						
N Farm Link Road N	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN		Masterplan	completed	0 0 0			- - - - -	0 0 0	
				1 Route option	s developed	Masterplan and o	ptions analysis 🛛 2	0 0 0	
PLANNING		Planning a	pplication	0 0 0			- - - -	0 0 0	
APPLICATION				3 Submitted and determined					
BUSINESS CASE			- - - -	•					
				0 0 0				0 0 0	
LAND ASSEMBLY									
		0 0 0	0 0 0	0 0 0			0 0 0	0 0 0	
PROCUREMENT		- - - -		• •					
				0 0 0			10	Construction	
WORKS			•			Works s	start		
		-	-	- 0 0					



ZONE Y

New Ribble Crossing

The new Ribble crossing will complete the PWD network between the M55 near Bartle and the M65 at Cuerden, providing substantial relief to Preston's road network in and around Riversway. The strategic and economnic benefits to the wider region includes Central Lancashire and the Fylde Coast.

Pa												
Page	New YEAR 1 14/15						YEAR 2 15/16					
214	Ribble Crossing	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR			
	PLAN		0 0 0 0 0 0		0 0 0		0 0 0 0	0 0 0 0	0 0 0			
							Environm	nental and ground s	urveys			
	PLANNING								•			
A	PPLICATION								0 0 0			
BUSI	NESS CASE								0 0 0			
									0 0 0			
LAND	O ASSEMBLY								0 0 0			
									0 0 0			
PRO	CUREMENT								0 0 0			
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	WORKS								0 0 0			
			• • • • •		0 0 0		0 0 0	•	• •			



ZONE Y

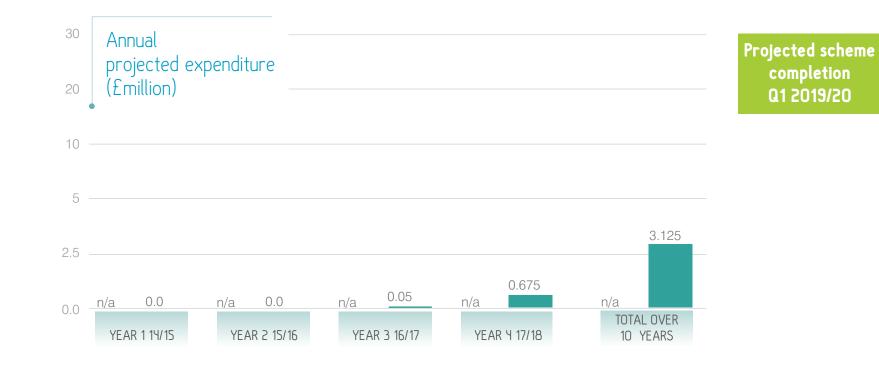
B. PUBLIC TRANSPORT PRIORITY CORRIDORS/ LOCAL CENTRES

Hutton to Higher Penwortham/City Centre

The Hutton/ Higher Penwortham/City Centre has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the West, improving the A59 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The A59 runs through a number of key junctions, including Cop Lane and Leyland Road Key locations and centres served by this route include Hutton and Penwortham, this corridor will benefit from the delivery of Penwortham Bypass and A582 SRWD. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

Hutton to		YEAR 1	14/15			YEAR 2	15/16		
Higher Penwortham	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN		Preparatory work		Improvement			0 0 0	0 0 0	
				• • •				Concept	Design
WORKS				•				•	
			0 0 0	0 0 0		0 0 0	0 0 0 0	0 0 0	



	YEAR 3	16/17				YEAR Y 1	7/18	
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
				3				PLAN
1 Consultation	Approval 2	Technical desig	n and approval 3					
								WORKS
							Construction	

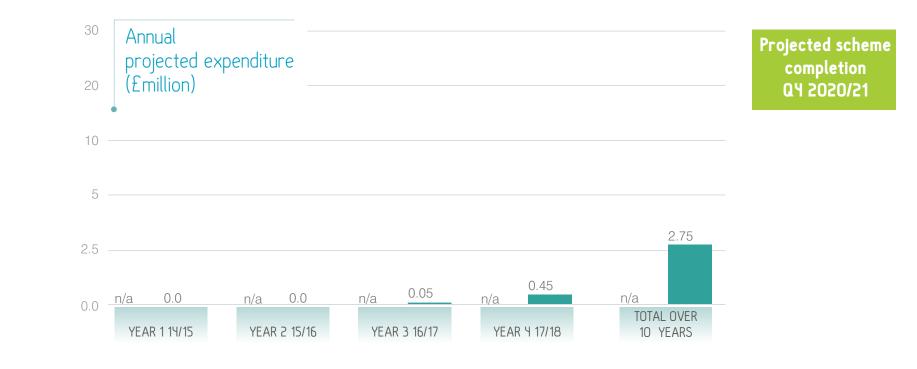
ZONE Y

North of Lostock Lane - Lostock Hall (Leyland - Lower Hutton - Lower Penwortham - City Centre)

The Leyland Lostock Hall, Tardy Gate, Lower Penwortham Corridor has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the South, improving the corridor is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The section north of Lostock Lane runs through a number of key junctions, including Lostock Lane and Brownedge Road. Key locations and centres served by this route include Lostock Hall Tardy Gate and Lower Penwortham. This corridor will benefit from the delivery of A582 SRWD, ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

North of Lostock		YEAR 1	I 14/15			YEAR 2	15/16		
Lane (Lostock Hall/ Tardygate/Preston)	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN		Preparatory work		Improvement		0 0 0	0 0 0		
		0 0 0	0 0 0	0 0 0		0 0 0	• •	0 0 0	
WORKS				• • •				0 0 0	
		•	0 0 0	0 0 0		• • •	0 0 0 0	0 0 0 0	
				-					A



	YEAR 3	16/17				YEAR Y 1	7/18	
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
 0				6 6 6	0 0 0 0		0 0 0 0	PLAN
Consultation	1 Approval 2	Design 3	Agreed					
					•		•	WORKS
					• •		Construction	

ZONE Y

C. COMMUNITY INFRASTRUCTURE

Landmark features

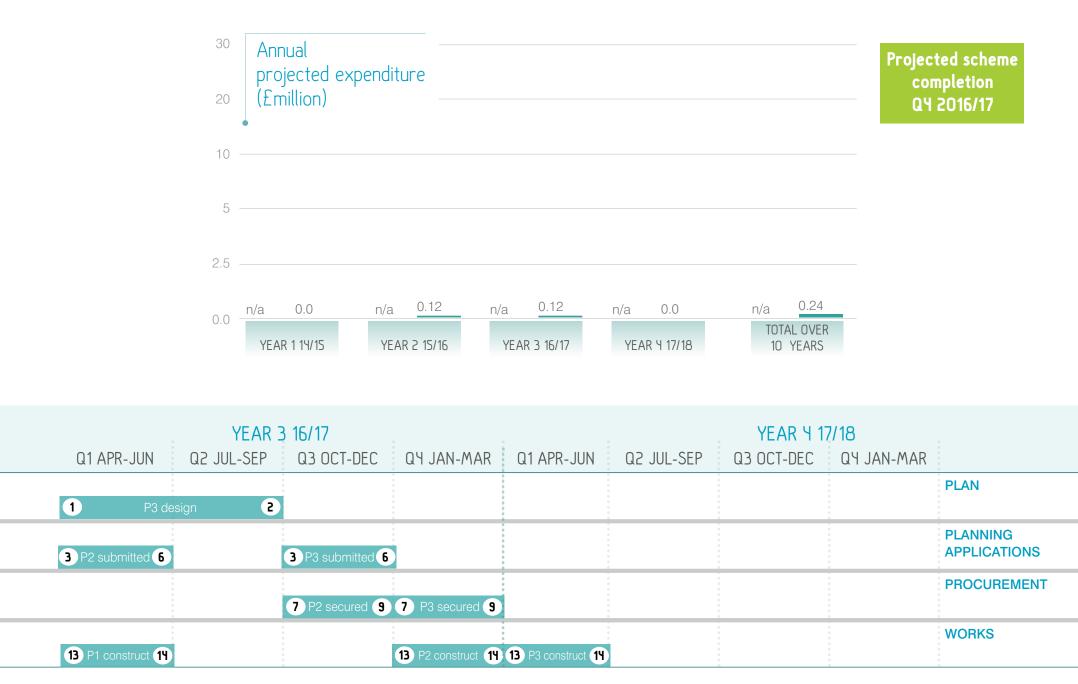
This involves upgrading of local landmarks or gateway features including the lorry pop at A582 Croston Road roundabout; iron horse at Longmeanygate roundabout and Leyland Tractor at Schleswig roundabout.

