

**Local Plan  
(Adopted July 2015)**



## Foreword



This Local Plan sets out a strong vision to enhance South Ribble as a place to live and do business over the next decade.

South Ribble Borough Council has a leading role in ensuring the borough reaches its potential, along with our communities, neighbours and partners. This plan gives the council the power to manage the economic growth of our borough in a co-ordinated way, while enhancing its green and rural nature.

It will guide future housing developments, business and commercial locations, transport infrastructure and education facilities, which will lead to significant investment in community facilities and urban centres. Its adoption further strengthens the Preston, South Ribble and Lancashire City Deal, with many of the projects identified within it underpinned by the plan.

The Local Plan will help to bring many of the council's existing ambitions to fruition, such as the creation of a huge new park. The swathe of green land which will be brought together to form the new Central Park is protected in the plan, which will also provide further opportunities to enhance existing open spaces and award-winning parks. The plan will also protect many areas of land from development.

South Ribble is in a superb location with accessibility and space to grow. The skilled workforce in the area is expanding, with development on the horizon which will not only create jobs, but drive improvements in the hearts of our towns and villages.

It's a very exciting time for our borough and for Lancashire as a whole, and the adoption of the Local Plan puts us in a formidable position to turn our aspirations into actions.

A handwritten signature in black ink, appearing to read 'Cliff Hughes'.

**Councillor Cliff Hughes**  
**South Ribble Borough Council's Cabinet Member for Strategic Planning**

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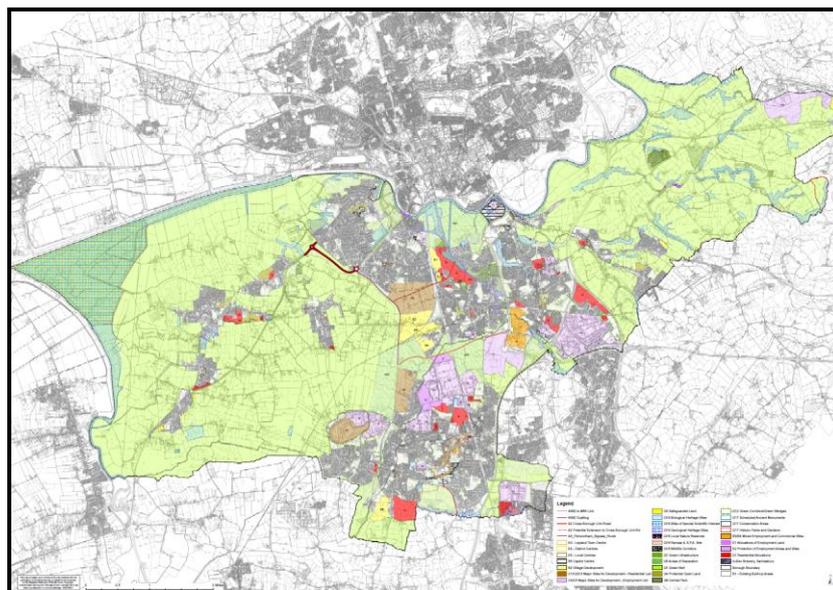
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# Preface

- 1.1. South Ribble Borough Council has prepared a **Development Plan**. All planning authorities are required to produce a Development Plan which is a folder of local development documents – setting out their vision, planning strategies and policies. This new folder of documents will replace the South Ribble Local Plan which was adopted in 2000.
- 1.2. The Local Plan (adopted July 2015) forms part of the Development Plan. It sets out the vision for the borough and the Council’s interpretation of the Central Lancashire Core Strategy including development management policies. It also allocates or protects land for different uses, such as housing, employment or play space.

## Status of Local Plan

- 1.3 The Local Plan (adopted July 2015) was endorsed by Full Council on 22 July 2015, for use for development management purposes to guide decisions on planning applications.
- 1.4 The Local Plan (adopted July 2015) documents are as follows:
  - **Local Plan (adopted July 2015):** The full document is available on the Council’s website [www.southribble.gov.uk/ldf](http://www.southribble.gov.uk/ldf).
  - **Paper version:** A copy of the full document is available to view at the Council offices.
  - **Policies Map:** This map shows the allocations, designations and boundaries listed within this document. There are also additional maps in the appendices.



- **Supporting Documents:** There are a number of supporting documents to accompany the Local Plan (adopted July 2015) including a detailed Sustainability Appraisal and Habitats Regulations Assessment.

## Introduction

- 2.1 The Local Plan (adopted July 2015) forms part of the statutory Development Plan for South Ribble. It identifies and allocates land required over a 15 year period in order to achieve the vision for growth as outlined in the Central Lancashire Core Strategy.
- 2.2 It is not the purpose of this document to grant permission to specific proposals – this will continue to be addressed through the existing planning application process. Instead, the Local Plan (adopted July 2015) will ensure that appropriate forms of development can occur in the most suitable locations. It helps provide a level of certainty about which areas will be developed or protected in the future and for what purpose. However, the allocation of a site does not necessarily mean that it will be developed straight away. The Council is proposing a residential phasing policy which will be subject to annual monitoring.
- 2.3 To monitor the success of the policies in this Local Plan, a performance monitoring framework has been developed (shown at Appendix 7). This identifies indicators relevant to the objectives of the Central Lancashire Core Strategy, the key document of the Development Plan. These indicators will be monitored each year through the Annual Monitoring Report (AMR) so that a comparison can be made between the predicted effects of implementation of the Plan and the actual effects. Monitoring will help to identify how well the policies are working and also identify any adverse effects. If any adverse effects arise, the policies will be reviewed or mitigation measures developed to overcome and prevent further adverse effects. Appropriate contingency actions are set out in the performance monitoring framework.
- 2.4 The document also contains a number of development management policies. Some of these policies have been amended from the South Ribble Local Plan (2000) – see Appendix 1. In addition, new policies have been formulated based on recent or emerging local issues and national guidance. These policies taken together and in consideration with the adopted Central Lancashire Core Strategy and other guidance will be used to determine planning applications within South Ribble.

**Stages of Production**

2.5 There have been a number of stages involved in producing the Local Plan (adopted July 2015) (see Figure 1).

**Local Plan Development Stages**



Figure 1 – Local Plan Document Stages

- 2.6 The process of evidence gathering and identifying potential sites began in 2005, with a ‘call for sites’ exercise, when the Council invited people to suggest places that could be used for new housing, employment, retail, community or leisure uses, as well as land that should be protected from development in some way. A further ‘call for sites’ was held in 2007. From these, the Council received over 200 site suggestions for a variety of development types or protection.
- 2.7 In December 2010, the Council began an eight week public consultation exercise on the Issues and Options Discussion Paper. This paper contained all of the sites that had been suggested to the Council, highlighted local issues, and proposed development management policies. It also contained a number of questions relevant to each chapter.
- 2.8 Responses received during the consultation were carefully considered, and each site has been subject to a detailed Sustainability Appraisal to ensure that decisions on all available options were made in accordance with the principles of sustainable development. The site appraisal and selection process is depicted in Figure 2 on page 15.
- 2.9 The Council then carried out the consultation on the Preferred Options stage development plan document, from November 2011 – January 2012. This contained a preferred list of sites that the Council identified for allocation, and proposed development management policies. All consultation responses were taken into account in formulating the Partial Version of the document.
- 2.10 Following consideration of representations made on the Publication Version, the document was submitted to the Secretary of State, and then subject to examination by an independent Planning Inspector. The Partial Report was received from the Planning Inspectorate in November 2013. This contained a list of all Main Modifications recommended by the Inspector to make the Plan sound. These were incorporated in the Partial Version. The Inspector concluded that the Plan is sound. Further work is ongoing relating to gypsies, travellers and travelling showpeople accommodation needs.
- 2.11 This is the final Plan and was adopted by South Ribble Borough Council in July 2015 following the receipt of the Inspector’s final report in May 2015.
- 2.12 Following a change in terminology set out in Government guidance for such documents, the Site Allocations Document will be henceforward known as the Local Plan (adopted July 2015).



### **The Central Lancashire Core Strategy**

- 2.13 The Central Lancashire Core Strategy was jointly produced by South Ribble, Chorley and Preston authorities, and is the key document within the Development Plan. It sets out the long term spatial vision for Central Lancashire and the overall strategy for delivering that vision. For example, it identifies the

overall need for different types of development including housing, employment, leisure and retail, as well as the need to protect the environment, create and enhance open spaces, and secure investment. It does not, however, identify individual parcels of land for future development, nor does it contain detailed local policies.

- 2.14 It is the role of this Local Plan to provide this local level of detail by allocating specific sites and setting out detailed development management policies. It also ensures that the Council will deliver the appropriate infrastructure, manage economic growth, deliver sustainable development and protect natural assets within the borough.



- 2.15 The Site Allocations document must be in general conformity with the objectives of the Core Strategy and seek to implement its strategic vision for South Ribble and wider Central Lancashire.

### **South Ribble Local Plan (2000)**

- 2.16 The Local Plan (2000) no longer carries any weight and has been fully replaced by this Local Plan and the Central Lancashire Core Strategy.

### **Supplementary Planning Documents (SPDs)**

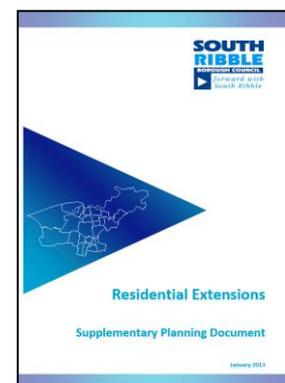
- 2.17 The Central Lancashire authorities have prepared a number of new Supplementary Planning Documents (SPDs) according to local priority issues. Whilst these documents do not include any extra policies, they do contain further guidance expanding on policies in the Core Strategy and/or Site Allocations documents.

- 2.18 The following SPDs have been adopted by the Central Lancashire authorities:

- Affordable Housing
- Design Guide
- Open Space and Playing Pitch
- Controlling re-use of Employment Premises
- Rural Development
- Access to Healthy Food (currently under review)

In addition, the following SPDs have been adopted by South Ribble Borough Council:

- Residential Extensions
- South Ribble Renewable & Low Carbon Energy



The following SPD is being prepared:

- Central Lancashire Biodiversity and Nature Conservation – it is anticipated that this will be adopted late in 2015.

## **Relationship to Other Planning Guidance**

### **National Planning Policy Framework (NPPF)**

- 2.19 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 2.20 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.
- 2.21 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision taking. Policies within Local Plans should follow the approach of presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.

### **Joint Lancashire Minerals and Waste DPD**

- 2.22 The Minerals and Waste Core Strategy is adopted. The Minerals and Waste Site Allocations and Development Management Policies Development Plan Document was adopted in 2013. Therefore, minerals and waste issues are not covered in the Local Plan (adopted July 2015); however Mineral Safeguarding Areas will be included on the adopted Policies Map for the Minerals and Waste DPD. It should be borne in mind that any development proposed within areas identified as Mineral Safeguarding Areas must satisfy the criteria set out in Policy M2 of the Minerals and Waste Local Plan; the objective of which is to safeguard minerals from unnecessary sterilisation. Further information is available from [Lancashire County Council](#).

## Central Lancashire Highways and Transport Masterplan

2.23 A [Central Lancashire Highways and Transport Masterplan](#) was adopted in 2013. The Masterplan sets out the County Council's proposed highways and transport strategy for Central Lancashire to 2026 and beyond. The Masterplan looks at strategic infrastructure priorities for Central Lancashire to encourage economic development and support wider spatial planning objectives.

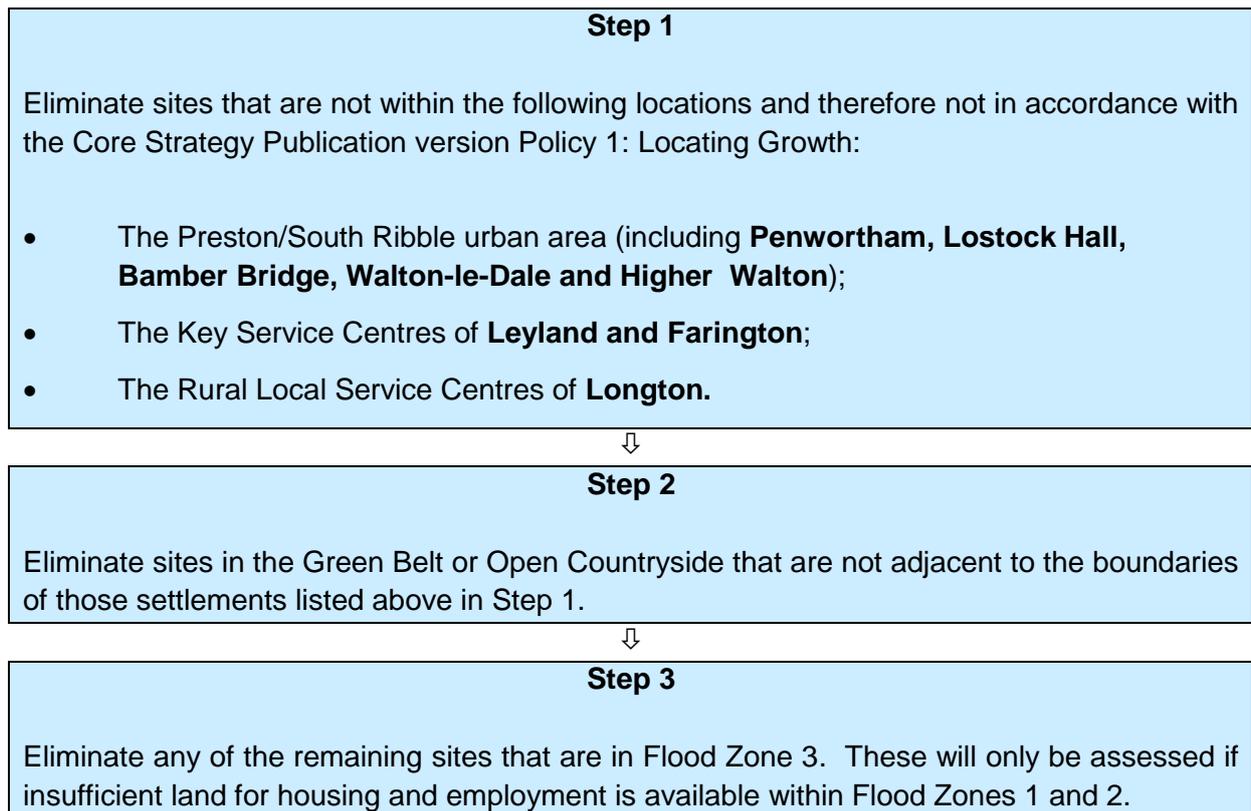


## The Site Allocations Selection Process

2.24 Following the “call for sites” exercises in 2005 and 2007, and the Issues and Options public consultation in December 2010/January 2011, the Council applied a selection filter to identify and remove sites which:

- Had use suggestions that were contrary to the Core Strategy;
- Measured under 0.4 ha in size; or
- Were already under construction.

2.25 The remaining sites were also subject to the process outlined in Figure 2.



**Figure 2 – Site Selection Process**

2.26 From the pool of remaining potential sites, a preferred list was established using a combination of desk based research, site visits and consultation feedback. These preferred sites were subject to consultation and examination by the Planning Inspector and are now allocated through this Plan.

### **Sustainability Appraisal**

2.27 The Local Plan (adopted July 2015) is subject to a Sustainability Appraisal under the requirements of section 19(5) of the Planning and Compulsory Purchase Act 2004. The Sustainability Appraisal also incorporates the requirements of Strategic Environmental Assessment (SEA) in accordance with European Union Directive 2001/42/EC.

2.28 Each of the site suggestions has been assessed against 42 different social, environmental, economic and deliverability criteria. Further detailed methodology and results are available to view in the [Sustainability Appraisal Report](#).

## Habitats Regulations Assessment

- 2.29 A Habitats Regulations Assessment (HRA) is required for any land use plan which is considered likely to have a significant effect on a European (Natura 2000) site. The purpose of this is to assess the impact of the plan against the conservation objectives of the protected site.
- 2.30 There is one designated Natura 2000 site (Ribble and Alt Estuary SPA and Ramsar) located within the borough of South Ribble. It is important to ensure that the sites and policies identified in this Local Plan do not detrimentally affect such designated areas. A separate [HRA report](#) is available to view on the Council's website.

## Vision for Central Lancashire

- 3.1 The Core Strategy sets out its strategic vision for Central Lancashire to the year 2026. Within this context, it explains that South Ribble will attract investors and visitors taking advantage of retail, heritage, education and a high quality town centre, it will have capitalised on its premier location as a place to do business, complemented by a thriving market town.
- 3.2 The character of South Ribble's towns and villages will reflect their individual historic and cultural heritage, with high quality, well-designed new buildings enhancing local distinctiveness. There will be improved transport connections within South Ribble and to wider regional and national destinations. The character of rural villages will have been maintained, with access to services to sustain local communities and overcome rural poverty.
- 3.3 Neighbourhoods will be safe, clean and sustainable with healthy, highly skilled and diverse communities. Residents will have easy access to public services, good jobs and decent, high quality affordable homes. Energy use will be minimised with an emphasis on sustainable sources, including mitigation measures and, wherever possible, adaptation to climate change.

## Locating Growth in South Ribble

- 3.4 In order to ensure the Council manages economic growth and investment and that it takes place in the most sustainable locations, a hierarchy of settlement types and priority locations has been identified in the Core Strategy. This document also allocates five major sites for development. Each tier of the hierarchy will see an appropriate level of development occurring in order to achieve sustainable growth.

## The South Ribble Urban Area

- Bamber Bridge
- Higher Walton
- Lostock Hall
- Penwortham
- Walton-le-Dale

## Major Sites for Development

- Pickering's Farm
- Moss Side Test Track, Leyland
- Land between Heatherleigh and Moss Lane, Farington Moss
- Cuerden Strategic Site
- BAE Systems, Samlesbury

## Key Service Centres

- Leyland/Farington

## Rural Local Service Centre

- Longton

3.5 These centres serve their own residents and those in nearby villages with basic services and are well placed to provide for future local housing and employment needs.



## In Other Places

3.6 Outside of the areas already identified above, South Ribble has a number of smaller villages, in the interest of sustainable development, growth and investment in such places, development will be confined to small scale infill, conversion of rural buildings and proposals to meet local need and, where there are exceptional reasons, larger scale redevelopment schemes may be appropriate.

# **The Council's Vision is to Deliver Infrastructure and Manage Economic Growth to Secure Sustainable Development and Protect Natural Assets**

## **The Vision**

- 3.7 South Ribble is an attractive area for public and private sector investment in homes and jobs due to its excellent accessible location, high quality environment and quality of life. The role of the Local Plan (adopted July 2015) is to continue to balance the attractiveness of the borough for economic growth whilst protecting the environmental qualities that ensure this attractiveness.
- 3.8 The ambition (Vision) of the plan is to secure economic growth by ensuring the infrastructure required to facilitate this growth is provided as quickly as possible for the benefit of current and future residents and businesses in the borough. It is in this context that sites for new housing and employment have been selected. Features such as Green Belt which make the borough attractive are protected and, where possible, enhanced.
- 3.9 This approach represents the Council's definition of sustainable development. To be and to remain sustainable, the borough must invest in infrastructure to secure economic growth and housing development, but protect the quality of the environment. For a development to be sustainable it must contribute to necessary infrastructure, and protect and enhance the quality of the environment of the borough.
- 3.10 The Vision of this Plan is that by 2026 the pattern of development in the borough will be sustainable with the necessary infrastructure, homes and jobs being available for all in a quality environment.

# Chapter A – Delivering Infrastructure

## Core Strategy Objectives

- Meet future infrastructure needs across the borough
- Funding through Developer Contributions

## Core Strategy Policies

- Policy 1: Locating Growth
- Policy 4: Housing Delivery
- Policy 5: Housing Density
- Policy 2: Infrastructure
- Policy 18: Green Infrastructure



## Introduction

- 4.1 The provision of infrastructure is an integral part of this Plan and is essential for the sustainability of our towns and villages and to the delivery of new development. Infrastructure encompasses transport (roads, railways) and utilities (water, energy), as well as green infrastructure (parks, rivers) and social infrastructure (schools, medical centres, community centres). Sustainable development should provide new, well-planned and accessible infrastructure upfront and make the optimum use of existing infrastructure.

## Community Infrastructure Levy (CIL)

- 4.2 To ensure that the necessary infrastructure is provided the Council, along with Preston and Chorley authorities, has undertaken work to establish a Community Infrastructure Levy (CIL), which will apply a tariff to new development to fund such infrastructure. This work has assessed the economic viability of tariff levels for different types of development. In accordance with (then current) national government guidance, this work was undertaken independently from this Site Allocations and Development Management Policies process. However the Council is ensuring there are the necessary links between both documents.

## **Infrastructure Delivery Schedule**

4.3 An Infrastructure Delivery Schedule has been produced to support the Central Lancashire Core Strategy. It identifies the essential infrastructure required to accompany the delivery of growth as well as the broader distribution of residential and employment development. The Schedule includes the following four types of infrastructure as set out below.

### **Transport Infrastructure**

4.4 There are many transport links between South Ribble, its Central Lancashire neighbours of Chorley and Preston, and adjoining Blackburn with Darwen, Bolton, Wigan and West Lancashire. The vital new transport infrastructure schemes include:

- The Cross Borough Link Road
- The completion of the Penwortham Bypass

### **Central Lancashire Transport Masterplan**

4.5 The Masterplan looks at strategic infrastructure priorities for Central Lancashire to encourage economic development and support wider spatial planning objectives.

### **Social Infrastructure**

4.6 Social Infrastructure includes doctors' surgeries, schools, sports centres and community halls. Policy H1 in this document encourages new development to provide these facilities where they are necessary to ensure that communities have access to a range of services within the borough.

### **Utilities Infrastructure**

4.7 Through discussions with key utility providers including National Grid and United Utilities, the Council understands that there are no known electricity, water or gas capacity issues that cannot be overcome in the borough over the lifetime of the Plan.

4.8 There is, however, an identified need to address high speed broadband capacity limitations in rural areas. Working with telecommunications providers, and implementing Core Strategy policies should help to increase the availability of high speed broadband internet services in rural areas.

## Green Infrastructure

- 4.9 Green Infrastructure is the network of green spaces that lie within and between the borough's town and villages, providing multiple social, environmental and economic benefits. Green Infrastructure plays an important role in the economic attractiveness and quality of life within the borough.
- 4.10 Green Infrastructure is a critical infrastructure, like road networks or waste disposal, and as such, should be well-planned and maintained, and viewed as integral to development. Examples of Green Infrastructure in South Ribble include rivers and water features, woodlands, moorlands, parks, farmland and allotments, and even private residential gardens.

## Infrastructure

### Policy A1: Introduction

- 4.11 Part of the site allocations process has been to review the infrastructure elements of the South Ribble Local Plan (2000). The majority of infrastructure schemes that were included within the South Ribble Local Plan (2000) have been delivered. However, there is still a need to increase accessibility, ease congestion and support economic growth by carrying forward particular infrastructure schemes as described below. As set out earlier in this chapter, the Council has adopted and now charges the Community Infrastructure Levy in association with housing and some retail developments to ensure developments contribute to the delivery of the appropriate scale of infrastructure needed to support the existing community and the new development. Due to the importance of infrastructure delivery within the borough, the Council has prepared the following policy to ensure development proposals and planning applications include the necessary infrastructure provision as an integral part of the scheme.



## **Policy A1 – Developer Contributions**

New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This may be secured as a planning obligation through a Section 106 agreement, where the development would otherwise be unacceptable and through the Community Infrastructure Levy (CIL) by way of a Charging Schedule.

The types of infrastructure that developments may be required to provide contributions for include, but are not limited to:

- a) Utilities and waste (where the provision does not fall within the utility providers' legislative obligations);
- b) Flood prevention and sustainable drainage measures;
- c) Transport (highway, rail, bus and cycle/footpath/bridleway networks, canal and any associated facilities);
- d) Community infrastructure (such as health, education, libraries, public realm);
- e) Green infrastructure (such as outdoor sports facilities, open space, parks, allotments, play areas, enhancing and conserving biodiversity);
- f) Climate change and energy initiatives through allowable solutions;
- g) Affordable housing; and,
- h) Leyland Town Centre regeneration.

Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.

### **Justification**

- 4.12 All development, regardless of size and scale, places additional demands on services and facilities, impacting on the ability of these services to meet the needs of the community. The Community Infrastructure Levy (CIL) creates a system which passes the cost of infrastructure improvements pro rata onto those housing and retail developments on which it has been found to be viable to impose a CIL charge. This allows the Council greater autonomy over expenditure to ensure strategic infrastructure aims are met along with localised issues.
- 4.13 The introduction of a CIL charging schedule does not remove the requirement for Section 106 planning obligations which will remain to be used, but only in accordance with the tests set out within the CIL Regulations.
- 4.14 However Section 106 obligations will continue to be used for affordable housing and other legal requirements where appropriate. Planning obligations are a key delivery

tool in providing the opportunity to secure financial contributions which will mitigate against the localised impacts of development which would otherwise render the proposal unacceptable in planning terms.

- 4.15 The Infrastructure Delivery Plan identifies particular issues in relation to infrastructure requirements within the borough to support this Local Plan and ensure delivery of sustainable communities and economic growth. The CIL and Section 106 agreements will be vital in supporting the delivery of infrastructure along with other streams of funding.

### **Policies A2 and A3: Introduction**

- 4.16 The two key pieces of highways infrastructure proposed within the borough are:

- The Cross Borough Link Road (development link road)
- The completion of the Penwortham Bypass

- 4.17 This infrastructure will ensure that development across the borough can be delivered sustainably, which will enable both current and future communities to access the necessary jobs, homes, services and amenities as they wish and need to. These schemes will enable economic growth, divert traffic away from the nearby centres (eg Penwortham) and free up road space for local traffic, buses, pedestrians and cyclists.

- 4.18 The Cross Borough Link Road (development link road) is an important route to act as a link road serving new developments and to improve east west travel across the urban area. The Penwortham Bypass was conceived prior to the adoption of the South Ribble Local Plan (2000). To ensure delivery and completion of the remaining sections of the road, the Council (in collaboration with Lancashire County Council) will protect land from any development for the completion of the bypass.

- 4.19 Policies A1 and A2 are designed to ensure these schemes are delivered and that the land is protected to do so.

### **Policy A2 – Cross Borough Link Road (Development Link Road)**

Land will be protected from physical development for the delivery of the Cross Borough Link Road. The Cross Borough Link Road comprises:

- a) A road to be constructed from Carrwood Road to The Cawsey, as shown on the Policies Map.
- b) A road to be constructed through the major development site at Pickering's Farm as shown diagrammatically on the Policies Map.

## Justification

- 4.20 A road is to be constructed from Carrwood Road to The Cawsey in order to open up land for development (Lostock Hall Gas Works) and to serve as a key part of the Cross Borough Link Road. This section of the link road will continue through the major development site of Pickering's Farm. Once both elements of the road are complete, they are to be linked to provide the full Cross Borough Link Road. The link road will improve accessibility in an east-west direction through the borough, increase community access to the range of services within the borough and help traffic flow on existing roads. The completion of the link road is to be delivered in the Plan period.
- 
- 4.21 The section of link road through the major development site at Pickering's Farm (see Policy C1) will be implemented in accordance with an agreed phasing and infrastructure delivery schedule. It will be provided through developer contributions and completed within an agreed timescale.
- 4.22 Traffic management measures are required on and around Leyland Road and within Tardy Gate District Centre in order to reduce through traffic and to improve the attractiveness and accessibility of the District Centre for its users. Traffic management measures will also be required for other existing roads which the proposal supersedes for through traffic.
- 4.23 The proposed link road also provides an opportunity to improve public transport, to help increase accessibility across this part of the borough.

### **Policy A3 – The Completion of the Penwortham Bypass**

Land will be protected from physical development for the completion of the Penwortham Bypass, as shown on the Policies Map. Land is also reserved for improvements to the existing bypass.