P1 - Lorry Pop

P2 - Iron Horse

P3 - Leyland Tractor

N 3									
20 Landmark Features		YEAR 1	14/15			YEAR 2	15/16		
	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN		0 0 0	0 0 0	0 0 0				• •	
		0 0 0	0 0 0	0 0 0	1 P1 Design 2		1 P2 [Design 2	
PLANNING				- - - -					
APPLICATIONS		0 0	- - 			3 P1 Submitted 6			
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D. PARTNER ASSETS & PRIVATE SECTOR LED DEVELOPMENT SITES

Pickerings Farm

This is a strategic location and major development site within the South Ribble Site Allocations Development Plan Document (DPD). The site is earmarked for residential-led development, with 79ha being allocated to provide for the development of up to 1,350 dwellings (approximately 297 units on HCA land) and deliver the necessary infrastructure for the area. The HCA own a proportion of the allocation, with housebuilders representing the other landowners. Other land to the south of the allocation is owned by the HCA, and this land is safeguarded for development needs after the current plan period. SRBC require the comprehensive development of the site, therefore a collaboration agreement is required between the HCA and other land owners. The development of the site requires significant investment in infrastructure. Given the scale of the site it is considered to be a significant HCA asset in the context of the Deal. However, delivery timescales are uncertain due to the complicated nature of the future agreement with the other landowners which is under review.

Lostock Hall Gasworks and Walton Park Link Road (Lostock Hall Gasworks site)

This 12ha site, a former gasworks, is owned by National Grid and has been cleared of buildings and partially remediated. The proposed scheme accommodates for up to 350 residential units and a local centre. The site requires infrastructure to bring it forward for development with the provision of a new access – the Cross Borough Link Road which is a key priority for SRBC. The development will provide for the construction of this road. Outline planning permission has been granted subject to a Section 106 agreement which will deliver this road, together with affordable housing and public open space provision. A tri partite agreement was made in March 2014 for HCA and LCC land to be acquired to deliver the Link Road. The completion of the Cross Borough Link Road will also facilitate access to the former Penwortham Mill site to the north, another potential residential development of around 250 dwellings.

Sites includes:

- Vernon Carus current permission for 475 dwellings
- Wateringpool Lane current permission for 79 dwellings
- Land off the Cawsey current permission for 75 dwellings
- Liverpool Road/Jubilee Road
- Cop Lane (Employment) Superstore, projected to achieve £2m additional economy activity

Housing Sites

Housing Completions					
Infrastructure Type	Scheme	Year 1 2014/15	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Housing Development Sites (Non HCA Sites)	Lostock Hall Gasworks	0	40	40	40
	Pickerings Farm (Central Lancashire Village)	0	0	0	50
	Vernon Carus	0	0	30	60
	Wateringpool Lane	0	39	40	0
	Land off The Cawsey	0	30	35	0
	Liverpool Road/Jubilee Road	0	0	20	25
HCA Assets	Pickerings Farm (Central Lancashire Village)	0	0	0	50
Sub total		0	109	165	225

Employment Sites

CITY DEAL - COMMERCIAL TARGETS

FLOORSPACE - Sq M	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Cop Lane, Penwortham	0	3,251	0
Pickerings Farm	0	0	0
Sub Total	0	3,251	0

The sites will deliver in future years.

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ZONE 5 LEYLAND CUERDEN

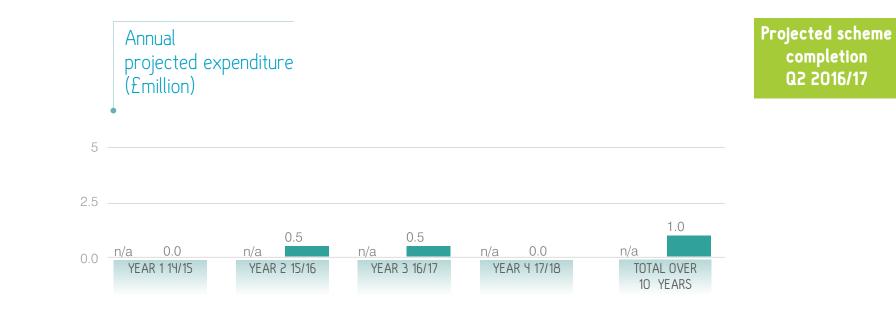


A. HIGHWAYS AND TRANSPORT HUBS

Heatherleigh & Moss Lane (Croston Road) Spine Road

Provision of a spine road through the Croston Road site linking the Flensburg Way (Tank) roundabout with Croston Road and Heatherleigh is required to facilitate access to this large residential development site and alleviate the existing road network. Work is ongoing to ensure that the delivery of the spine road is coordinated across the different phases to the development and will be underway by the end of 2015/16 to provide for the bulk of development on the site. Roundabout improvement works to the 'Tank' roundabout will be ongoing through 2015/16.

Pa										
Page 2	Heatherleigh		YEAR 1	14/15			YEAR 2	15/16		
226	& Moss Lane Spine Road	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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Page	YEAR	3 16/17	•			YEAR Y 1	7/18	•
	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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								PLANNING APPLICATION
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								LAND ASSEMBLY
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13 Con	struction 19		0 0 0			0 0 0	0 0 0	0 0 0

ZONE 5

Cuerden Strategic Site Road Infrastructure

This site is currently unserviced and therefore access infrastructure works are required to unlock the site and enable development to take place. The approved Masterplan sets out how the strategic access infrastructure works will be provided through the first phase of the development which is anticipated to be the high-end enabling use plot to the north-east of the site.

This is the single largest economic development site in the City Deal with the potential to create in excess of 2,500 jobs, more than 10% of the jobs expected to be created in the City Deal area over the next decade. The site is also capable of delivering up to 57ha of commercial development space or up to 46% of the City Deal allocation.

Pa									
Page Cuerden		YEAR 1	14/15			YEAR 2	15/16		
22 Strategic Road 28 Infrastructure	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN				0 0 0		- - - -	- - - - -		
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BUSINESS CASE									
LAND ASSEMBLY									
PROCUREMENT							0 0 0 0 0 0 0		
WORKS									



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Page		YEAR 3	3 16/17				YEAR Y 1	7/18	
229	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	0 0 0 0 0
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									PLANNING APPLICATION
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									LAND ASSEMBLY
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ZONE 5 B. PUBLIC TRANSPORT PRIORITY CORRIDORS/LOCAL CENTRES

South of Lostock Lane

The Leyland Lostock Hall, Tardy Gate, Lower Penwortham Corridor has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the South, improving the corridor is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The section south of Lostock Lane runs through a number of key junctions, including Lostock Lane, Stanifield Lane and Golden Hill Lane. Key locations and centres served by this route include Farington and Leyland Town Centre. This corridor will benefit from the delivery of A582 SRWD. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

South of Lostock Lane (Leyland/ Farington/		YEAR 1	14/15		Y	/EAR 2 15/16		
Cuerden)	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN Q2 JUL-	-SEP Q3 OCT-DEC	QY JAN-MAR	
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Consultation 1	Approval 2	Technical desig	n and approval 3			- - 	- - -	
								WORKS
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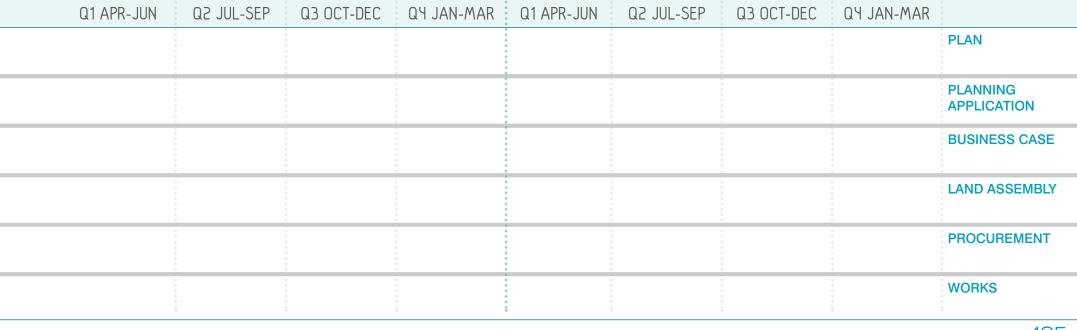
C. COMMUNITY INFRASTRUCTURE

St Catherine's Park

This is the first scheme under Central Parks, to create a new park next to Cuerden Strategic Site. The proposal is to update and augment two pieces of open space separated by Todd Lane, South Lostock Hall. Gates are also proposed to allow access to St Catherine's Hospice grounds creating a combined community area which will be renamed as St Catherine's Park.