## Justification

- 4.24 Lancashire County Council is protecting a route for the completion of the Penwortham Bypass which is shown on the Policies Map.
- 4.25 The completion of the Penwortham Bypass will be delivered within the Plan period.
- 4.26 Construction of the bypass will be funded in the main from Local Major Transport Scheme Funding. The bypass is an essential piece of infrastructure to enable economic growth, alleviate congestion through Penwortham and divert high levels of commuter traffic accessing Preston and free up road space for local traffic, buses, pedestrians and cyclists.

# Chapter B – Areas for Development

## Core Strategy Objectives

- Meet future infrastructure needs across the borough
- Funding through developer contributions

## Core Strategy Policies

- Policy 1: Locating Growth
- Policy 4: Housing Delivery
- Policy 5: Housing Density
- Policy 2: Infrastructure
- Policy 18: Green Infrastructure
- Policy 17: Design of New Buildings



## Development in Existing Built-Up Areas

### Policy B1: Introduction

5.1 The full utilisation of land and buildings in the built-up areas of the borough will help to ensure a better use of services and utilities, and can help to reduce development pressures in the Green Belt. In addition, the concentration of facilities in towns and villages can help to improve accessibility. In order to protect the character of the local area, it is important that new development respects local distinctiveness and does not adversely affect existing open spaces.

### Policy B1 – Existing Built-Up Areas

Within the existing built-up areas, as defined on the Policies Map, proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, will be permitted provided that the development:

- a) Complies with the requirements for access, parking and services, as set out elsewhere in this Plan;
- b) Is in keeping with the character and appearance of the area; and
- c) Will not adversely affect the amenities of nearby residents.

## Justification

- 5.2 Development in existing built up areas may be for an appropriate use such as housing, offices, community facilities or green infrastructure. Development proposals will be judged by their compatibility with existing surrounding development and their ability to satisfy normal planning criteria. This includes factors such as access, parking, servicing, design and amenity, which includes an assessment of noise, emissions, disturbance because of anti-social hours of operation and traffic generation.
- 5.3 The impact on the character and distinctiveness of the area including visual intrusion for existing residents is also an important factor. Policy G17 – Design Criteria in New Developments should be read in conjunction with this policy.

## Village Development

### Policy B2: Introduction

- 5.4 Within the borough there are a number of villages that are tightly constrained by Green Belt boundaries. Development within these villages will be in accordance with Policy B1. In order to maintain the vibrancy of these villages, and provide opportunities for local investment and growth, the Council recognises that some development is needed on the periphery of the villages to accommodate local needs such as new community facilities or affordable housing. Land has been identified on the edge of Much Hoole, New Longton, Coupe Green and Mellor Brook as shown on the Policies Map.
- 5.5 There are a number of other villages in the borough that are not covered by this policy as there is less pressure for development in these locations compared to the villages included in Policy B2.
- 5.6 There are a number of sites that were previously allocated in South Ribble Local Plan (2000) Policy D9 – Local Needs in Villages, which are not included within Policy B2 and are now designated for a more appropriate use. These sites were assessed and appraised based on their location, accessibility, size and suitability for needs within the villages and are now covered by other relevant policies in this Plan.

### Policy B2 – Village Development

Land on the periphery of Much Hoole, New Longton, Coupe Green and Mellor Brook is safeguarded to meet local needs as shown on the Policies Map. It will only be released during the Plan period for development (including local affordable housing, health care, community facilities or employment) which meets the following requirements:

- The proposed development cannot be accommodated within the existing built-up area of the village, or this site is preferable for the use proposed. Evidence of this will be required.

## Justification

5.7 Land is reserved to meet local needs which cannot be satisfied elsewhere within these settlements. The land will remain in its existing use if no development for local needs is proposed.

5.8 A demonstration of the need for a particular development in the village and that alternative site(s) could not accommodate such development will be provided to the Council through the submission of a supporting statement with accompanying evidence.



## Existing Mixed Commercial/Employment/Leisure Development

### Policies B3, B4 and B5: Introduction

5.9 Within the borough, there are a number of mixed use sites which include commercial, employment and leisure developments. As these sites offer a range of facilities, it is important for them to be protected, whilst allowing flexibility for the change of use if appropriate.

### **Policy B3 – Commercial and Employment Site at South Rings Business Park, Bamber Bridge**

Within the area defined on the Policies Map at South Rings Business Park, Bamber Bridge, new development, re-development or change of use will be permitted to provide the following uses only:

- Offices, non-food retail, employment, leisure, recreation and tourism facilities.

**Policies Map Ref: a**

### **Policy B4 – Commercial and Employment Site at Cuerden Way, Bamber Bridge**

Within the area defined on the Policies Map at Cuerden Way, Bamber Bridge, new development, re-development or change of use will be permitted to provide for the following uses only:

- offices, food retail, employment, leisure, recreation and tourism facilities.

**Policies Map Ref: j**

## Justification

- 5.10 Existing uses at South Rings Business Park include non-food retail, offices, a public house, restaurant, and a hotel. It is important to protect the employment opportunities, as well as the retail offer which this site provides. The Council seeks to attract further investment at the site, particularly to the vacant land to the south of the site. Development proposals would be permitted in line with the uses referenced in the above policy.
- 5.11 At Cuerden Way, the range of the potential uses includes food and non-food retail, leisure, a public house, hotel, and a range of employment facilities. Whilst there is no opportunity to expand the current site boundaries, redevelopment opportunities may arise in the future. The Council will encourage appropriate development in line with the uses listed in the above policy.

### Policy B5 – The Capitol Centre, Walton-le-Dale

Within the area defined on the Policies Map at the Capitol Centre, Walton-le-Dale, but excluding the land at the Park and Ride facility, new development, re-development or change of use will be permitted to provide non-food retail, leisure, recreation and tourism facilities, provided that the development would not:

- a) Individually or together, with other recent or proposed development, harm the vitality and viability of any existing town or district centre; and
- b) Significantly reduce the range and variety of uses on the site.

Conditions may be imposed to restrict the range of goods sold from retail outlets to prevent changes which could have an adverse impact on the vitality and viability of existing centres.

There is an existing food retail outlet on the Capitol Centre site. However the Council does not encourage further food retail outlets on this site.

## Justification

- 5.12 The Capitol Centre comprises a number of retail units, as well as leisure facilities such as a gym, and several restaurants. The Council is seeking to protect the current uses at the Capitol Centre, whilst also allowing opportunities for further investment when redevelopment opportunities arise. Any redevelopment proposals must be in accordance with the above policy, and seek to maintain and improve the existing offer in terms of retail and leisure uses.



# Chapter C – Major Sites for Development

## Core Strategy Objectives

- Funding through Developer Contributions
- Meet future infrastructure needs across the borough
- To maintain a ready supply of housing development land, to help deliver enough new housing to meet future requirements
- To ensure there is a sufficient range of locations available for new job opportunities



## Core Strategy Policies

- Policy 1: Locating Growth
- Policy 9: Economic Growth and Employment
- Policy 4: Housing Delivery
- Policy 5: Housing Density
- Policy 2: Infrastructure
- Policy 18: Green Infrastructure
- Policy 25: Community Facilities
- Policy 17: Design in New Developments

## Major Sites for Development

- 6.1 Where sites require a masterplan as part of a condition in the policy or justification text, including the preparation of an agreed Masterplan to achieve the comprehensive development of a Major Site, the following applies. It is expected that a Masterplan will be prepared by the landowner/developer of the site in advance of the submission of any planning applications. It is the intention that the draft Masterplan should be the subject of consultation with all stakeholders and interested parties, shall be the subject of early discussion with the Council. Thereafter it will be adopted for the purposes of development management in the determination of subsequent planning applications.
- 6.2 The Council welcomes early discussions with landowners/developers on the scope, content and process of preparation of a Masterplan. A Masterplan should set the vision for the site and the strategy for implementing that vision. It should include, as appropriate, an access and movement framework, green infrastructure and ecology mitigation and enhancement, a hydrology and drainage assessment, land use and

development capacity analysis, infrastructure requirements, a viability assessment and a phasing and delivery strategy, amongst other matters.

## **Residential Led Sites**

### **Introduction**

6.3 To ensure delivery of the Council's vision to manage economic growth, planning permission will be granted for a comprehensive scheme of development for a range of uses including housing, community service/facilities, delivery of employment opportunities and Green Infrastructure on the following major sites for development; which are residential led:

- Pickering's Farm, Penwortham
- Moss Side Test Track, Leyland
- Land Between Heatherleigh and Moss Lane, Farington Moss

6.4 Due to the size and importance of these sites a comprehensive approach will be adopted that sets out the infrastructure needs and delivery mechanisms for the whole site and considers the relationship to existing communities.

### **Pickering's Farm, Penwortham**

#### **Policy C1: Introduction**

6.5 The Central Lancashire Core Strategy Policy 1 concentrates development in the Preston and South Ribble urban area and includes a Strategic Location – South of Penwortham and North of Farington.

6.6 The Council has assessed the concept of the Strategic Location from the Core Strategy, measured against housing and employment land requirements and the need to protect existing Green Infrastructure, and has identified part of the Strategic Location for a residential led development. The site chosen is referred to as Pickering's Farm and the Council has identified around 79 ha of the site to be allocated to provide for the development of up to 1350 dwellings and deliver the necessary infrastructure for the area. The remaining area within the South of Penwortham and North of Farington Strategic Location will be safeguarded for development needs after the Plan period.

6.7 The comprehensive development of this site is crucial due to its size and strategic importance as well as to ensure delivery of essential infrastructure and local services, the following policy sets this out in more detail.

## **Policy C1 – Pickering's Farm, Penwortham**

Planning permission will only be granted for the development of the Pickering's Farm site subject to the submission of:

- a) an agreed Masterplan for the comprehensive development of the site. The Masterplan must include the wider area of the Pickering's Farm site which includes the safeguarded land which extends to Coote Lane as shown on the Policies Map, and make provision for a range of land uses to include residential, employment and commercial uses, Green Infrastructure and community facilities;
- b) a phasing and infrastructure delivery schedule;
- c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.

**Policies Map Ref: EE**

### **Justification**

- 6.8 A developers' consortium has been created to represent the landowners. A draft development statement has been produced by the interested developers in partnership with the Homes and Communities Agency who are one of the landowners. This draft development statement outlines proposals for a mixed use scheme comprising residential, employment, and community uses.
- 6.9 As the policy states, a Masterplan is required for this site which should include both the area allocated for development, and the safeguarded land up to Coote Lane. This is to ensure the delivery of a comprehensive development of the allocated site within the Plan period, and the safeguarded area beyond this Plan.
- 6.10 The comprehensive development of this site is dependent on the provision of infrastructure to ensure a sustainable development. An infrastructure delivery schedule linked to the phases of development on the site will be required. This will be secured through a legal agreement between the developer and the Council to ensure that the development proceeds only when the necessary infrastructure is in place.
- 6.11 There are currently a number of issues in the area related to traffic congestion, accessibility, public realm and local facilities. To address these issues a key piece of infrastructure that will need to be delivered is the section of the Cross Borough Link Road (development link road) as required in Policy A1, which will link the A582 Penwortham Way with the B5254 Leyland Road and could include a new bridge crossing the West Coast Main Line or improvements to the existing bridge. The upgrading of the A582 South Ribble Western Distributor to improve capacity on the existing A582 between Cuerden and Penwortham Triangle will support this development. The developers will also be required to undertake traffic management measures on Leyland Road and within Tardy Gate District Centre. These could include the provision of bus priority/high occupancy vehicle lanes, limiting the

increase in road space for cars. It could also include public realm improvements to Tardy Gate District Centre to increase the accessibility and attractiveness of the centre for residents and shoppers. All schemes within the agreed infrastructure delivery schedule will be implemented through the scheme and such contributions could be offset from any CIL monies required.

- 6.12 To help increase capacity and reduce congestion levels on the local roads CIL contributions will be used to provide further transport infrastructure as set out in the Central Lancashire Highways and Transport Masterplan. This includes proposals to upgrade links and junctions on the A582 which runs adjacent to the site, or for widening parts of this route into a dual carriageway. A priority bus route has been identified connecting Preston, Tardy Gate and Moss Side to improve sustainable travel options in the area. A park and ride facility could be included within the site, if this is considered to be necessary following further assessment of the need in this locality.
- 6.13 To ensure this site is sustainable, community facilities (including a nursery and primary education provision), a small local centre and health care provision will need to be included within the infrastructure delivery schedule and provided through developer contributions. Green Infrastructure will be an integral part of the development to create a high quality attractive environment. This will include a 'village green' approach to provide a focal point in the development with linked green corridors providing cycleway, bridleway and footpath connections within the site and wider urban area and provide a buffer to adjoining communities.
- 6.14 A detailed design code/statement in line with the masterplan will need to be prepared by the applicant and agreed with the Council in order to ensure a high quality of development throughout the site to embrace sustainable development principles. The applicants or developers will also be required to agree a programme of implementation with the Council.

## **Moss Side Test Track, Leyland**

### **Policy C2: Introduction**



- 6.15 The Moss Side Test Track site, covering an area of 40.6 ha, lies to the north of the residential area and west of the employment area of Moss Side. The site has the potential to provide a comprehensive development with both residential and employment uses (including local services). It will make a significant contribution to economic growth in the borough and deliver the necessary infrastructure for the area, as detailed below.
- 6.16 The comprehensive development of this site is crucial due to its size and importance as well as to ensure delivery of the essential infrastructure and local services.

## **Policy C2 – Moss Side Test Track, Leyland**

Planning permission will only be granted for the development of the Moss Side Test Track subject to the submission of:

- a) an agreed Masterplan for the comprehensive development of the site, to include residential, employment and commercial uses, Green Infrastructure and community facilities;
- b) a phasing and infrastructure delivery schedule;
- c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.

**Policies Map Ref: FF**

### **Justification**

- 6.17 This site was allocated in the South Ribble Local Plan (2000) in Policy EMP6 for a mixed use scheme with a predominant element of employment uses. A development brief for the site was approved for development control purposes in June 2010. This document recognised that the site could make a greater contribution towards housing delivery in the borough. In line with this the site is allocated as a residential led, major site for development.
- 6.18 A masterplan will be required to take the principles of the approved development brief forward to achieve a comprehensive and sustainable development of high quality.
- 6.19 The development of the site is dependent on the provision of infrastructure to ensure the delivery of a sustainable development. An infrastructure delivery schedule linked to the phases of development on the site will be required and secured through a legal agreement between the developer and the Council to ensure that the development proceeds only when the necessary infrastructure is in place.
- 6.20 To reduce the impact of the development on the local highway network and increase the site's sustainability, the infrastructure delivery schedule will need to include the provision of new segregated accesses to the site to serve the residential and employment areas, off-site highway improvements and the provision of improved public transport to the development. All schemes within the agreed infrastructure delivery schedule will need to be delivered and funded as part of the development and such contributions would be offset from any CIL monies required.
- 6.21 Community facilities within the site will include a small local centre to serve the needs of residents. An assessment of the capacity of education and health provision in the local area will need to be undertaken and proposals put forward to address any deficiencies. These requirements will be included in an infrastructure delivery schedule and provided through developer contributions.

- 6.22 Green Infrastructure within the site will be an integral part of the development to create a high quality attractive environment. This will include a ‘village green’ approach to provide a focal point in the development with linked green corridors providing cycleway, bridleway and footpath connections within the site. They will act as natural buffers to the site, linking with Paradise Park and the wider urban area.
- 6.23 A detailed design code/statement in line with the masterplan will need to be prepared by the applicant and agreed with the Council in order to ensure a high quality of development throughout the site embracing sustainable development principles. The applicants or developers will also be required to agree a programme of implementation with the Council.
- 6.24 CIL contributions resulting from the development are being be used to contribute towards local infrastructure needs. In line with Core Strategy Policy 3 – Travel, the Council will continue to explore the feasibility and deliverability of the re-opening of Midge Hall Railway Station, which would provide significant public transport benefits to the site and to the adjacent residential and employment areas.

**Land between Heatherleigh and Moss Lane, Farington Moss**

**Policy C3: Introduction**

6.25 This site measures 40 ha, and is bounded to the west by Schleswig Way, the east by Croston Road and the north by Moss Lane. The site has potential to provide a comprehensive development, including residential development and the potential of other community and leisure uses if these were required within the plan period. This site would make a significant contribution to the sustainable economic growth within the borough by delivering the necessary infrastructure for the wider area.



**Policy C3 – Land between Heatherleigh and Moss Lane, Farington Moss**

Planning permission will only be granted for the development of this site subject to the following:

- a) an agreed Masterplan for the comprehensive development of the site, to include the provision of residential development with scope for community and leisure facilities if required by the Council, within the plan period;
- b) a phasing and infrastructure delivery schedule;
- c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.

**Policies Map Ref: W**

**Justification**

- 6.26 The site is appropriate for residential led development and other community and leisure uses if required by the Council; this is due to its location on the edge of the urban area and due to the size of the site. The site also offers the opportunity for a comprehensive development which can deliver the appropriate infrastructure and community/leisure facilities if necessary. There would be a need for a full Masterplan of the site which details the full development proposals.
- 6.27 Access to the site must be from Croston Road, Heatherleigh and Moss Lane (via the roundabout at Flensberg Way). Bannister Lane shall not be used to provide a permanent primary or secondary vehicular access to the site so that the character and amenity of the Lane is maintained. Section 106 or CIL contributions from the development would contribute towards local infrastructure improvements.

**Employment Led Sites**

**Cuerden Strategic Site**

**Policy C4: Introduction**

- 6.28 Cuerden is a sustainable and strategically significant site, capable of stimulating economic growth in Central Lancashire and the wider Lancashire sub region with the potential of attracting significant inward investment.
- 6.29 The Cuerden Strategic Site covers an area of 65 ha, which is to be developed with the necessary infrastructure requirements for high quality employment uses including commercial, industrial, retail and leisure uses.



## **Policy C4 – Cuerden Strategic Site**

Planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of:

- a) an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include, employment, industrial and Green Infrastructure uses;
- b) a phasing and infrastructure delivery schedule;
- c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.

Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan.

**Policies Map Ref: J**

### **Justification**

- 6.30 The site is situated at a key gateway location within Central Lancashire between Leyland and the City of Preston, immediately adjacent to the intersection of the M6 and M65 motorways. From the north and south the site is accessed via junction 29 of the M6 and junction 1A of the M65 (which directly serves the site). The site is approached via Lostock Lane A582 and the A6, Stanifield Lane A5083 runs along the west of the site and Wigan Road A49 to the east. Whilst the site is well-located, its accessibility and connectivity will need to be strengthened through the masterplan. The wider area is already an important focus for commercial and retail activity with planned further construction at South Rings Business Park between the M65 and Lostock Lane. The Central Lancashire Highways and Transport Masterplan now includes a strategy for bringing forward strategic highways and transport infrastructure to support economic development within the area.
- 6.31 The majority of the site is in public ownership having transferred from the Homes and Communities Agency (HCA) ownership to the Lancashire County Council. It is the intention of the County Council and South Ribble Borough Council to accelerate the integrated and comprehensive development of this site. The key focus will be to bring forward new employment investment and opportunities to the local area and wider sub-region.

- 6.32 The site is currently un-serviced/agricultural land bordered by existing farmland and highways infrastructure. This location and setting has the potential to attract high profile new businesses and to deliver a high quality environment and landscape.
- 6.33 Whilst this allocation will have an employment focus, there may be an opportunity for the provision of alternative uses such as retail, leisure and housing. These uses must support the comprehensive provision of infrastructure and strategic employment opportunities and must help create a more dynamic, vibrant and sustainable place with economic activity both during the day and the evening.

## **BAE Systems, Samlesbury**

### **Policy C5: Introduction**

- 6.34 BAE Systems, Samlesbury, has been an important Strategic Site for many years, as allocated in the South Ribble Local Plan (2000) and identified in the Central Lancashire Core Strategy as a strategically significant site. It currently supports the local economy providing local employment opportunities and investment due to its specialised activities. However, it has the capability of stimulating economic growth in Central Lancashire, the wider Lancashire sub region and nationally, with the potential of attracting significant inward investment of an international scale.
- 6.35 In autumn 2011, the Chancellor of the Exchequer announced that an Enterprise Zone bid for Warton and Samlesbury had been approved. In line with this decision the following policy protects the strategic designation of the site including the BAE Systems Core Area and its operations, and supports the delivery of the Enterprise Zone which includes the necessary Green Belt release.

## **Policy C5 – BAE Systems, Samlesbury**

### **a) The Strategic Site**

The Council continues to support the specialised activity at BAE Systems, Samlesbury, in line with the company's operations. The boundary of the Strategic Site is identified on the Policies Map. This includes both the BAE Core Area and the Enterprise Zone.

### **b) The Enterprise Zone at Samlesbury**

The designation of the Enterprise Zone at Samlesbury will help create more businesses, jobs and attract international investment, with positive benefits across the wider economic area. It will help improve the local economy and also increase the contribution to national growth.

The Council supports the delivery of the Enterprise Zone and has produced a Local Development Order – Part 1<sup>1</sup>, to aid the delivery process. Subsequent Local Development Orders will be produced when necessary. An agreed Masterplan must also be produced as a key part of the overall delivery of the Enterprise Zone.

### **c) Green Belt Boundary**

To enable the Enterprise Zone to be delivered at Samlesbury, the Green Belt boundary is amended as identified on a map in Appendix 2.

**Policies Map Ref: HH**

## **Justification**

6.36 The site and surrounding area is owned by BAE Systems who have operated at the site for many years. The site is situated in the eastern area of the borough in a key accessible location within Central Lancashire, with immediate access to the A59 and the M6 Motorway (Junction 31).



Whilst the site is well-located, its accessibility and connectivity will need to be strengthened through the delivery of the Enterprise Zone, with additional highway junctions being constructed to further access the site and support its delivery. The location and setting of the site has the potential to attract high profile new businesses and investment, which will also help to deliver a high quality environment and landscape. The Central Lancashire Highways and Transport

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<sup>1</sup> As of 2015 the Council is working to Local Development Order – Part 2.

Masterplan now includes a strategy for bringing forward strategic highways and transport infrastructure to support economic development within the area.

- 6.37 The site has generated major employment opportunities and brought important investment into the area for many years. It is now important to build on these strengths through the delivery of the Enterprise Zone at Samlesbury. The key focus will be to bring forward new employment investment and opportunities to the local area, wider sub region and on a national level, and at the same time to bring forward the provision of the necessary infrastructure to generate strategic employment opportunities and help create a dynamic and vibrant employment location.
- 6.38 The Enterprise Zone will attract, generate and secure high value jobs in Lancashire and the North West. This is fundamental to the Lancashire Enterprise Partnership's ambitions to drive sustainable economic growth and prosperity within Lancashire by maintaining and increasing the economic contribution and the tradition of providing world class products and services that are made in Lancashire.
- 6.39 It is the intention of the County Council, South Ribble Borough Council and Ribble Valley Borough Council to support the accelerated, integrated and comprehensive development of the Enterprise Zone at Samlesbury. A Masterplan approach will be required to secure the delivery and timing of the necessary infrastructure. This will include access arrangements for the A59 and A677 in order to fully realise the economic benefits of the Enterprise Zone at Samlesbury.
- 6.40 Land north of the former runways at the Enterprise Zone at Samlesbury is available immediately. Land south of the runways is also included in the Enterprise Zone area and is allocated as Green Belt within the South Ribble Local Plan (2000). Policy C5 allows the release of this Green Belt land as shown in Appendix 2.
- 6.41 Within the Green Belt roll-back process, there is land surrounding the site that is also controlled by BAE Systems. The treatment of this land will need to include the necessary measures to help mitigate against the loss of Green Belt and the impacts on the landscape and wider environment. On part of the Enterprise Zone is a proposed Biological Heritage Site (BHS). The qualifying habitats and species of the proposed BHS should be retained, either in situ and/or through mitigation and/or compensation in accordance with Policy G16 – Biodiversity and Nature Conservation.<sup>2</sup>

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<sup>2</sup> Following assessment, this proposed BHS has not been designated.

# Chapter D – Homes for All

## Core Strategy Objectives

- To maintain a ready supply of housing development land, to help deliver enough new housing to meet future requirements
- To make efficient use of land whilst respecting the local character in terms of housing density
- To improve the quality of existing housing
- To increase the supply of affordable and special needs housing particularly in places of greatest need
- To guide the provision of pitches for travellers in appropriate locations if genuine need arises



## Core Strategy Policies

- Policy 1: Locating Growth
- Policy 4: Housing Delivery
- Policy 5: Housing Density
- Policy 6: Housing Quality
- Policy 7: Affordable Housing
- Policy 8: Gypsy and Traveller and Travelling Showpeople Accommodation

## Introduction

- 7.1 New housing is required to help support the local economy, deliver infrastructure, address current and future housing needs, and ensure the sustainability of the borough as set out in the Vision.
- 7.2 The National Planning Policy Framework (NPPF) requires local planning authorities to identify a supply of specific, deliverable sites to provide five years' worth of housing against their requirement. This must be updated annually, and must include a buffer of 5% to enhance competition and choice, which should be increased to 20% (moved forward from later in the Plan period) where there has been a record of persistent under delivery. In addition to this, local planning authorities must include a supply of specific, developable sites, or broad locations for growth, for years 6 – 10 and, where possible, years 11 – 15.
- 7.3 Policy 4 of the Central Lancashire Core Strategy sets out the number of new houses required in the borough, which equates to 417 dwellings per year from 2010/11 – 2025/26, this is a total of 6,255 dwellings for the 15 year plan period. Since 2010/11 there have been low build rates in the borough which have resulted in a shortfall of 809 units (as at 31 March 2013), which will be made up within the Plan period.

- 7.4 It is not necessary to find new sites to meet all of the housing requirements over the Plan period. Some sites already have planning permission for housing and will provide land for a significant proportion of the total. There is further capacity available on sites that were already allocated for housing in the South Ribble Local Plan (2000). New housing sites are required to meet the remainder of the housing requirement.
- 7.5 To ensure the Council can manage the borough's sustainability, economic growth and housing supply, this Plan adopts a phasing and monitoring approach to the residential sites which are allocated and identified (see Table 2). This will mean that the Council can ensure the delivery of housing sites is based on economic trends; the borough's build rate performance will ensure that development is delivered sustainably by delivering the necessary infrastructure and housing supply in the right locations in the appropriate timescales.

## Affordable Housing

- 7.6 The NPPF requires that, where affordable housing is needed, policies should be set for meeting this need on site, unless off-site provision or a financial contribution can be justified.
- 7.7 There is no affordable housing policy included within this Local Plan as the Central Lancashire Core Strategy includes a policy dedicated to this issue – Policy 7, which sets a target of 30% affordable housing to be sought from market housing schemes, 35% from schemes in rural areas and villages and 100% in all exception sites including those in the Green Belt. The threshold will be sites of 15 dwellings, or five dwellings in rural areas.
- 7.8 There is also an Affordable Housing Supplementary Planning Document that offers more guidance.



## Gypsies, Travellers & Travelling Showpeople Accommodation

- 7.9 Working with Preston and Chorley Councils, a Central Lancashire Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (GTAA) was commissioned in July 2013. The overall purpose of the study was to assess overall accommodation need and distribution for each participating local authority, undertaken in a manner which conforms with national policy. The study was finalised in December 2013 and the final report was sent to the Inspector for her consideration. The Council then received letters (dated 6 February 2014 and 5 March 2014) from the Inspector highlighting various issues and matters in relation to the GTAA.