Pa										_
Page :	St Catherine's		YEAR	1 14/15			YEAR 2	15/16		
232	Park	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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	PROCUREMENT			0 0 0 0 0 0 0		7 Secured 9				
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	WORKS									
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ZONE 5

Worden Park Improvements

This is a range of improvements to the Park, including a new entrance, parking and community facilities which will help to address the additional demands placed on this key open space provision in Leyland.

P1 -

P2 -

P3 -

Pa										
Page	Worden Park		YEAR 1	14/15		YEAR 2 15/16				
234	Improvements	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
	PLAN		0 0 0		0 0 0			0 0 0		
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	PLANNING APPLICATION							0 0 0 0 0		
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LA	AND ASSEMBLY									
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	WORKS									
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Page		YEAR 3	3 16/17				YEAR Y 17	7/18	
235	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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			•					•	WORKS
		13	Constr	uct P2	14		13 Constr	ruct P3	
_									

ZONE 5

D. PARTNER ASSETS & PRIVATE SECTOR LED DEVELOPMENT SITES

Cuerden

Cuerden is a 65ha allocated employment site, situated at a key gateway location within Central Lancashire between Leyland and the City of Preston, immediately adjacent to the intersection of the M6, M61 and M65 motorways. The site has the potential to generate nearly £45m in additional economic activity.

In January 2012, the County Council acquired 44ha of land at Cuerden, South Ribble from the HCA with the strategic objective of bringing forward infrastructure, development and jobs, levering in private sector investment. The site is identified for employment uses in the adopted South Ribble Local Plan (2000) and the Central Lancashire Core Strategy (2012). Most recently the site has been identified for a mix of uses in the emerging Site Allocations and Development Management Policies.

Cuerden is the single largest economic development site in the City Deal with the potential to create in excess of 2,500 jobs, more than 10% of the jobs expected to be created in the City Deal area over the next decade. The site is also capable of delivering up to 57ha of commercial development space or up to 46% of the City Deal allocation. In November 2014, the SRBC consulted on the draft site masterplan setting out the land-use, access, and movement framework for the site. The final version was approved by SRBC in April 2015. This will allow for planning applications to be submitted for the site. The application for the first phase, the high-value enabling plot to the North East is likely to be submitted in 2016.

Croston Road (North & South)

This is a 40ha greenfield site in Farington, Leyland and is a major development site within the South Ribble Site Allocations DPD. The site has been allocated for residential and community / leisure uses, and has multiple land ownerships including the HCA. Two masterplans, one for the northern part of the site and one for the southern section have been approved by SRBC to guide the development of the site and both sites now have the benefit of outline planning permission. In terms of Croston Road South the HCA owns a substantial proportion of the site and has collaborated with the other landowners to secure outline planning consent. The HCA output / receipt generation for this site is moderate (175 units). The northern section of the site was granted outline planning permission at SRBC Planning Committee on 15th October 2014 for 400 units.

Altcar Lane

This is a greenfield site of 30.4ha and is located to the south-west of Leyland Town Centre. The site is currently used as farmland with parcels of land divided by hedgerows and trees. The site is identified within the South Ribble Site Allocations DPD for residential development and the allocation identifies a capacity of 430 units. The HCA own approximately 1/3 of the site, with the rest owned / controlled by private sector interests / house builders. SRBC have suggested that a master plan be prepared for the entirety of the site. HCA have been very active in working with SRBC and the other landowners in trying to engage collaboratively to produce a Masterplan. The development is also expected to provide land and the delivery of the extension to Worden Park, as well as other local infrastructure schemes. The proportion of housing outputs on HCA land is likely to be in the order of 172 units.

Moss Side Test track (mixed use)

Moss Side Test Track is the subject of an approved development brief incorporating 750 new homes, over 300,000 square foot for employment uses and a neighbourhood centre. Site include:

- Grasmere Avenue Current permission for 160 dwellings
- Wheelton Lane Current permission for 460 dwellings
- Land south of Centurion Way Current permission for 57 dwellings
- Former Prestolite site Current permission for 62 dwellings
- Roadferry Depot Current permission for 80 dwellings

Housing	Sites
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Housing Completions					
Infrastructure Type	Scheme	Year 1 2014/15	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Housing Development Sites (Non HCA Sites)	Moss Side Testtrack (Mixed used site includes employment)	0	0	80	80
	Croston Road North Southern Section - (Wain Homes)	0	15	30	30
	Croston Road South Northern Section - Private	0	0	40	40
	Grasmere Avenue (Private) 160 units	0	0	50	60
	Wheelton Lane (Farington Business Park) (Taylor Wimpey) 230 units	0	50	50	50
	Land south of Centurion Way (Jones homes) 55 units	0	29	0	0
	Former Prestolite Site (Rowland Homes) 80 units	0	31	0	0
	Roadferry Depot (Private) 80 units	0	27	28	25
HCA Assets	Croston Road South Southern Section	0	0	34	34
	Croston Road North Northern Section	0	0	0	24
	Altcar Lane	0	0	0	0
Sub total		0	152	312	343



ZONE 6 BAMBER BRIDGE



ZONE 6

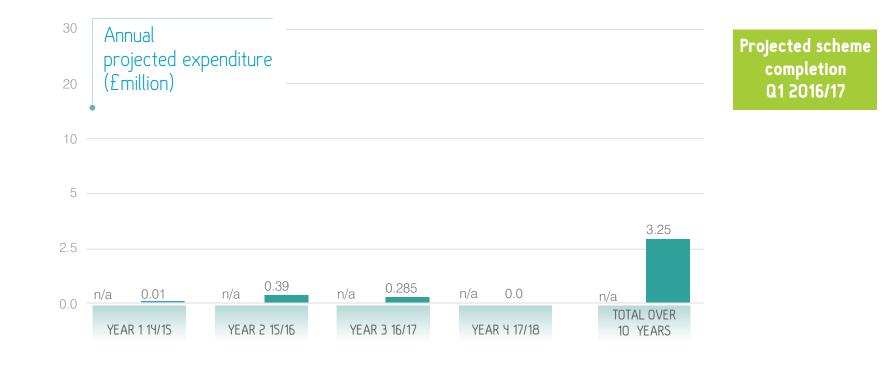
A. PUBLIC TRANSPORT PRIORITY CORRIDORS/LOCAL CENTRES

Bamber Bridge/City Centre

The Bamber Bridge to City Centre Corridor has been identified as a priority corridor for improvements to public transport, cycling and walking. As one of the main routes into Preston City Centre from the South, improving the A6/B5258 is a crucial part of the development of sustainable communities across the City Deal area. Improvements could include more road space and redesigned junctions to benefit buses, cyclists and pedestrians, and public realm improvements – to streets, pedestrian areas and green spaces – where these corridors run through city, town, district and local centres.

The route runs through a number of key junctions, including the A675. Key locations and centres served by this route include Bamber Bridge and Waltonle-Dale. This corridor will benefit from the delivery of A582 SRWD. Ideas for improvements will be drawn up with local communities and published in an Improvement Plan and works will be timed to start once complementary improvements are delivered elsewhere on the transport network.

Bamber									
Bridge/CC	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
PLAN			0 0 0	0 0 0				Improvement	
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WORKS								- - -	
				0 0 0		10 Scheme c	design 11	13 Construction	



	YEAR Y 17/18							
Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	Q1 APR-JUN	Q2 JUL-SEP	Q3 OCT-DEC	QY JAN-MAR	
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ZONE 6

B. PARTNER ASSETS & PRIVATE SECTOR LED DEVELOPMENT SITES

Hospital Inn (Brindle Road)

This is a small greenfield site of 1.93ha now under development by Miller Homes. The site was undeveloped, bounded to the east by Fowler Brook and a wooded area of protected trees, the railway to the north and residential properties to the west and south. The HCA owned the site and secured planning permission for 42 units (September 2011), in accordance with the emerging DPD. HCA have successfully marketed the site, with Miller Homes being selected as the preferred bidder. The HCA undertook extensive local engagement prior to the submission of the application, and continues to work with SRBC to ensure the efficient delivery of the site. The scheme is of a modest scale in the context of the Deal (outputs and receipts) but is important as it is the first disposal as part of the deal. Since commencing on site, Miller Homes have obtained an amended approval to increase the planning permission to 46 units. Sites include:

- Wesley Street Mill current permission for 195 dwellings
- Land off Brindle Road
- School Lane
- Coupe Foundry current permission for 80 dwellings

Housing Completitions					
	Schemes	Year 1 2014/15	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
Housing Development Sites (Non HCA Sites)	Wesley Street Mill	0	0	3	45
	Land of Brindle Road	0	0	40	40
	School Lane (former Arla Foods)	40	40	40	40
	Coupe Foundry	0	0	0	25
HCA Assets	Hospital Inn	28	14	4	0
Sub Total		68	54	51	150

Employment Sites

Housing Sites

CITY DEAL - COMMERCIAL TARGETS

FLOORSPACE - Sq M	Year 2 2015/16	Year 3 2016/17	Year 4 2017/18
South Rings	0	5,444	6,750
Sub Total	0	5,444	6,750

SHARED COMMUNITY INFRASTRUCTURE (ALL ZONES)

Revenue funded (advanced design) projects

In addition to the capital projects, several projects are at pre-development stage and can be progressed subject to the availability of City Deal revenue funding.

Development Projects	Description	Links to City Deal objectives
Leisure Development Plan	This development work will help ensure that South Ribble's Leisure and Cultural offer is fit for purpose for the future in light of the expected in- crease in population. The development plan will look at different options for delivery, identify locations and facility mix, and ensure that the future strategic needs, impacts and outcomes within the local area are met.	Estimated cost £80k Supports City Deal ambitions to create 17,000 new homes. Supports appropriate and viable delivery of Open Space to serve the new City Deal Population. Supports the development and integration of sustainable and healthy communities.
Central Park Development Plan	Although the first phase of Central Parks i.e. St Catherine's Park is included in the Implementation table above, more development work will be needed to help bring forward subsequent phases.	Estimated cost £70k Supports City Deal ambitions to create 17,000 new homes.
Preston Cycling Strategy	The Strategy will enable the delivery of new and enhanced cycle infra- structure for the city building on the legacy and success of the Guild Wheel. It will set out objectives for improving cycling opportunities across the city and a programme of prioritised improvements for their delivery. This will link to the wider City Deal infrastructure programme for corridor improvements and the delivery of new housing and employment sites both within and beyond the city. The Strategy would be adopted as planning guidance in support of the Local Plan.	Estimated cost £40k Supports appropriate and viable delivery of Open Space to serve the new City Deal Population. Supports the development and integration of sustainable and healthy communities.

5 FINANCE

Infrastructure Delivery Fund (IDF)

The pooling of local and national private and public sector resources into the IDF ensures the effective governance and financial control of the complex funding arrangements for City Deal. Detailed operational financial arrangements for the IDF have been agreed by City Deal partners and the Fund is administered by LCC as the accountable body for the LEP and for City Deal. The IDF includes a mix of national and local resources from:-

- Central Government Long term transport funding secured as part of Lancashire's Growth Deal, Highways England (formerly Highways Agency) funding for new and existing motorway junctions and retention of Homes and Communities Agency (HCA) receipts from local land sales
- Lancashire County Council Capital Grants, New Homes Bonus and Land Receipts
- Preston City and South Ribble Borough Councils Business Rate Retention and New Homes Bonus
- Private Sector Developer contributions
- Fund Value

The Fund represents a dynamic funding model, and the level of certainty around the amount and timing of resources and expenditure differs between each funding stream and infrastructure programme. Ongoing work in relation to securing income, in identifying, costing and phasing infrastructure, along with greater certainty on the phasing of development and consequent payments, is reflected in the changes to the estimates of resources and expenditure presented in April 2014 and those projected now.

A number of funding streams carry a greater level of certainty now, including transport funding from the Single Local Growth Fund, and Lancashire County Council's capital programme. Land and other capital receipts are reliant on the sale of assets and there is a greater level of uncertainty around their amount and timing. Similarly, developer contributions are dependent on development commencing, and so the amounts and the timing of contributions is less certain. Business rates contributed to the City Deal fund by District Councils are dependent on commercial development taking place, and importantly on an increase in collected business rate overall in each district council area. In the event that a business case for waiving the claw back and overage on the 'land north of Eastway' is not approved by HM Treasury, Department of Communities and Local Government (DCLG) has committed to reconsider the HCA asset uplift cap. Further details are set out in tables 1-5 overleaf.

Lancashire County Council has made a City Deal commitment to provide from internal reserves, cash-flow support for up to £107m in any one financial year during the 10-year period. In the most recent forecast in tables 5 and 6, at its peak at the end of year 6 the cumulative cash-flow deficit stands at £61,222m which is well within the committed County Council level of support.

TABLE 1 – EXPENDITURE – AS AT SEPTEMBER 2013

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m											
Preston Transport Programmes												
Major Development Site Infrastructure \sim to be determined as part of masterplanning process	20.000	-	-	4	4	4	4	4	-	-	-	-
Preston Western Distributor	109.5	0.5	4.167	4.167	5.666	22	50	20	3	-	-	-
Cottam Parkway	15.0	-	-	-	-	-	-	1.5	8	5.5	-	-
Broughton*	33.3	3.2	7.4	5	17.7	-	-	-	-	-	-	-
Preston Bus Station	7.3	2.0	5.3	-	-	-	-	-	-	-	-	-
Fishergate Central Gateway	3.4	-	2.4	-	-	-	-	-	-	-	-	-
Public Transport & Public Realm Corridors	12.5	-	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Education Infrastructure	9.3	-	-	-	3.1	3.1	3.1	-	-	-	-	-
South Ribble Transport Programmes												
Major Development Site Infrastructure \sim to be determined as part of masterplanning process	20.000	-	5.0	4.25	4.25	5.25	1.25	-	-	-	-	-
A582 South Ribble Western Distributor/B5253 Flensburg Way	52.5	-	6	13.25	9.250	18.0	5.750	0.25	-	-	-	-
Penwortham Bypass	17.5	-	0.5	0.75	1.5	7.25	7.0	0.5	-	-	-	-
New Ribble Bridge \sim Preliminary Works & Route Protection	2.0	0.25	0.75	0.75	0.25	-	-	-	-	-	-	-
Public Transport & Public Realm Corridors	12.5	-	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Education Infrastructure ~ South Ribble	5.7	-	-	-	-	1.9	1.9	-	-	-	-	-
Community Provision ~ Preston City Council	7.28		0.728	0.728	0.728	0.728	0.728	0.728	0.728	0.728	0.728	0.728
Community Provision ~ South Ribble Borough Council	6.691	-	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669
Capital Financing Cost	10.597	-0.005	0.136	0.416	0.745	1.269	1.865	1.947	1.619	1.278	0.82	0.507
Expenditure Total	345.068	6.945	35.55	36.48	52.258	66.666	78.762	32.094	16.516	10.675	4.717	4.404

* includes congestion relief, M55 and M6 junction improvements

TABLE 2 - RESOURCES - AS AT SEPTEMBER 2013

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m											
Central Government												
Transport Funding	79.2	0.6	6.6	0	14	11.6	23.2	23.2	0	0	0	0
$\text{HCA} \sim \text{Locally Retained Landhold Receipts}$	49.013	1.470	4.259	4.784	4.952	6.161	6.431	4.643	4.302	2.861	2.342	6.809
HCA Revenue Contribution ~ Project Staff	1.0	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Developer Contributions (less Parish Council share)	73.654	-	2.029	5.164	5.780	7.196	9.283	8.530	10.137	10.218	8.105	7.213
Lancashire County Council												
Capital Programme & Grants	40.8	5.4	4.4	11	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Capital Receipts	0.8	-	0.80	-	-	-	-	-	-	-	-	-
New Homes Bonus	12.953	-	-	-	0.062	0.43	0.889	1.379	1.890	2.389	2.835	3.079
Revenue Contribution \sim Capital Financing Cost	10.598	-0.005	0.137	0.416	0.745	1.269	1.865	1.947	1.619	1278	0.820	0.507
Revenue Contribution \sim Project Staff	6.623	-	0.662	0.662	0.662	0.662	0.662	0.662	0.662	0.662	0.662	0.662
Preston City Council												
Business Rates Retention	5.135	-	0.031	0.263	0.500	0.670	0.692	0.714	0.124	0.435	0.746	0.961
New Homes Bonus	28.051	-	-	0.151	0.586	1.19	1.846	2.702	3.740	4.907	6.069	6.859
Revenue Contribution ~ Project Staff	1.530	-	0.153	0.153	0.153	0.153	0.153	0.153	0.153	0.153	0.153	0.153
South Ribble Borough Council												
Business Rates Retention	4.350	-	0.042	0.085	0.671	0.774	0.877	0.980	0.103	0.188	0.273	0.357
New Homes Bonus	27.814	-	-	0.074	0.390	1.112	2.130	3.232	4.239	5.069	5.691	5.877
Revenue Contribution \sim Project Staff	1.530	-	0.153	0.153	0.153	0.153	0.153	0.153	0.153	0.153	0.153	0.153
Moss Side Test Track Land Receipt	5.0	-	1.25	-	1.25	-	1.25	-	1.25	-	-	-
Resources Total	348.051	7.465	20.616	23.006	32.506	33.971	52.03	50.896	30.972	30.912	30.448	35.231

Lancashire County Council's Financial Risk Exposure

Upon signing the City Deal Lancashire County Council agreed, subject to periodic review, to both cash flow any annual deficit and meet any shortfall in overall funding over the 10 years of the deal (Table 3). At signature, the county council's risk exposure was:

- to cash-flow a cumulative annual deficit up to a maximum of it of £107m.
- A forecast surplus over 10 years of £2.983m.