- 7.10 In light of this, the Council committed to undertake further work on the Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (GTAA) within 12 months (from February 2014), with a view to resolving the outstanding concerns as highlighted in the annex to the Inspector's letters. The Council also makes the commitment to produce, jointly with the neighbouring authorities of Chorley and Preston, a separate Gypsies, Travellers and Travelling Showpeople Accommodation Development Plan Document (DPD), to include transit site provision, in line with the outcomes of the further GTAA work. The timescales for this work are documented within the updated Local Development Scheme (LDS).
- 7.11 In carrying out this work, and in the assessment of any future planning applications which may come forward, the Council recognises the need to ensure fair and equal treatment for the gypsies, travellers and travelling showpeople community and the need to facilitate the traditional and nomadic way of life of travellers while respecting the interests of the settled community.
- 7.12 The Council recognises that the gypsies, travellers and travelling showpeople population can be hard to reach when undertaking GTAAs and that there may be a need resulting from overcrowding on existing sites, concealed households or those living in bricks and mortar which the current GTAA has been unable to identify.
- 7.13 Any future planning applications submitted to the Council relating to gypsies, travellers and travelling showpeople sites will be assessed on the basis of the Central Lancashire Core Strategy Policy 8 and the national 'Planning policy for traveller sites', or any subsequent national policy.

## **Housing Land Requirement and Supply**

### **Introduction**

- 7.14 Various sites have been submitted to the Council throughout the Site Allocations Process. The Council assessed these sites, by measuring the sustainability, location and infrastructure needs of the area. Following on from this, the Council has allocated the most appropriate and suitable sites for residential development as identified in Policy D1 and on the Policies Map.
- 7.15 This document aims to focus development in the urban areas of South Ribble to maximise access to services, facilities, employment and to increase travel choices. The priority is to develop sites which offer the opportunity for redevelopment or re-use, the development of which would contribute to regeneration, viability and vitality, and which are within or close to existing or proposed public transport corridors and sustainable brownfield land. Where insufficient brownfield sites or re-use opportunities are available greenfield sites will be released.
- 7.16 The Council has allocated land for 6,576 dwellings, as set out in Policy D1 (Table 1). This includes new allocations and major sites for development that will be led by residential development. The accompanying Table 2 to this policy also sets out the

proposed phasing periods for these sites. The sites within Policy D1 are in suitable locations for housing development and have an appropriate prospect of being available and developed at the phase envisaged.

- 7.17 There are existing housing commitments including sites with planning permission for housing, sites with a current planning application, other sites which consist of small sites with permission (less than 0.4 ha), other small sites that are accounted for in the Strategic Housing Land Availability Assessment (SHLAA) and large sites that are currently under construction as shown within Table 2.
- 7.18 The Council would also expect to see some windfall development. Based on previous windfall trends and on an assumption that each small site that receives planning permission will be built, an indicative total of 45 windfall dwellings may be built annually over the Plan period which will offer some flexibility to the housing supply. However, there is no over-reliance on windfall sites coming forward, as the Council has clearly allocated enough land to facilitate the provision of dwellings in line with the NPPF.

## Allocation of Housing Sites

### Policy D1: Introduction

- 7.19 Policy D1 and Table 1 allocate sites for new housing. These sites are also referenced in Table 2 and more detail can be found in the Allocation of Housing Land Descriptions section.

### Policy D1 – Allocation of Housing Land

The sites listed below (and as shown on the Policies Map) are allocated for residential development (and related infrastructure which is to be delivered through CIL and/or developer contributions).

The allocated housing land equates to a total of 6,576 dwellings over the Plan period.

#### Table 1 – Allocation of Housing Land & Supply 2010 – 2026

<b>Proposals Map Ref</b>	<b>Site Name</b>	<b>Site Area (ha)</b>	<b>Estimated No of Dwellings</b>
A	Group One, off Central Avenue, Buckshaw Village, Leyland	14.9	211
AA	Fishwick's Depot, Hewitt Street, Leyland	0.5	19
B	Former Farington Business Park, Wheelton Lane, Farington	13.0	471
C	Land south of Centurion Way, Farington	3.2	68
CC	Land off Claytongate Drive, Lostock Hall	1.9	15
D	Former Prestolite Premises, Cleveland Road, Leyland	2.3	82
DD	Gas Holders Site, Lostock Hall	1.9	25
E	Former Arla Foods Premises, School Lane, Bamber Bridge	5.5	209
F	Roadferry Depot, Carr Lane, Farington	1.9	80
G	Dunkirk Mill, Dunkirk Lane, Leyland	0.7	35
GG	Wateringpool Lane, Lostock Hall	4.6	80
H	Vernon Carus and Land, Factory Lane, Penwortham	24.0	475
I	Hospital Inn Railway Crossing, Brindle Road, Bamber Bridge	1.9	42
JJ	Coupe Foundry, Kittlingborne Brow, Higher Walton	2.3	80
K	Lostock Hall Gasworks, Lostock Hall	12.0	350
KK	Land off The Cawsey, Penwortham	2.8	75
L	Land off Grasmere Avenue, Farington	4.4	160
LL	Land off Long Moss Lane, New Longton	1.2	27
M	South of Longton Hall, Chapel Lane, Longton	3.6	80
N	Land off Liverpool Road, Hutton	2.4	45
O	LCC Offices, Brindle Road, Bamber Bridge	0.6	22
P	Land between Altcar Lane/Shaw Brook Road, Leyland	30.4	430
Q	Rear of Chapel Meadow, Longton	1.1	10
R	Land off Wesley Street, Bamber Bridge	6.9	195
S	Land off Brindle Road, Bamber Bridge	22.7	250
T	Land off Browndedge Road, Bamber Bridge	2.7	60
U	Rear of Dunkirk Mill, Slater Lane, Leyland	1.2	47
V	Land off School Lane, Longton	3.7	83
X	Land at Longton Hall, Chapel Lane, Longton	2.4	48
Y	Liverpool Road/Jubilee Road, Walmer Bridge	3.5	72
Z	Lostock Hall Primary, Avondale Drive, Lostock Hall	1.5	30
	<b>Total</b>		<b>3876</b>
	<b>Major Sites</b>		
EE	Pickering's Farm, Penwortham	79	1350
FF	Moss Side Test Track, Leyland	40.6	750
W	Land Between Heatherleigh and Moss Lane, Farington Moss	40	600
	<b>Total</b>		<b>2700</b>
	<b>OVERALL TOTAL</b>		<b>6576</b>

## Justification

7.20 Table 2 shows the Council's total housing supply for the Plan period. This includes the new allocations for housing sites, major sites for development that are residential led, existing sites with planning permission for housing, sites with a current planning application, other sites which consist of small sites with permission (less than 0.4 ha), other small sites that are accounted for in the SHLAA and large sites that are currently under construction.

**Table 2 – Allocation of Housing Land & Supply 2010/11 – 2025/26**

### Residential Allocations

Policies Map Ref	Site Name	Site Area (ha)	Estimated No of Dwellings	2010/11-2015/16	2016/17-2020/21	2021/22-2025/26
A	Group One, off Central Avenue, Buckshaw Village, Leyland	14.9	211	144	67	0
AA	Fishwick's Depot, Hewitt Street, Leyland	0.5	19	0	19	0
B	Former Farington Business Park, Wheelton Lane, Farington	13.0	471	80	220	171
C	Land south of Centurion Way, Farington	3.2	68	68	0	0
CC	Land off Claytongate Drive, Lostock Hall	1.9	15	0	15	0
D	Former Prestolite Premises, Cleveland Road, Leyland	2.3	82	72	10	0
DD	Gas Holders Site, Lostock Hall	1.9	25	0	25	0
E	Former Arla Foods Premises, School Lane, Bamber Bridge	5.5	209	80	129	0
F	Roadferry Depot, Carr Lane, Farington	1.9	80	55	25	0
G	Dunkirk Mill, Dunkirk Lane, Leyland	0.7	35	35	0	0
GG	Wateringpool Lane, Lostock Hall	4.6	80	80	0	0
H	Vernon Carus and Land, Factory Lane, Penwortham	4.1	475	50	175	250

<b>Policies Map Ref</b>	<b>Site Name</b>	<b>Site Area (ha)</b>	<b>Estimated No of Dwellings</b>	<b>2010/11- 2015/16</b>	<b>2016/17- 2020/21</b>	<b>2021/22- 2025/26</b>
I	Hospital Inn Railway Crossing, Brindle Road, Bamber Bridge	1.9	42	42	0	0
JJ	Coupe Foundry, Kittlingborne Brow, Higher Walton	2.3	80	20	60	0
K	Lostock Hall Gasworks, Lostock Hall	12.0	350	0	200	150
KK	Land off The Cawsey, Penwortham	2.8	75	40	35	0
L	Land off Grasmere Avenue, Farington	4.4	160	80	80	0
LL	Land off Long Moss Lane, New Longton	1.2	27	27	0	0
M	South of Longton Hall, Chapel Lane, Longton	3.6	80	20	60	0
N	Land off Liverpool Road, Hutton	2.4	45	20	25	0
O	LCC Offices, Brindle Road, Bamber Bridge	0.6	22	22	0	0
P	Land between Altcar Lane/Shaw Brook Road, Leyland	30.4	430	70	220	140
Q	Rear of Chapel Meadow, Longton	1.1	10	10	0	0
R	Land off Wesley Street, Bamber Bridge	6.9	195	50	145	0
S	Land off Brindle Road, Bamber Bridge	22.7	250	20	190	40
T	Land off Browndge Road, Bamber Bridge	2.7	60	0	60	0
U	Rear of Dunkirk Mill, Slater Lane, Leyland	1.2	47	0	47	0
V	Land off School Lane, Longton	3.7	83	40	43	0
X	Land at Longton Hall, Chapel Lane, Longton	2.4	48	48	0	0
Y	Liverpool Road/Jubilee Road, Walmer Bridge	3.5	72	72	0	0
Z	Lostock Hall Primary, Avondale Drive, Lostock Hall	1.5	30	0	30	0
	<b>Total</b>		<b>3876</b>	<b>1245</b>	<b>1880</b>	<b>751</b>

### Major Sites for Development (Residential Led)

Policies Map Ref	Site Name	Site Area (ha)	No of Dwellings	2010/11-2015/16	2016/17-2020/21	2021/22-2025/26
EE	Pickering's Farm, Penwortham	79	1350	150	600	600
FF	Moss Side Test Track, Leyland	40.6	750	50	365	335
W	Land Between Heatherleigh and Moss Lane, Farington Moss	40	600	144	360	96
	<b>Total</b>		2700	344	1325	1031

### Other Sites (at 31/3/13)

Site Name	No of Dwellings	2010/11-2015/16	2016/17-2020/21	2021/22-2025/26
Small sites with planning permission (<0.4ha)	170	170	0	0
Small Sites identified from the SHLAA (<0.4ha)	121	121	0	0
Large sites under construction (≥0.4ha) not listed elsewhere	38	38	0	0
<b>Total</b>	<b>329</b>	<b>329</b>	<b>0</b>	<b>0</b>

### Overall Totals

Source	No of Dwellings	2010/11-2015/16	2016/17-2020/21	2021/22-2025/26
Residential Allocations	3876	1245	1880	751
Major Sites for Development (Residential Led)	2700	344	1325	1031
<b>Sub Total</b>	<b>6576</b>	<b>1589</b>	<b>3205</b>	<b>1782</b>
Other Sites	329	329	0	0
<b>Total</b>	<b>6905</b>	<b>1918</b>	<b>3205</b>	<b>1782</b>

## Allocation of Housing Land Descriptions

(as at 2012)

### A: Group One, off Central Avenue, Buckshaw Village, Leyland

7.21 This is a brownfield site of 14.9 ha. It is part of a much larger site of 53.34 ha extending into Chorley borough which was previously used as a Royal Ordnance facility. It represents an extension to the newly-developed Buckshaw Village and covers the area between Wigan Road and Central Avenue.



7.22 Outline planning permission was granted in 2008 for a mixed use redevelopment of the site which included between 878 – 1,168 residential units, and up to 19,500 square metres of commercial floorspace. The area within South Ribble will consist of residential development and Green Infrastructure and can potentially accommodate up to 260 dwellings. The site has been cleared as part of the remediation process and the access into the site off Wigan Road is currently under construction.

7.23 The first reserved matters application has been approved in respect of a 1.42 ha area of land for 75 dwellings, and is now under construction.

### B: Former Farington Business Park, Farington

7.24 This is a brownfield site of some 13 ha on the northern part of the former Farington Business Park. The southern area was developed for commercial/retail uses, including Argos, Morrisons and Homebase, some time ago. The site, which has been largely cleared, has full planning permission for 471 dwellings with access approved from Wheelton Lane and Carr Lane. Construction of the housing development has yet to commence.

### C: Land South of Centurion Way, Farington

7.25 This greenfield site measures 3.2 ha in area and is located off Stanifield Lane/Centurion Way in Farington. The site has planning permission for a total of 68 dwellings spread across two separate developments. The smaller of the two developments is located to the south of the site and gained permission in autumn 2011 for 11 executive dwellings with access from Stanifield Lane. Planning permission was later granted in September 2011 for 57 dwellings on the western part of the site, accessed off Centurion Way. The development has commenced.

### **D: Former Prestolite Factory, Cleveland Road, Leyland**

7.26 This brownfield site, measuring 2.3 ha, was formerly occupied by the Prestolite Factory, which was operational until April 2005. The site was cleared of buildings in 2008 and now lies vacant. It is located in the urban area on the northern edge of Leyland in a predominantly residential area and thus the redevelopment of the site for housing would be appropriate. There are two existing accesses to the site from Cleveland Road and Egerton Road. An application for 82 dwellings is expected.

### **E: Former Arla Foods Premises, School Lane, Bamber Bridge**

7.27 The land, measuring 5.48 ha, is brownfield and comprises the former Arla Foods Dairy site together with the Holland Slack Works and Noblet Municipal Services Ltd sites off School Lane and Chorley Road in Bamber Bridge. The former Arla Foods Dairy section of the site has been vacant since 2004. The site is bounded to the west by an area of Green Infrastructure, which is reserved for a primary school (part of the Holland House development) to the north; School Lane to the south; Brandiforth Street to the east; and by Chorley Road to the west. The site has outline planning permission for a residential development with indicative plans showing 197 dwellings to be accessed from Chorley Road. Development has yet to commence.