The dynamic nature of the City Deal means that the funding model will inevitably change on an ongoing basis. In the period since the agreement was signed in September 2013 up to March 2015, the net funding available to the City Deal programme has increased by £14.6 million.

This net amount is made up of almost £55 million in new capital resources (either secured or newly estimated) added over this period less around £40 million as a result of a forecast reduction in local funding streams. These changes are set out in Table 4.

TABLE 3 - SURPLUS/DEFICIT - AS AT SEPTEMBER 2013

Change to the risk profile

Without the addition of the new Preston Bus Station expenditure profile to the programme the current forecast of the county council's risk exposure is:

- a maximum annual cumulative cash-flow deficit of £58.772m in Year 6
- a forecast surplus on the City Deal of £0.626m

With the addition of the new Preston Bus Station expenditure profile, inclusive of the Youth Zone and following some other reprofiling the forecast of the county council's risk exposure is:

- a maximum annual cumulative cash-flow deficit of £61.222m in Year 6;
- a forecast deficit on the City Deal of £6.357m.

In recommending the City Deal Executive to include the additional Preston Bus Station expenditure profile within the programme, the county council anticipated that this additional risk was acceptable within its overall risk exposure to the City Deal.

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Surplus/ (Deficit)	2.983	0.52	-14.617	-13.29	-19.662	-32.718	-26.841	18.619	14.189	19.945	25.842	31.049
Cumulative Surplus/ (Deficit)		0.52	-14.151	-27.44	-47.103	-79.821	-106.662	-88.043	-73.854	-53.909	-28.067	2.982

Change to the risk profile

The changes to the risk exposure set out in Table 4 demonstrate the variable nature of the risk exposure over time and the way in which such risks are mitigated.

Principal amongst these changes have been a number of substantial transport grants, including Highways England funding for a new M55 Junction 2, Growth Deal funding for Fishergate public realm improvements and Department for Transport monies towards Golden Way dualling works. Developer contributions have also been revised upwards over this period, whilst the locally retained HCA landholding receipts have been revised downwards.

Turning to expenditure, the cost of the City Deal programme delivery has risen by £17.5 million over the same 18 month period. Again, there are significant changes within this overall amount, with over £37 million added to the overall cost and nearly £20 million discounted.

Key amongst these changes in actual and forecast expenditure has been a large increase in the cost of education infrastructure to support City Deal. At the same time, the cost of major transport infrastructure has been revised downwards to reflect savings on works already carried out (a \pounds 2 million saving against target costs totalling \pounds 7.4 million for works carried out by the county council on the A582 and at M55 J1) and reassessed forecasts of future costs. These considerable movements in the financial model, in resources and expenditure, upwards and down, in this short timeframe demonstrate the variable and dynamic nature of the City Deal funding position. This reflects the early stages of the programme of works as well as the constantly changing picture of internal and external funding available to the City Deal.

These changes have arisen, and will continue to, as the design and costs of particular projects become more firmly established, as planning permissions establish the actual numbers of new homes and obligations on new development, as other sources of income are secured, and as actual build out rates come to influence the timing of receipts and trigger new infrastructure.

As the transport and community schemes in this programme are progressed, so budgetary positions will become clearer and costs more certain. At the present time, the major transport schemes carry as much as 44% 'optimism bias' added to their cost estimate to guard against uncertainties at this early stage in their preparation. In all, there is around £74 million of added contingency for these major transport schemes within the current forecast of expenditure.

TABLE Y SURPLUS/DEFICIT MODEL BETWEEN SEPTEMBER 2013 AND APRIL 2015

Surplus on Model when signed (September 2013)	2.983
Changes to Projected Resources	
Additional Transport funding	38.609
Reduction in HCA Locally Retained Receipts	-10.19
Net Developer Contributions	5.084
Additional LCC Capital Programme and Grants	5.230
Reduction in Capital receipts to LCC	-0.572
Additional PCC Capital Programme and Grants (Heritage Lottery Fund)	0.945
Other changes to projected resources	-17.630
	21,476
Changes to Projected Expenditure	
Increased cost of Education Infrastructure	-24.698
Net additional costs for Broughton	-0.699
Reduction in projected cost of Major Transport Infrastructure	13.579
Additional Programme of works at Preston Bus Station	-16.042
Additional Programme of works at Fishergate Central Gateway	-3.514
Other changes to projected expenditure	0.559
	-30,815
Revised Surplus on the Model (April 2015)	-6.357

TABLE 5 – PROJECTED EXPENDITURE - AS AT APRIL 2015

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m											
Preston Delivery Programmes												
Major Development Site Infrastructure	20.000	-	0.141	0.659	5.823	5.823	1.323	1.323	1.323	1.323	1.323	0.937
- Of which, East-West Link Road	9.800	-	0.141	0.659	4.500	4.500	-	-	-	-	-	-
- Of which, NW Preston Green Infrastructure	5.256	-	-	-	0.705	0.705	0.705	0.705	0.705	0.705	0.705	0.319
- Of which, Further Community Infrastructure	4.944	-	-	-	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618
Preston Western Distributor	104.500	0.197	0.994	1.009	1.000	7.100	47.100	47.100	-	-	-	-
Cottam Parkway	15.000	-	0.004	-	-	-	-	1.496	8.000	5.500	-	-
Broughton*	33.999	4.791	9.006	2.238	16.514	1.450	-	-	-	-	-	-
Preston Bus Station	23.342	0.003	0.211	0.812	10.608	11.708	-	-	-	-	-	-
Fishergate Central Gateway	6.914	1.746	1.744	2.064	1.360	-	-	-	-	-	-	-
Public Transport Corridors & Local Centres	12.125	0.250	0.028	0.140	1.925	7.700	0.082	0.250	1.750	-	-	-
Education Infrastructure - Preston	28.495	-	-	-	6.739	0.018	0.018	0.018	5.426	5.426	5.426	5.426
South Ribble Delivery Programmes												
Major Development Site Infrastructure	20.000	-	-	1.240	7.070	6.445	5.245	-	-	-	-	-
- Of which, Pickerings Farm Link Road	4.500	-	-	0.050	1.250	3.200	-	-	-	-	-	-
- Of which, Moss Side Test Track Road Infrastructure	2.050	-	-	-	-	0.025	2.025	-	-	-	-	-
- Of which, Land Between Heatherleigh & Moss Lane Spine Road	1.000	-	-	0.500	0.500	-	-	-	-	-	-	-
- Of which, Cuerden Strategic Site Road Infrastructure	5.050	-	-	0.050	5.000	-	-	-	-	-	-	-
- Of which, Community/ Green Infrastructure	7.400	-	-	0.640	0.320	3.220	3.220	-	-	-	-	-
A582 South Ribble Western Distributor/ B2523 Flensburg Way	44.671	0.152	5.841	4.499	2.309	1.125	15.395	15.350	-	-	-	-
Penwortham Bypass	17.500	0.019	0.227	0.750	0.350	16.154	-	-	-	-	-	-
New Ribble Bridge - Preliminary Works & Route Protection	2.000	-	0.005	0.750	0.250	0.250	0.745	-	-	-	-	-
Public Transport Corridors & Local Centres	12.125	0.250	0.068	0.380	2.950	1.125	4.750	2.602	-	-	-	-
Other South Ribble Schemes	5.000	-	-	-	-	-	-	-	-	-	-	5.000
Education Infrastructure - South Ribble	11.203	-	-	-	3.629	0.386	0.386	0.386	1.604	1.604	1.604	1.604
Community Provision - Preston City Council	8.031	-	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803	0.803
Community Provision - South Ribble Borough Council	4.922	-	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492
Capital Financing Cost	6.056	-	-	-0.067	0.188	0.583	0.846	1.140	1.192	0.945	0.710	0.517
Expenditure Total	375.883	7.408	19.564	15.769	62.011	61.163	77.186	70.961	20.590	16.093	10.358	14.779

*Includes congestion relief, and M55 and M6 junction improvements

TABLE 6 – PROJECTED RESOURCES AS AT APRIL 2015

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m											
Central Government												
Transport Funding	117.809	0.600	10.109	3.000	18.500	22.550	39.550	22.700	0.800	-	-	-
HCA - Locally Retained Landhold Receipts	38.827	-	4.759	-2.018	2.774	5.059	6.906	6.399	7.821	5.114	0.341	1.672
Developer Contributions (less Parish Council share)	78.738	1.200	5.543	6.076	8.010	8.630	8.116	8.081	10.875	6.962	8.450	6.795
Lancashire County Council												
Capital Programme & Grants	46.030	5.900	3.130	12.000	7.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Capital Receipts	0.228	-	-	-	0.057	-	0.057	0.057	0.057	-	-	-
New Homes Bonus	12.953	-	-	-	0.146	0.629	1.151	1.638	2.176	2.712	3.075	1.426
Revenue Contribution - Capital Financing Cost	6.051	-	-0.004	-0.067	0.188	0.583	0.846	1.140	1.192	0.945	0.710	0.517
Preston City Council												
Business Rates Retention	5.135	-	0.031	0.263	0.500	0.670	0.692	0.714	0.124	0.435	0.746	0.961
PCC grants - lottery funding	0.945	-	-	0.456	0.158	0.205	0.079	0.047	-	-	-	-
New Homes Bonus	28.051	-	-	0.066	0.463	1.246	2.156	3.106	4.360	5.799	6.877	3.978
South Ribble Borough Council												
Business Rates Retention	4.350	-	0.042	0.085	0.671	0.774	0.877	0.980	0.103	0.188	0.273	0.357
New Homes Bonus	25.409	-	-	0.198	0.847	1.785	2.869	3.865	4.765	5.470	5.844	-0.234
Moss Side Test Track Land Receipt	5.000	-	-	-	-	-	-	-	-	-	-	5.000
Resources Total	369.526	7.700	23.610	20.059	39.814	44.631	65.799	51.226	34.773	30.125	28.816	22.972

HCA contribution to the City Deal

The HCA financial investment in the Deal is paid in two ways. Firstly, through a loan to LCC, of those land receipts up to the stated book value and secondly, through a grant of any receipts (capped at £37.5m) which exceed the stated book value.

TABLE 7 - PROJECTED SURPLUS/DEFICIT - AS AT APRIL 2015

		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Surplus/ (Deficit)	-6.357	0.292	4.046	4.290	-22.197	-16.532	-11.387	-19.734	14.182	14.032	18.458	8.193
Cumulative Surplus/ (Deficit)		0.292	4.338	8.628	-13.569	-30.101	-41.487	-61.222	-47.039	-33.008	-14.550	-6.357

FINANCE PLAN - YEARS 2 - 4 (2015/16 - 2017/18)

City Deal programmed spending and the amount to be collected, is shown below for the three year period 2015/16 to 2017/18 inclusive. Tables 8 and 9 show a summary of this expenditure and resource over the three year period providing an overview of the City Deal programmes and resources.

Key items of expenditure and funding across this period are:

Expenditure

- subject to compulsory purchase being confirmed during 2015, the construction of the full Broughton Bypass
- the East-West Link Road to serve development in North West Preston. Spending in this period will be dependent on securing planning permission for the road and crucially acquiring by agreement the necessary land and property in order to begin construction in late 2016. Spending will inevitably be pushed into future years if compulsory purchase procedures are needed
- a start made in 2018 to constructing the PWD
- junction improvements and widening of the A582
- construction starting in 2017 on completing the Penwortham Bypass
- construction of link roads serving development at Pickerings Farm, Croston Road North and Moss Side Test Track.

- education provision across the City Deal area
- improvements to the city centre bus station and public realm, and to public corridors and local centres across the area
- improvements to cycle infrastructure across Preston
- Delivery of Winckley Square Gardens and first phases of Winckley Square THI projects
- Delivery of new housing though the Preston Housing Zone (PHZ)

Funding

- the county council's capital investment programme
- receipts from the sale of HCA land holdings
- pinch point funding for M55 J2 from Highways England
- community infrastructure levy and other developer contributions collected from housing sites in Preston and South Ribble

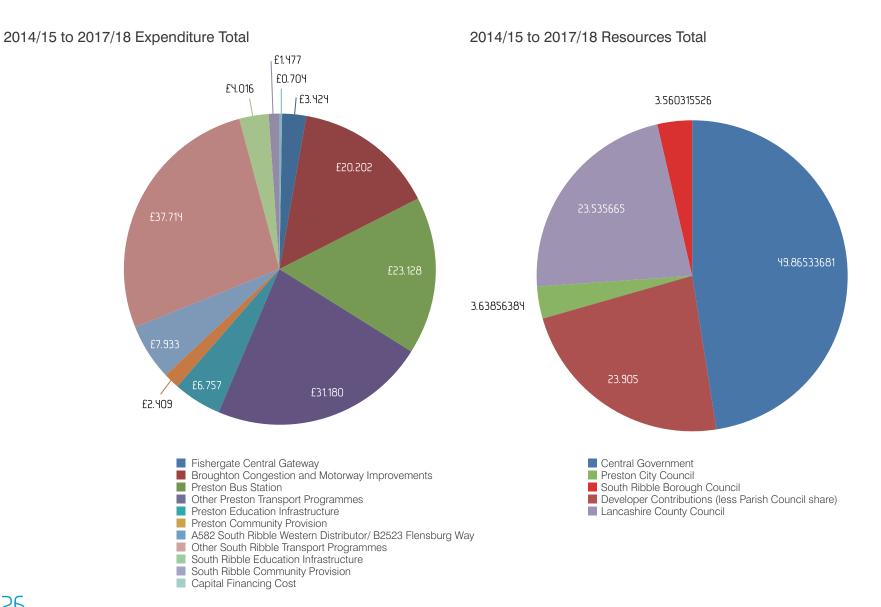
TABLE 8 – SUMMARY OF TOTAL RESOURCES AND EXPENDITURE IN 2015/18

	2015/18 Total
Central Government	£49.865m
Developer Contributions (less Parish Council share)	£23.905m
Preston City Council	£3.639m
Lancashire County Council	£23.535m
South Ribble Borough Council	£3.560m

	2015/18 Total
Fishergate Central Gateway	3.424
Broughton Congestion and Motorway Improvements	20.202
Preston Bus Station	23.128
Other Preston Transport Programmes	31.180
Preston Education Infrastructure	6.757
Preston Community Provision	2.409
A582 South Ribble Western Distributor/ B2523 Flensburg Way	7.933
Other South Ribble Transport Programmes	37.714
South Ribble Education Infrastructure	4.016
South Ribble Community Provision	1.477
Capital Financing Cost	0.704

*Includes congestion relief, and M55 and M6 junction improvements

SUMMARY OF TOTAL RESOURCES AND EXPENDITURE IN 2015/18



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6. RISK

A detailed analysis of risks and sensitivities was undertaken prior to signing the City Deal agreement. Consideration was given to a number of risks associated with cost estimation, cost over-run, quantity of resource, timing, planning, policy change and political change. Local City Deal partners reviewed the risk log prepared during the City Deal negotiations and an analysis setting out risks and their mitigation is set out below. This provides a summary of the key risks identified but it should be noted that each individual programme within the City Deal has its own detailed risk log.

The City Deal local authorities are confident that the mitigation measures identified in the risk analysis are sufficient. Specifically, LCC, as the only organisation with the capacity and financial standing to underpin the City Deal proposals, is satisfied that risks are appropriately mitigated against. As we successfully progress through the City Deal programme, the continuing changing environment will require additional risks to be identified and managed. This will ultimately lead to a change in the basis of risk management.

During 2015/16 further risk management works will be undertaken at programme, project and operational levels to ensure risks are clearly identified and managed to fully support the decision making process.