### **F: Roadferry Depot, Carr Lane, Farington**

7.28 The Roadferry Depot site is brownfield and measures 1.9 ha. It comprises an area of land that is triangular in shape and is generally flat. The site, which is vacant, was previously used for warehouse and distribution purposes. The site has outline planning permission for a maximum of 60 dwellings to be accessed from Northgate.

### **G: Dunkirk Mill, Dunkirk Lane, Leyland**

7.29 This site, measuring 0.7 ha, is bounded by residential properties to the north and west, a vacant greenfield site to the south, Schleswig Way to the east and the Listed Building, Dunkirk Hall, a public house. It is currently occupied by Expac, although activity is winding down as the company has relocated. Outline planning permission was granted in autumn 2009 for redevelopment of the site, providing 35 dwellings with access off Dunkirk Lane. Any reserved matters development must make provision for access to the site to the south, residential allocation Site U, as part of a comprehensive development.

### **H: Vernon Carus and Land, Factory Lane, Penwortham**

7.30 This site of 24.0 ha includes the former Penwortham Mill and associated buildings previously occupied by Vernon Carus, the adjacent mill reservoir and greenfield land to the south west of the factory



complex. Partial demolition of the existing buildings has taken place and those that remain are increasingly falling into further disrepair. The site forms part of housing allocation site (f), Land East of Leyland Road, Lostock Hall in the South Ribble Local Plan (2000) and is the subject of a current planning application for a mixed development of 368 dwellings and 4500 sq metres of Class B1 commercial floorspace, however the Council is aware that a revised planning application is to be submitted, which would increase the total number of dwellings to 475, meaning a reduction in commercial B1 floor space. It is proposed to retain the site's housing allocation as it is well located on the edge of the urban area and its redevelopment would result in significant environmental and visual improvements in the area, the creation of recreational access to the mill reservoir and footpath and cycleway connections to the proposed Central Park.

- 7.31 The site will need to be developed in a comprehensive manner. The existing access to the site is from Factory Lane, but due to the presence of a restricted height railway bridge this access is not suitable to serve the development as a whole. Access will be from the Cross Borough Link Road, subject of Policy A2. The proposed development would be expected to provide or contribute towards the delivery of local infrastructure improvements in the Penwortham and Lostock Hall area. The development will include the provision of open space to the north of Factory Lane.

### **I: Hospital Inn Railway Crossing, Brindle Road, Bamber Bridge**

- 7.32 The site, measuring 1.93 ha, is located on Brindle Road immediately to the south of the Hospital Inn railway level crossing. The site is undeveloped greenfield 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 site was allocated under Policy HP1 'Site m' in the South Ribble Local Plan (2000) and an outline planning application for residential development of 42 dwellings has been approved.

### **K: Lostock Hall Gasworks, Lostock Hall**

- 7.33 This 12 ha site, a former gasworks, is owned by National Grid. It has been cleared of buildings and the on-site contamination has been removed or treated. Contamination issues have now been addressed, so the site is now appropriate for redevelopment. The site is the subject of a current outline planning application for a mixed use scheme to include employment (B1, B8 uses), residential (C3) and local centre uses (A1, A2, A3, A4, A5). An updated planning application is expected to be submitted in 2012.
- 7.34 The site will require infrastructure to bring it forward for development with the provision of a new access. As in the South Ribble Local Plan (2000), access is to be taken from a new road from The Cawsey connecting to Carrwood Road. This new road, the Cross Borough Link Road is the subject of Policy A1. The development will be expected to 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.

### **L: Land West of Grasmere Avenue, Farington**

- 7.35 The site has an area of 4.4 ha and runs in a westerly direction from the head of Grasmere Avenue. It is vacant land that is now overgrown in appearance, formerly being part of the Leyland DAF complex in Farington.
- 7.36 Farington Hall Wood lies at the south-western boundary with residential properties beyond. Employment land allocated under Policy E1 (g) is located to the north and the provision of an area of public open space to the southern part of the site is envisaged. The residential development would be expected to act as an enabling development to assist the delivery of the adjoining employment allocation. The development of this site should improve the amenities for existing residents in the area.
- 7.37 Planning consent has been granted for the construction of 160 dwellings on the site.

### **M, V and X: South of Longton Hall, Longton, Land Adjacent to Longton Hall, Longton and Land off School Lane, Longton**

- 7.38 These three adjacent sites, measuring a total of 3.3 ha, lie to the south of Longton, but within the settlement boundary. Longton forms a Local Service Centre as stated within the Core Strategy Policy 1(e). Longton has a tightly defined Green Belt boundary which limits the opportunities for development on the edge of the village. Some limited new development in the village is important to maintain its viability and support and maintain the services it provides.
- 7.39 The sites will provide approximately 210 dwellings over the 15 year period, at a similar fairly low density to that of the surrounding area. The development would be expected to provide on-site affordable housing to meet the needs in this area as well as contribute towards local infrastructure schemes. There are also drainage and flooding risks within Longton, so any new development should contribute to improvements to the drainage network in the area.

### **N: Land off Liverpool Road, Hutton**

- 7.40 This greenfield site, measuring 2.4 ha, is located on the northern side of Liverpool Road, opposite Hutton Grammar School. Residential properties are located to its east and south with open land to the north. A small wooded area exists to the site's western side together with a public right of way. This appropriate level of residential development is in line with Policy 1(f) as defined in the Core Strategy.
- 7.41 Some limited new development in the village is important to maintain its viability and support and maintain the services it provides. It is envisaged that development on this

site would provide low density residential accommodation in keeping with the surrounding areas. The development would also be expected to provide improved parking provision off Liverpool Road, primarily to help ease traffic congestion around Hutton Grammar School.

### **O: LCC Offices, Brindle Road, Bamber Bridge**

7.42 This site, measuring 0.6 ha, is currently occupied by the unused former Lancashire County Council Social Services offices. The site is bounded to the north and east by Walton-le-Dale Arts College and High School and associated grounds, to the south by residential properties on Wynfield, to the west by Brindle Road and to the north-west by an employment area. The site frontage is lined by a row of mature trees which must be retained. Residential development would be required to provide contributions towards the regeneration of Bamber Bridge Centre.



### **P: Land between Altcar Lane/Shaw Brook Road, Leyland**

7.43 This greenfield site measures 30.4 ha and is located to the south-west of Leyland Town Centre. The site is bounded by Shaw Brook Road to the north, Altcar Lane to the south and Leyland Lane to the west. Shaw Brook crosses the site's north-eastern corner with Worden Park also to the north-east. The site is currently used as farmland with parcels of land divided by hedgerows and trees. A number of public rights of way also cross the site. The site is considered appropriate for residential development as it is well located to the south of Leyland urban area.

7.44 On-site constraints such as agricultural land quality and public footpaths can be addressed in the layout and design of the development. The Environment Agency has identified that as the main river Wade Brook/Shaw Brook is within the boundary of the site, that no works may take place within 8 metres of the bank top of the watercourse without their prior consent.

7.45 A comprehensive development and masterplan is required for this site due to its size. Development could provide approximately 430 homes, including on-site affordable housing. The development would also be expected to provide land and the delivery of the extension to Worden Park, in line with Policy G9 as well as provide Section 106 or CIL contributions towards local infrastructure schemes.

### **Q: Rear of Chapel Meadow, Longton**

7.46 This small greenfield site measures 1.1 ha and is undeveloped apart from a small area occupied by temporary storage containers. The site is bounded by residential properties to the east on Chapel Meadow and to the north on Chapel Lane with open

Green Belt land to the south. Longton forms a Rural Local Service Centre. The Green Belt boundary is tightly drawn around the village which restricts opportunities for development on the edge of the settlement. Some limited new development in the village is important to maintain its viability and support and maintain the services it provides. Section 106 or CIL contributions from this development would be used towards local community and infrastructure schemes.

### **R: Land off Wesley Street, Bamber Bridge**

7.47 This site covers an area of 6.9 ha and is located in the urban area of Bamber Bridge. It comprises the vacant derelict Wesley Street Mill and adjoining land and buildings, as well as, to the west, the vacant McKenzie Arms pub and a small part of the playing field to Cuerden Church School.



7.48 The Wesley Street Mill site has fallen into dereliction. The mill building has a negative impact on the amenity of local residents, the environment and the regeneration prospects of Bamber Bridge. The comprehensive development of this site will help address these issues. Any such development, including the demolition of the mill and the pub, will require the protection and enhancement of the Green Infrastructure and ecological network on the site.

7.49 The allocated site includes land forming part of the playing field to Cuerden Church School. Within any scheme land would need to be provided to allow for the replacement of the school playing fields.

### **S: Land off Brindle Road, Bamber Bridge**

7.50 The site has an area of 22.7 ha and is situated to the north-east of Brindle Road immediately to the rear of residential properties. It is bounded by the M61 to the north-east and M6 to the west. The land is generally flat, open and rural in character with the exception of sporadic development associated with Rimmer House Farm.

7.51 The site formed Safeguarded Land in the South Ribble Local Plan (2000). It is now considered appropriate to bring the site forward for residential development as a result of its location close to the urban area and the contribution the site can make to local and community infrastructure improvements through CIL.

7.52 The site could accommodate in the region of 250 dwellings. However, due to the site's location adjacent to both the M61 and M6 motorways, extensive buffering would be required to mitigate against noise and pollution. The extent of this buffering will be discussed and agreed with the Council.

7.53 Given the scale of the site it is likely that two access points will be required but currently the position of any access into the site is not established. Any detailed housing layout or development statement will have to take account of the proximity of the site to two motorways, as explained above. Section 106 or CIL contributions from

this development would be used towards local community and infrastructure schemes.

### **T: Land off Browndedge Road, Bamber Bridge**

- 7.54 The site has an area of 2.7 ha and is currently used by Network Rail for open storage spread across the site. It is relatively flat and open in character, bounded by the Preston to East Lancashire Railway to the south; Bamber Bridge football ground to the west; and residential development on the former Baxi site to the east.
- 7.55 Whilst the site is currently in operational use with freight companies expressing operational interest, should such interest not be pursued, there is potential for the site to be utilised for residential development. Planning permission does not currently exist for the residential development of the site but it could accommodate approximately 60 dwellings. Any residential layout will have to take account of the proximity of the railway on the southern boundary of the site.

### **U: Rear of Dunkirk Mill, Slater Lane, Leyland**

- 7.56 This is a small undeveloped greenfield site measuring 1.2 ha. The site is bounded by Schleswig Way to the east, the Dunkirk Mill site to the north and residential properties to the west and south. It should be developed in a comprehensive manner with the adjacent Dunkirk Mill Site G and access will be provided through this adjoining site.

### **Y: Liverpool Road/Jubilee Road, Walmer Bridge**

- 7.57 This site, measuring 3.5 ha, is a vacant mixed use site. It is located close to the roundabout junction of Liverpool Road and the Longton Bypass and is bounded to the north by residential properties, the Fox Cub public house to the west and Little Hoole Primary School to the east.



- 7.58 The site has previously been allocated for employment uses, but has not come forward for development. As the site is located adjacent to an existing residential area, and close to village facilities, it is an appropriate residential site in line with policy 1(f) as defined in the Core Strategy. The Walmer Bridge Village Plan supports the residential use of the site. Development would be fairly low density, in keeping with the surrounding areas of the village. An application for 69 dwellings on the site is currently under consideration.

### **Z: Lostock Hall Primary, Avondale Drive, Lostock Hall**

- 7.59 This site, located on Avondale Drive, off Watkin Lane in Lostock Hall, is currently occupied by a vacant school and measures 1.5 ha. It is bounded by residential

properties to all boundaries. As the site was an educational facility, it was allocated under Local Plan (2000) Policy OSR6: Private, Educational and Institutional Recreational Open Space. Since the closure of the school, the open space is no longer in use. The site is well located close to the centre of Lostock Hall and suitable for redevelopment for housing. The development must provide for an appropriate area of on-site open space to mitigate against the loss of the school playing field.

#### **AA: Fishwick's Depot, Hewitt Street, Leyland**

7.60 This is a small brownfield site, measuring 0.5 ha. It comprises a vacant bus operator's depot with existing buildings requiring demolition. It is located close to Leyland Town Centre, Leyland Railway Station and the main bus route to both Preston and Chorley and is therefore considered appropriate for residential development. The site is bounded by commercial properties to the north, east and west and Bannister Brook to the south. The proximity to Bannister Brook constrains the site and flood risks would need to be resolved with the Environment Agency to facilitate redevelopment.

#### **CC: Land off Claytongate Drive, Lostock Hall**

7.61 The site is bounded by residential properties to the north and west with Moorhey School and its associated grounds to the south.

7.62 The site forms part of the wider housing development, the rest of which is now complete or under construction. Planning permission for residential development was granted on land to the east of this site in December 2010 and this is under construction. An amendment to this permission was granted in June 2011 for the formation of an access to this remaining undeveloped land.

#### **DD: Gas Holders Site, Lostock Hall**

7.63 This brownfield site, an area of 1.9 ha, owned by National Grid forms a southerly extension of the Lostock Hall Gasworks (Site K on the Policies Map). It is currently occupied by gas holders which have been decommissioned but the site is likely to be contaminated. The site was previously allocated, together with the larger Gasworks Site to the north, for a mixed use development including employment and commercial uses as well as housing. However, it was not part of the outline planning application on the main Gasworks Site. The redevelopment of the site for housing is appropriate as a result of the site's relationship to the larger Lostock Hall Gasworks Site to the north. Redevelopment will also result in significant environmental and visual improvements in the locality.

7.64 The site will be accessed from the north through the main Gasworks Site and provision for this is made in the outline planning application on this larger site. There is to be no vehicular access to this site from Wateringpool Lane.

### **GG: Wateringpool Lane, Lostock Hall**

7.65 This is a roughly triangular site measuring 4.6 ha, currently in agricultural use. It lies at the edge of Lostock Hall and is bounded by a housing estate, Wateringpool Lane and a disused railway line, now used as a pedestrian and cycleway. Outline planning permission was granted in June 2012 for the development of 79 dwellings together with the landscaping of an area of accessible public open space. The site will be accessed from Wateringpool Lane.

### **JJ: Coupe Foundry, Kittlingborne Brow, Higher Walton**

7.66 The site has an area of 2.3 ha and lies to the north-west of Kittlingborne Brow in Higher Walton. Coupe Foundry remains operational and the site comprises buildings and extensive areas of open storage. It also includes a 1.1 ha area of woodland known as Foundry Wood, which covers the area of steep escarpment extending in a westerly direction from the developed part of the site. The topography of the developable area is generally flat with a gradual fall to Many Brooks, a stream which runs centrally through the site and flows into the River Darwen.

7.67 An outline application for residential development of the site with details of access being applied for, has now been approved. The residential development will include measures to maintain and manage Foundry Wood. Access into the site will be from Kittlingborne Brow.



### **KK: Land off The Cawsey, Penwortham**

7.68 This greenfield site measures 2.8 ha and fronts onto The Cawsey, approximately 120m to the east of the roundabout junction with Leyland Road. The site is characterised as semi-rural and is adjacent to a suburban area. The site is bounded by The Cawsey to the south, part of a modern residential development to the east, a farmhouse (Old Lane Farm), a barn conversion development (1-3 Old Lane Farm Barn) and open fields to the west and open fields to the north. Planning permission for up to 75 dwellings on the site was granted by appeal in November 2012. The immediate land to the north and west of the site (as shown on the Policies Map) is to remain safeguarded for future development within this plan period.

### **LL: Land off Long Moss Lane, New Longton**

7.69 This is a greenfield site of some 1.2 ha in extent and is reasonably flat and level. The site is accessed off Long Moss Lane, which also forms the site's southern boundary as well as the southern boundary of the village of New Longton. Beyond Long Moss Lane to the south lies Green Belt land with residential development to the north. The site was allocated under Policy D9 for Local Needs in Villages in the South Ribble Local Plan (2000) but following a successful appeal, the site now has the benefit of Reserved Matters approval for 27 dwellings.

# Phasing, Delivery and Monitoring of Housing Land Supply

## Policy D2: Introduction

7.70 The Council is introducing a phasing policy to encourage a steady supply of housing land availability across the borough over the Plan period and secure the necessary infrastructure and other services required for sustainable forms of development.

7.71 Breaking down the forecast delivery into five year phases shows that there are deliverable and available sites within the borough during the life of the Plan. House building activity will be monitored and measured against the indicative phasing in Table 2. As monitoring is carried out it may become necessary to update the indicative phasing in Table 2 to reflect changing circumstances. These figures will be monitored and updated annually in the Housing Land Position Statement. There may be occasions where sites anticipated in later phases, can be justified to come forward earlier, due to their size or infrastructure needs.



7.72 The phasing of units is indicative and has been informed by housing land monitoring work that records the number of units with planning permission and under construction; the 2012 Central Lancashire Strategic Housing Land Availability Assessment (SHLAA); and other site-specific information about the deliverability and sustainability of sites.

7.73 Throughout the borough a number of sites already have a current planning permission and it is likely that many of these sites will be built during the next few years. However, should any of these applications lapse, applications for their renewal will be reviewed and considered in light of the Core Strategy, other policies and the current build rates in the borough.

7.74 The Council has identified three phases which are as follows:

- Phase 1: 2010/11 – 2015/16
- Phase 2: 2016/17 – 2020/21
- Phase 3: 2021/22 – 2025/26

7.75 In phasing sites, account has been taken of the likely timescales for delivery bearing in mind the need for any supporting infrastructure and the need to prioritise previously developed land as far as is practical. Consideration has also been given to the need to include a rolling six year supply (taking on board the NPPF) of deliverable sites and that all sites are developable.

## **Policy D2 – Phasing, Delivery and Monitoring**

Housing sites are phased through indicative timescales identified in Table 2, in order to:

- Meet the scale of development required over the Plan period and
- Ensure that the scale and timing of development is coordinated with the provision of new infrastructure that is required.

Development will be encouraged on sites in the following phases:

- Phase 1: 2010/11 – 2015/16
- Phase 2: 2016/17 – 2020/21
- Phase 3: 2021/22 – 2025/26

Phases 1, 2 and 3 are shown in Table 2.

### **Control Mechanism**

Annual monitoring of the delivery of housing will be undertaken. It will include a review of sites and phasing within Table 2 and aim to ensure that a five year supply of deliverable sites (including a 20% buffer if appropriate, and if performance improves, the Council will look at reducing the buffer to 5% as part of the monitoring process), is maintained in line with the predictions, sites may be brought forward from later phases and others put back.

Any application for renewal of permission will be considered having regard to a demonstration of the deliverability of the scheme and the annual monitoring of housing site delivery.

## **Justification**

7.76 The phasing of housing land shown in Table 2 demonstrates how existing commitments and proposed allocations contribute to meeting the housing requirement. Information about the delivery of sites has been drawn from assumptions made in the SHLAA and the Sustainability Appraisal.

7.77 Wherever possible, the Council will seek to bring forward previously developed sites during the first six years in line with the Core Strategy. Due to delivery issues with previously developed land, some greenfield land will need to be brought forward at a fairly early stage. The larger greenfield sites are also dependent on the delivery of significant infrastructure before the construction of any housing.

7.78 The pace of housing delivery will be monitored annually based on economic indicators and build rates. Depending on the results of monitoring, it may be necessary to adjust the indicative phasing of sites.

## **Agricultural Workers' Dwellings in the Countryside**

### **Policy D3: Introduction**

7.79 Over two-thirds of the borough is designated Green Belt and the majority of Green Belt land is used for agricultural/horticultural purposes. The Council recognises a need to support rural activities and accepts that on occasions new dwellings in the countryside may be required. However, it is important that Green Belt principles are not undermined by speculative development and therefore the Council will need to have evidence that development is essential and outweighs Green Belt considerations.

7.80 Policy D3 is designed to guide and control the construction of new agricultural workers' dwellings in the countryside.

### **Policy D3 – Agricultural Workers' Dwellings in the Countryside**

Outside the defined settlements and existing urban areas shown on the Policies Map, the erection of a new dwelling will only be permitted when accommodation is required to enable farm, forestry (or other rural employment) workers to live at, or in the immediate vicinity of, their place of work.

- a) New permanent dwellings will be allowed to support existing agricultural or forestry activities on well-established agricultural or forestry units provided that:
  - i There is a clearly established functional need;
  - ii The functional need relates to a full-time worker or one primarily employed in agriculture or rural employment activities;
  - iii The unit and the agricultural or forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
  - iv The functional need could not be fulfilled by another dwelling on the unit or any other existing accommodation in the area which is suitable and available; and
  - v The siting of the proposed dwelling is well-related to the existing farm buildings or its impact on the landscape could be minimised.
- b) If a new dwelling is essential to support a new farming or forestry activity on an established unit or on a new agricultural unit, an application should be made for temporary accommodation. The application should satisfy the following criteria:
  - i There is clear evidence of a firm intention and ability to develop the new activity concerned;
  - ii There is clear evidence that the new activity has been planned on a sound financial basis.

- c) Where existing dwellings are subject to conditions restricting occupancy, applications to remove such conditions will not be permitted unless it can be demonstrated that:
- i. the essential need which originally required the dwelling to be permitted no longer applies in relation to the farm unit and that the dwelling will not be required similarly in the longer term; and
  - ii. reasonable attempts have been made to dispose of the dwelling for occupation in compliance with the original condition.

## Justification

7.81 The restrictions which apply to dwellings outside settlements may be overcome if an essential need for a new dwelling can be established in connection with an established farming, forestry unit or other appropriate rural employment use. It is the need of the enterprise concerned, not the personal preferences or circumstances of any of the individuals concerned, which is relevant. The purpose of the functional test is to establish that it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times to provide essential care at short notice or to deal with emergencies that could otherwise cause loss of crops or products.

7.82 The availability of alternative accommodation in the vicinity or nearby settlements will be a factor in determining applications where this would provide suitable accommodation. The history of the holding may be an important consideration. For example, planning permission will not normally be granted where residential buildings have been disposed of recently or the new need has arisen because of fragmentation of the holding.



7.83 Care should be taken to choose a site which is well-related to existing farm buildings or other dwellings, provided other normal planning requirements, for example on siting and access, are also satisfied. Dwellings which are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long term, will not normally be permitted. It is the requirements of the enterprise rather than of the owner or occupier which are relevant to determining whether or not a new dwelling is justified.

7.84 In order to avoid a proliferation of dwellings in the open countryside, the Council will attach agricultural occupancy conditions to ensure that any dwelling is kept available to meet its original purpose. It may also be necessary to impose a condition or to secure a planning obligation relating to the existing accommodation on the farming or forestry unit.

7.85 Where either the farming or forestry unit or the farming activity is new, temporary accommodation, such as a caravan or wooden structure that can easily be dismantled, will usually be permitted for three years provided that the criteria set out

in the policy can be met. After three years the temporary accommodation will have to be removed and planning permission will not be granted for permanent accommodation unless all of the requirements for such accommodation can be satisfied.

- 7.86 Changes in the nature of farming and the demand for dwellings in rural areas can lead to increased pressure for the removal of agricultural occupancy conditions. There is generally a presumption against removing them, otherwise the exceptional reasons for permitting the dwellings originally would be undermined. However, there may be genuine circumstances when a dwelling is no longer required in the longer term for the purposes originally intended. Determination will be based on a realistic assessment of the continuing need for the condition bearing in mind that it is usually the need for a dwelling for someone solely, mainly or last working in agriculture in an area as a whole, and not just on the particular holding, that is relevant. Applicants will be expected to demonstrate that reasonable attempts have been made to dispose of the dwelling in compliance with the condition at a reasonable price, for a suitable period of time and that no reasonable offers have been refused. Where necessary, the advice of an independent agricultural advisor will be sought to affirm the situation.

# Chapter E – Delivering Economic Prosperity

## Core Strategy Objectives

- To ensure there is a sufficient range of locations available for new job opportunities
- To secure shopping opportunities to support Leyland Town Centre
- To ensure local shopping centres provide for local shopping need.
- To create new, and improve existing tourist attractions and visitor facilities in Leyland Town Centre and appropriate rural locations
- To sustain and encourage appropriate growth of rural businesses
- To ensure appropriate education facilities are available



## Core Strategy Policies

- Policy 9: Economic Growth and Employment
- Policy 10: Employment Premises and Sites
- Policy 11: Retail and Town Centre Uses and Business Based Tourism
- Policy 12: Culture and Entertainment Facilities
- Policy 13: Rural Economy
- Policy 14: Education

## Introduction

- 8.1 The long term sustainability of South Ribble depends on developing the local economy and providing enough jobs for existing and future generations. This includes raising the skills and employment opportunities of the borough within the sub-region of Lancashire and the wider North West region, especially in relation to the Cuerden and BAE Systems, Samlesbury, Strategic Sites. Economic growth is essential to assist with both the protection and restructuring of the economy, to ensure there are jobs for local people and commuters into the area, attract firms to the borough, help existing companies expand and foster the creation of new firms.
- 8.2 In the interest of sustainable development, as well as the economic, environmental and social wellbeing of the borough's residents, it is important that greater employment opportunities are created or facilitated within the borough. The creation of employment opportunities is strongly linked to the availability and protection of suitable sites for employment.

## Employment Site Allocations

### Introduction

8.3 Core Strategy Policy 9 identifies the potential for economic growth within the area and the opportunity to provide jobs and services if employment land is made available. The Core Strategy sets out the amount of economic land required.



8.4 Core Strategy Policy 1 allocates BAE Systems, Samlesbury, and Cuerden (Lancashire Central) as Strategic Sites for employment and Core Strategy Policy 9 also allocates Samlesbury and Cuerden respectively as sites for regionally significant developments.

8.5 In addition to Cuerden and BAE Systems there are other appropriate new employment sites allocated within Policy E1 that are suitable, available and deliverable for employment opportunities. There were also existing employment allocations in the South Ribble Local Plan (2000) that have been reviewed. Those that need to be maintained due to their employment importance are to be carried forward as the protection of employment areas and sites within Policy E2.

8.6 Table 3 shows the breakdown of the Core Strategy employment land requirements for South Ribble. Table 4 shows how these requirements will be met.

## Employment Land Supply

**Table 3 – South Ribble Employment Requirement**

	ha
Allowance for losses	17.5
Additional Provision to 2026	27.0
<b>Total</b>	<b>44.5</b>

(Source: Adopted Central Lancashire Core Strategy Table 5)

**Table 4 – South Ribble Employment Land Supply**

	ha
Commitments in Policy E1 – New Employment Allocations	35.4
Commitments in Policies C4 and C5 – Major Development Sites, Cuerden and BAE Systems, Samlesbury	118.0
<b>Total</b>	<b>153.4</b>

(Source: South Ribble Borough Council)

8.7 Table 3 shows that the Core Strategy sets out a requirement of 44.5 ha of employment land for South Ribble over the Plan period. The Council has allocated more land than is required by the Core Strategy, as shown in Table 4; however, a large proportion of the new employment allocation is accounted for within the major strategic development sites of Cuerden and BAE Systems, Samlesbury, which are of regional importance, and will contribute towards the employment land supply of

Central Lancashire as a whole, and the North West Region. The Enterprise Zone will also contribute nationally to employment demands. The Council recognises the importance of local employment opportunities, and therefore is allocating land elsewhere in the borough under Policy E1 to ensure that local people have the appropriate employment opportunities, including accessibility across the borough to a variety of jobs.

## **Employment Premises and Sites**

- 8.8 A key feature of government guidance and of the South Ribble, Chorley and Preston Employment Land Review 2009 findings is that it is essential to have a wide range of different sites for different employment users to help achieve economic growth.
- 8.9 A selection of existing employment premises and sites allocated for employment in the South Ribble Local Plan (2000) will be retained, in keeping with the Core Strategy Policy 10 which seeks to protect employment sites for employment use. Employment sites will only be released for housing/alternative uses where they are supported by a viability assessment and a marketing period of 12 months.
- 8.10 A Supplementary Planning Document expands on the Policy 10 criteria and definition of employment uses. It provides advice on viability, marketing the re-use and redevelopment of sites/premises for employment purposes, the costs of the work, and on the regeneration of the employment site. The SPD also provides advice and information on price, tenure, advertisements, mixed use developments, non B Use Class Developments and includes a marketing campaign checklist.