RISK TYPE	MITIGATION MEASURE
COST	
1. Cost Estimation	Mitigation
The risk that the cost estimates set out in the City Deal (CD) may be outside accepted toler- ances.	(i) This risk has been mitigated by basing CD costs on "live" tender figures for the Heysham/ M6 Link Road. This project, recently approved by Government, is recognised as complex and incorporates environmental and construction issues which require detailed engineering solutions. An optimism bias factor of 40% has been included, in line with DfT guidelines. This therefore significantly reduces the risk of the cost outturn being under-estimated.
2. Cost Overrun	Mitigation
(i) The risk that once land acquisition commences/compulsory purchase is concluded, unanticipated factors affecting land and compensation costs lead to an increase against estimates negatively impacting upon the infrastructure delivery fund	(i) This risk has been mitigated by basing CD costs on "live" tender figures for the Heysham/ M6 Link Road. This project, recently approved by Government, is recognised as complex and incorporates environmental and construction issues which require detailed engineering solutions. An optimism bias factor of 40% has been included, in line with DfT guidelines. This therefore significantly reduces the risk of the cost outturn being under-estimated.
RESOURCE	
3. Quantity of Resource	Mitigation
 (i)The risk that the level of resources available from the different funding sources may be less than set out in the CD proposal. (ii) The risk that there is a lack of skill and/or capacity to deliver the project, internally amongst the four partners (LCC, PCC, SRBC, HCA). (iii) The risk that the Neighbourhood Planning regulations in relation to CIL destabilise the project. (iv) The risk that the outcome of the judicial review process overturns the decision to collect CIL monies. 	 (i) This risk has been mitigated by using prudent estimates of resources available, such as New Homes Bonus, CIL and Business Rates Retention. The financial values of HCA land receipts are based on the HCA's own assessments. Private sector contributions will be collected through robust and legally binding arrangements. (ii) Expert resources are prioritised to the project by each partner. (iii) Close collaboration and partnership working with the Parish and Town Councils and Neighbourhood forums are to be established early in the project. (iv) Procedures have been established to enter into section 106 agreements for the equivalent sum to cover off this risk.
TIMING	
4. Phasing Shifts	Mitigation
(i) The risk that the developments may not come forward in line with the timescales set out in the CD proposal.(ii) The risk that licences and consents from third parties aren't secured.	 (i) This risk has been mitigated through phasing of income in line with the statutory position of timescales when income streams, particularly New Homes Bonus and Business Rates, are payable. Legal agreements to capture private sector contributions will also ensure that private sector contributions are phased in line with the CD Infrastructure Delivery Programme. In addition and in recognition of the fact that the cash flow profile for the Infrastructure Delivery Programme is not even, Lancashire County Council will financially stand behind the CD to allow both the base case cash-flow and some degree of slippage to be effectively managed. In addition, the close monitoring of both incoming resources and expenditure will allow sufficient advance warning of issues for further mitigating action, such as adjustments to programme phasing, to be undertaken without destabilising the overall programme. (ii) Effective forward planning and early engagement with statutory bodies.

PLANNING	
5. Delay in Road Planning	Mitigation
 (i) The risk that road schemes may be subject to both local and national planning processes thereby increasing delivery timescales. (ii) The risk that road schemes may be delayed through local planning processes. (iii) The risk that road schemes may be delayed due to inability to assemble land. (iv) The risk that the scheme may be delayed by Highway Act procedures. 	 (i) This risk is likely to be wholly mitigated through proposed amendments to the Planning Act which will remove the need for local major schemes, which connect into the Strategic Road Network, to use the Development Control Order Process. (ii) In addition, the road schemes are set out in the Central Lancashire Highways and Transport Masterplan, adopted in March 2013, and therefore have already been subject to extensive consultation. (iii) & (iv) This will be mitigated through early commencement of the order processes and lanca acquisitions.
6. Planning Approval	Mitigation
 (i) The risk that housing/employment sites set out in the CD proposals may not receive planning consent as they are brought forward by the private sector. (ii) The risk of planning appeals. (iii) The risk that sites don't get allocated because Masterplans are not in place. 	(i), (ii) & (iii) This risk has been mitigated, as all housing and employment sites set out in the CD area are set within the Central Lancashire Core Strategy, adopted in summer 2012, and therefore have already been subject to extensive consultation. The CD local authorities welcome the scope and scale of development set out in the Core Strategy. Site Allocations, Masterplans and other development documents are being resourced and progressed to ensure that proposals are supported by an up-to-date development plan.
COMMERCIAL	
7. Commercial Delivery	Mitigation
 (i) The risk that the private sector may not come forward with investment proposals for housing and employment sites. (ii) The risk that landowners may not sell due to market viability issues. (iii) The risk that sites outside the agreed list of City Deal development sites come forward and undermine the City Deal Programme. 	 (i), (ii) & (iii) This risk has been mitigated, in part, through the proven private sector confidence and investment appetite in the CD area. House-builders and commercial developers are willing to invest heavily in schemes and associated infrastructure and to secure end users, subject to a clear strategy to provide the critical infrastructure set out in the CD. Ultimately, commercial delivery will be influenced by national and international economic conditions. Preston and South Ribble Councils will work towards the adoption of their respective Local Development Framework (LDF) to secure the allocation of the City Deal sites. This will provide a strong policy position against which to resist unallocated sites coming forward.
MARKETING AND COMMUNICATION	
8. Consultation and marketing risk	Mitigation
 (i) The risk that the project is not communicated adequately to all stakeholders. (ii) The risk that the potential of City Deal is not marketed sufficiently to attract people to live and work in the area. (iii) The reputational risk to all partner authorities if the Deal fails to deliver the intentions and aspirations set out in the Agreement. 	 (i) & (ii) Early communication and establishment of working forums with key stake-holder groups, supported by a robust marketing and communications plan put in place for each project. (iii) Robust partnership working in place supported by strong governance arrangements and an effective marketing and communications plan.

RISK TYPE	MITIGATION MEASURE
POLICY	
9. New Homes Bonus/CIL/NNDR Policy Change	Mitigation
The risk that Government may change its policy regarding the New Homes Bonus/CIL/NNDR thereby reducing the resources available to deliver the CD Delivery Infrastructure Programme.	This risk will be managed through negotiation between Government, the LEP and CD local authorities.
POLITICAL	
10. Political Administration Change	Mitigation
 (i) The risk that local political administration changes may impact upon the CD proposals. (ii) The risk of being unable to secure partner agreement and co-operation throughout the life of the CD programme. 	(i) & (ii) This risk has been mitigated by the respective Cabinets for each of the 3 CD local authorities endorsing the CD. City Deal governance arrangements provide the mechanism for managing this.

7. MONITORING

Overview

A key element of the work undertaken within the City Deal programme is to monitor its implementation, particularly in relation to the infrastructure projects, land assets and jobs impact.

The City Deal Agreement states the purpose and commitment towards monitoring progress in delivering the City Deal, supporting the joint objectives of the Board, Local Partners, HCA and Government.

Performance is assessed within a Bi-Annual Monitoring Return to Central Government and high level reports to measure outputs and receipts against the baseline targets and milestones as set out in this delivery plan, which also informs future plans.

In addition to the delivery plans, a list of indicators are used to assist in measuring the impacts of the Deal which are prepared and reviewed by the City Deal Monitoring Group for consideration by the Stewardship Board and onward submission to DCLG.

Monitoring Framework

A Monitoring Framework sets out a range of information relating to delivery, receipts, expenditure and completions (including housing units and commercial buildings). The Stewardship Board Terms of Reference sets out the responsibility of the Stewardship Board to monitor progress of the City Deal and provide periodic monitoring reports to Government.

Milestone indicators

Key milestone indicators are used to assist the monitoring of the progress HCA and other assets, including;

- Pre-Application work , including stakeholder engagement
- Masterplanning & options analysis
- Outline Planning Application Submitted/Approved
- Section 106 Signed/Planning Consent Issued
- Site Marketing Commenced
- Preferred Developer Selected (HCA Approval)
- Conditional Legal Agreement
- Reserved Matters Application Approved
- Infrastructure Works
- Start On Site
- First Housing Completion
- Phase Completion

Output indicators

Two sets of outputs indicators are used to ensure that progress reporting information is fit for purpose.

Firstly, a Core Output data set provides high level monitoring indicators, which include;

- Housing units (consented and completed),
- Commercial floorspace (consented and completed),
- Private sector investment and;
- Jobs.

Secondly, a Supporting Output data set is collected to examine broader impacts of the City Deal in more detail, measuring the progress of activities from pre-planning to post-implementation, which includes;

- Total number of Housing units submitted for planning,
- Number of City Deal Housing Sites at which construction is actively taking place,
- Quantity of Commercial Floor space from identified and agreed Employment Sites submitted for planning,
- Retail Vacancy Rate in city and town centres,
- Number of HCA sites submitted for planning permission from those identified through City Deal,
- Number of HCA sites, from those identified through City Deal, granted planning consent,
- Total number of housing completions and new floor space completed on HCA sites,
- Progress on infrastructure projects (Broughton Bypass, Penwortham Bypass, Preston Western Distributor, South Ribble Western Distributor, Sustainable Transport Infrastructure completions,
- Progress on Community infrastructure completions.

Monitoring Returns

The following levels of Bi-Annual monitoring are used however this is likely to move to quarterly monitoring;

- Stewardship Board/City Deal Executive using the longer list of outputs a more detailed overview of the City Deal area will be provided, allowing analysis on a site by site basis which will enable finer grain analysis of progress on the delivery of outputs, and how site development activity relate to the completion of transport infrastructure. Core and Supporting Outputs are to be reported to the Stewardship Board on a 6 monthly basis. This report will be submitted by the City Deal Executive to the main LEP Board.
- Cabinet Office/DCLG a high level report providing information on key housing, commercial and jobs output data based on a template used by other City Deals. Core Outputs are to be reported to the Cabinet Office on a 6 monthly basis however this is likely to move to quarterly monitoring.

8. COMMUNICATIONS AND MARKETING

The Communications and Marketing Strategy has been developed for the City Deal Programme to:

- Deliver a consistent approach to all external communications
- Engage effectively with appropriate audiences
- Raise the profile of the City Deal area, and its impact on the Lancashire economy, on a local, regional and national level

This has allowed the City Deal to achieve a positive profile with the public and some specific audiences primarily through general public relations activities and some more targeted, scheme-related communications and consultation.

A partnership approach to communications during the lifetime of the City Deal programme requires close working relationships between Lancashire County Council, Preston City Council and South Ribble Borough Councils. In addition, input from the Homes and Communities Agency, Lancashire Enterprise Partnership, government departments and other partners where appropriate, will be required to reflect the delivery arrangements. The activities within the City Deal Communications Plan will be led by the three councils, the Lancashire Enterprise Partnership and the Homes and Communities Agency. Throughout 2015-18 a range of activities will be undertaken which will maintain the positive profile developed during 'year one' and further increase profile of the City Deal Programme.

The City Deal partners will also contribute to and benefit from a Lancashire-wide strategic marketing project recently commissioned by Lancashire Enterprise Partnership. This will provide new promotional opportunities for the City Deal Programme and enable communications activity to be aligned with a Lancashire-wide approach to place marketing that proactively conveys the county as a great place to live, work and visit. Page 263

GLOSSARY

Accountable body

An organisation with financial services, financial rules and regulations that are being used to manage specific funding.

B8 Class

Category designated for a particular use for buildings, of which B8 is storage or distribution which can include open air storage.

Brownfield Site

This is land that has previously been used for industrial purposes or some commercial uses.

Business Rates (NNDR)

Business rates are taxes to help pay for local services. They're charged on most non-domestic properties (including commercial).

City Deal Executive Board

Part of the City Deal Governance Structure whose primary responsibility is ensuring the delivery of the City Deal and take key Strategic decisions.

City Deal Stewardship Board

Part of the City Deal Governance Structure providing oversight, Financial Management & Monitoring.

Community Infrastructure Levy (CIL)

The community infrastructure levy is a new levy that local authorities in England and Wales can choose to charge on new developments in their area. The levy is designed to be fairer, faster and more transparent than the previous system of agreeing planning obligations between local councils and developers under section 106 of the Town and Country Planning Act 1990.

CPO - Compulsory Purchase Order

This is a legal function that allows to obtain land without the consent of the owner.

DCLG – Department of Community and Local Government

The Department for Communities and Local Government's job is to create great places to live and work, and to give more power to local people to shape what happens in their area.

Department for Transport (DfT)

The Government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved. The department is run by the Secretary of State for Transport.

Feasibility Study

An assessment of the practicality of a proposed plan or method.

Grade I Listed

These are buildings of exceptional special interest, although they are not necessarily the most 'splendid' or prestigious and are covered by some degree of statutory protection, and also will usually mean a higher level of consultation between the Planning Department, English Heritage and the Secretary of State. They also are eligible for some English Heritage grant schemes.

Greenfield Site

Undeveloped land in a city or rural area either used for agriculture, landscape design, or left to evolve naturally.

Highways England

Is a government company charged with driving forward the motorways and major A roads.

HLT – Heritage Lottery Fund

The body which distributes a share of the income from the National Lottery to projects aimed at preserving and making accessible the nation's heritage.

Homes and Communities Agency (HCA)

The national housing and regeneration delivery agency for England

Lancashire Growth Deal

Is a 6-year package of new investment which will realise the growth potential of the whole of Lancashire.

LDF – Local Development Framework

This is a name for the collection of documents that together make up the Local Plan.

New Homes Bonus (NHB)

The New Homes Bonus is a grant paid by central government to local councils for increasing the number of homes and their use.

Optimism Bias

Whereby explicit adjustments are made to the estimate of a project's costs, benefits, and duration, which is based on data from past or similar projects and adjusted for the unique characteristics of the project in hand.

PHZ – Preston Housing Zone

To address an acute shortage of affordable accommodation in Preston and potentially speed up the building of hundreds of new homes on brownfield land to protect the city's valuable greenbelt.

Reserved Matters

The Application for Approval of Reserved Matters form should be used after an outline planning application has been approved. The details of the reserved matters application must be in line with the outline approval, including any conditions attached to the permission.

ROM - Rough Order Magnitude

This is an estimation of a project's level of effort and cost to complete.

Single Local Growth Fund

Growth Deals provide funds to local enterprise partnerships or LEPs projects that benefit the local area and economy.

Section 106 (s106)

This is a mechanism which makes a development proposal acceptable in planning terms that would not otherwise be acceptable.

SRO - Side Road Order

Is a statutory order which authorises a highway authority to make alterations to roads or other highways affected by a trunk road scheme.

THI – Townscape Heritage Initiative

A Government programme that helps communities to regenerate deprived towns and cities to improve their built historic environment



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IN LINE OF

Homes & Communities Agency



Lancashire Enterprise Partnership







City Deal Executive and Stewardship Board – 17 July 2015

Communications Update

Report Author: Tim Seamans, Head of Service Communications, Lancashire County Council

1. Introduction

1.1 Work has continued to progress on the delivery of the communications and marketing plan, updates on which follow below. The focus for the next quarter will be the continued roll-out of the core plan, with many of the commissioned activities coming to fruition, and the development and delivery of localised communications activities for each zone.

2 <u>Milestones</u>

- 2.1 The last quarter has seen a number of milestones for public information, communication and consultation. Activities have included:
 - Consultation on the next phase of widening the A582.
 - Consultation on the key corridor schemes for Bamber Bridge and New Hall Lane.
 - Communicating the outcome of the consultation on the route of the Penwortham bypass.
 - Communicating the completion of works on the northern section of the A582
 - Pre-consultation with key stakeholders on improvements in Broughton village associated with the bypass scheme.

3 Communications and marketing delivery plan

- 3.1 A number of ongoing pieces of work highlighted in the last quarterly report are now at an advanced stage and will shortly be made public through various channels. Key developments include:
 - An animated video describing the City Deal vision is at the final production stage.
 - New user-friendly mapping of the City Deal area, with online and print variants.
 - Preparatory work is underway for recording a series of video testimonials, which will feature high profile figures speaking about the benefits of locating in the City Deal area. These will be filmed during the next quarter and go live in the summer.



- Time-lapse style photography has been undertaken to show the transformation of the A582, using a camera that will be moved around various locations throughout the implementation phase. The images will be regularly edited into short videos and published online.
- The development of a portfolio of still photography of the City Deal area is also ongoing. Completion has been held back until early summer to take advantage of the better weather and lighting conditions.
- All of the above also feature in plans for a redesign of the City Deal presence on the Lancashire Enterprise Partnership website.
- 3.2 Also during this next quarter, the availability of this new collateral will enable the roll-out of zonal communications plans for the City Deal area. This will involve the development of localised information leaflets and exhibition stands to explain and illustrate the benefits of the City Deal within each zone. A programme is being developed for the exhibition displays to appear at community locations within each zone. This will become a regular form of communication throughout the implementation phase.
- 3.3 Previous reports have referred to Lancashire Enterprise Partnership's plans to undertake a wider strategic marketing plan for Lancashire, which will complement and offer spin-off opportunities for the City Deal communications and marketing plan. This wider strategy is now the subject of a tender process with a closing date of 24 April. Once a delivery partner is in place, steps will be taken to identify suitable opportunities, particularly with a view to elevating messages about the City Deal to national audiences.

4 Recommendation

The City Deal Executive and Stewardship Board are asked to note the report.