## **Employment Land Policy**

### **Policy E1: Introduction**

- 8.11 Economic growth is essential to assist and support the local economy, ensure there are jobs for local people, attract investment and reduce dependence on the private car for work. In addition to the employment led major development sites – Cuerden and BAE Systems, the Council wishes to allocate further employment sites as listed in Policy E1.

## Policy E1 – Allocation of Employment Land

Land is allocated as follows (as shown on the Policies Map) for the provision of new employment uses to meet the borough's employment land supply from 2010/11 to 2025/26 in line with Core Strategy Policies 9 and 10 and to ensure a range of local job opportunities:

**Table 5 – Allocation of Employment Land**

<b>Policies Map Ref</b>	<b>Site Name – New Employment Allocations</b>	<b>Size (ha)</b>
<b>d</b>	North of Lancashire Business Park, Farington	9.2
<b>e</b>	West Paddock, Leyland	1.9
<b>f</b>	Land adjacent to Leyland Business Park, Farington	2.1
<b>g</b>	Farington Hall Estate, West of Lancashire Business Park, Farington	22.2
	<b>Total</b>	<b>35.4</b>

### Justification

- 8.12 The sites listed within the Table 5 above are allocated as new employment sites. These sites will ensure that there are the necessary employment and skills opportunities in local areas. These sites have been allocated based on their appropriate and sustainable locations.
- 8.13 The following site descriptions explain the allocated sites in detail including location and the potential employment development opportunities.

### Allocation of Employment Land Site Descriptions

#### **d: Land North of Lancashire Business Park, Farington**

- 8.14 This site, which measures 9.2 ha, is allocated for employment on the Policies Map. This site is located directly north of the well-established Lancashire Business Park and its development would enhance the visual frontage of the Business Park when viewed from the highway. The site is regular in shape and in the same ownership as the northern part of Lancashire Business Park (ie Paccar UK). It has potential to provide additional employment land. The site adjoins the main arterial route and it is relatively close to the motorway network at Cuerden (the M6/M61/M65). Its size, shape, topography and availability make it suitable for development.

#### **e: West Paddock, Leyland**

- 8.15 Land at West Paddock, measuring 1.9 ha, is allocated for B1 – business use and associated Green Infrastructure to ensure buffering with the adjoining sensitive land uses. The site is owned by the Borough Council and was identified for office development in the Leyland Town Centre Masterplan but it remains undeveloped.

8.16 About one third of the site will be devoted to open space and the site itself backs onto Shruggs Wood. The Council has retained the site awaiting an appropriate use, as it is surrounded by sensitive land uses, including houses, a medical centre, a local nature reserve and the Civic Centre. A high quality concept and standard of development will be expected to reflect these factors. A low plot building ratio in a campus style development, as referenced in the South Ribble Local Plan (2000), would still be the most appropriate form of development on the site.



8.17 The site is close to the town centre and associated infrastructure and is located within an attractive setting. Given the existing business allocation on the site, a continued employment allocation would be the most appropriate for the site, especially due to the site being adjacent to the Civic Centre, which is in employment use.

#### **f: Land Adjacent to Leyland Business Park, Farington**

8.18 The site, which measures 2.1 ha, represents an opportunity to extend Leyland Business Park. Access could easily be gained from the existing employment area, off Centurion Way. Leyland Business Park has been extended and consolidated over the last five years, by the relocation of industrial users including Ainscough Cranes from Farington Business Park. The further expansion of Leyland Business Park for employment uses therefore would be a compatible land use.

#### **g: Farington Hall Estate, West of Lancashire Business Park, Farington**

8.19 The Farington Hall Estate site, measuring 22.2 ha is identified for comprehensive redevelopment. It lies immediately west of the Waste Technology Park on Lancashire Business Park and is owned by Brackenhouse Properties.

8.20 Brackenhouse Properties are looking at the redevelopment of the land for a mixture of employment and residential uses. Negotiations have also taken place between the developer and the owners of Lancashire Business Park over the access to the employment site from Centurion Way. The County Council – the Highways Authority – does not support a route running through the site and would wish to see traffic movements controlled. There are two potential access points, one from the north and one from the south. If controlled, by means of a barrier, there could be a route to the employment site through Lancashire Business Park. This site has been split into two sites to enable separate parts of the site to be allocated for both employment and housing.

8.21 A Design Code has also been prepared for the site by the developer, which was subject to a public consultation programme in 2009, and was received positively by local residents and elected Members. The Design Code, which involved the development of the site for economic uses, includes the provision of a substantial and

continuous landscaped open space area, including new footpaths and cycleway access throughout the site.

- 8.22 Much of the site is relatively flat and featureless and the Design Code highlights the retention of as many of the landscape features as possible within the redevelopment proposals. The site of Lower Farington Hall is within the designated area and may be of archaeological interest. Its retention has been accounted for in the Design Code and the layout plans for the site. The area of woodland at Farington Hall Wood, on the southern boundary and the land to the west of the proposed housing west of Grasmere Avenue, which is subject to Policy HP1(c): “Allocation of Housing Land site” of the South Ribble Local Plan (2000), is to be enhanced and protected as an amenity in the Design Code.
- 8.23 The site is derelict and potentially contaminated, having been used as a landfill site for inert foundry waste, and it needs to be remediated and reclaimed before it can be developed for employment use.

## Protection of Employment Areas and Sites

### Policy E2: Introduction

- 8.24 There are many industrial and business premises within the borough which are essential to its prosperity. The ability for existing firms to expand is seen as a main component of job retention and creation. Whilst a high proportion of the existing industrial and employment land is largely developed, there may be scope for the expansion of existing uses. The following policy also allows for the redevelopment of employment and industrial land following the closure or rationalisation of existing uses.



- 8.25 The Council wishes to protect existing employment sites as listed within the following Policy E2 – Protection of Employment Areas and Sites.

## Policy E2 – Protection of Employment Areas and Sites

Land is protected for employment uses including business, general industrial or storage and distribution (Use Classes B1, B2 and B8) as shown on the Policies Map:

- a) in line with Core Strategy Policies 9 and 10 (Policy 10 does include a set criteria for the change of use to protected employment land if it was deemed appropriate within the Plan period)
- b) in line with the Controlling the Reuse of Employment Premises Supplementary Planning Document; and
- c) to support the local economy by ensuring there are jobs for local people and to attract commuters from outside the borough, at the following sites:

Map Ref	Site Name	Size (ha)
1	Kellett Lane/Seed Lee Farm, Bamber Bridge	4.9
2	Sceptre Way, Bamber Bridge	3.0
3	Walton Summit Employment Area, Bamber Bridge	95.8
4	Club Street, Bamber Bridge	13.7
5	South of School Lane (previously A S Orr's Mill), Bamber Bridge	5.9
6	Dunbia, Bamber Bridge	9.3
7	North of School Lane (includes Whittle Movers), Bamber Bridge	4.4
8	Aston Moss, Leyland	13.4
9	Leyland Business Park, Farington	14.5
10	Lancashire Business Park, Farington	70.2
11	Moss Side Employment Area, Leyland	26.7
12	Heaton Street/Talbot Road Industrial Estate, Leyland	7.0
13	Braconash Road Industrial Estate, Leyland	3.4
14	Tomlinson Road Industrial Estate, Leyland	13.7
15	Centurion Way Estate, Farington	4.5
16	Carr Lane, Farington	6.0
17	Land adjacent to Lancashire Business Park, Farington	12.9
18	Matrix Park, Buckshaw Village, Leyland	28.7
19	Sherdley Road Industrial Estate, Lostock Hall	4.0
20	Factory Lane Estate, Penwortham	4.2
21	Land North of Capitol Centre, Walton-le-Dale	3.3
	<b>Total</b>	<b>349.5</b>

## Justification

- 8.26 The sites listed in the policy above, ranging from offices to industrial premises, have been identified for protection to ensure there is a wide range and choice of employment provision in the borough. The retention of these sites will benefit residents by providing jobs and keeping the local economy buoyant, ensuring the sustainability of the whole borough.

## Retail

### Introduction

- 8.27 Core Strategy Policy 11 sets out South Ribble's shopping hierarchy of centres, showing Leyland Town Centre as the principal shopping area in the borough followed by the District Centres of Bamber Bridge, Longton, Tardy Gate and Penwortham. In addition there is a network of supporting Local Centres within South Ribble. Having a retail hierarchy protects the centres by focusing growth and investment, it is also important to encourage developments of an appropriate type and scale.
- 8.28 The retail hierarchy directs retail development and town centre uses to Leyland Town Centre. Retail growth elsewhere will need to be of levels which are appropriate to the location. All new development within the centres should contribute to the attractiveness of the centre and enhance the use of the centre by offering vibrant, attractive, well designed centres with a good offer for local residents and visitors.
- 8.29 In line with Policy 11 in the Core Strategy there will be a presumption to focus main town centre uses in the defined centres. However, planning applications for retail schemes on edge of centre or out of centre locations will be assessed against the sequential approach within the NPPF.

### Leyland Town Centre

#### Policy E3: Introduction

- 8.30 Within Leyland Town Centre, the protection of (A1) retail uses is the priority with cafés and restaurants acting as complementary uses to the daytime shopping facilities. Restaurants and pub establishments would support the evening economy which is currently limited in Leyland Town Centre, according to the Central Lancashire and Leisure Review (2010). The conversion of the former Post Office on Hough Lane to a Wetherspoon's Bar and Restaurant could act as a catalyst for further investment in the Town Centre.
- 8.31 The development of the Tesco Extra store on Southern Towngate and the Morrisons store, together with Argos Extra and The Range on the former Farington Business Park site over the last ten years have brought major investment into the town centre area. The Central Lancashire Retail and Leisure Review (2010) did not identify the



need for any major new developments in the town centre. Investment now needs to focus on the core of the town centre around Hough Lane and Towngate.

8.32 A Leyland Masterplan was published in 2007 reflecting the key aspirations for the future of Leyland Town Centre, including opportunities to promote Leyland as a key shopping area, developing the evening economy for a range of users and public realm and access improvements. Policy E3 reflects these broad principles of the Leyland Masterplan by encouraging retail (A1) and cafés, restaurants and bars (A3, A4) as priorities, whilst recognising other town centre uses (e.g. A2, B1, A5) could be appropriate to support the overall future as a vital and viable town centre.

8.33 Ongoing improvements to the town centre have been achieved through improvements made to Churchill Way, Chapel Brow and Hough Lane. The Masterplan has an economic development remit aimed at promoting investment within the town centre.

### **Policy E3 – Leyland Town Centre**

The Leyland Town Centre boundary is defined in Appendix 3. Leyland Town Centre is made up of both Primary and Secondary Retail Frontages as set out below.

#### Primary Retail Frontage

Within the Primary Retail Frontage of Leyland Town Centre as identified in Appendix 3, planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for the following uses:

- a) A1 (Retail Uses) – which will be encouraged to achieve a minimum of 60% of the overall units within the Primary Retail Frontage;
- b) A3 (Café and Restaurant) uses and A4 (Drinking Establishments) uses – to enhance the evening economy; and
- c) Other town centre uses including A2 (Financial and Professional Services) and B1 (Offices) will be permitted where this would not harm the sustainability of the shopping area;
- d) Living accommodation or B1 (Office) use will be permitted at first floor level.

#### Secondary Retail Frontage

The remaining area of the defined town centre (sitting outside the Primary Retail Frontage) is classified as the Secondary Retail Frontage (as shown in Appendix 3 and as described in the Justification).

Uses in these areas will be protected and enhanced wherever possible for A1 (Retail Use), A3 (Cafés and Restaurants) and A4 (Drinking establishments) may be appropriate to maintain the vitality and viability of the area.

#### Car Parking

New buildings, redevelopment of existing sites, extensions and/or change of use of existing buildings in the Town Centre will either be expected to use existing car parking facilities within the town centre (if they are in close proximity) or provide the appropriate level of car parking based on their location and type of development as set out in Policy F1 Parking Standards and Appendix 4.

## Justification

- 8.34 Leyland Town Centre is the key shopping area in South Ribble and Policy E3 promotes development within the town centre.
- 8.35 Maintaining and enhancing the vitality and viability of the town centre, primarily along Hough Lane and Towngate, is a main focus of Policy E3. Within the town centre and focussing on the Primary and Secondary retail frontages, there will be a presumption in favour of retaining and encouraging shops (A1 uses).
- 8.36 The Policy applies to the primary and secondary retail frontages as shown on the Leyland Town Centre map in Appendix 3. The primary retail frontage in Leyland comprises the following properties:
- **Leyland:** Number 4 to number 60 (Wetherspoon's) inclusive on the south side of Hough Lane and numbers 1 to 69 (inclusive) on the north side of Hough Lane, Asda store to 157 Towngate and the Gables Public House on the corner of Towngate and Hough Lane (areas outside this boundary are classified as the Secondary Shopping Frontage areas).
- 8.37 Leyland Town Centre Retail Position Paper is updated on an annual basis to provide a 'snapshot' in time of the current situation in Leyland Town Centre and provides evidence of retail trends which has informed Policy E3. This also acts as a mechanism through which to monitor Policy E3 and identify triggers where necessary. The Leyland Town Centre Retail Position Paper (October 2012) states that the Town Centre currently has approximately 50% A1 (Retail Uses) which is considered low for a Town Centre. As set out in Policy E3, A1 (Retail) is a retail priority in terms of maintaining vitality and viability of the Town Centre, as such a target of 60% is deemed achievable and appropriate over the plan period given past trends.

## Development and Change of Use in District Centres and Local Centres

### Policies E4 and E5: Introduction

- 8.38 The boundaries of the District and Local Centres within South Ribble have all been reviewed to see if they are still fit for purpose. Maps showing the retail boundaries can be found in Appendix 3.
- 8.39 Core Strategy Policy 11 (e) states that the Council will maintain, improve and control the mix of uses in the existing District and Local Centres. This will also apply to the proposed centres within the Strategic Sites so as to appropriately serve local needs. The Core Strategy identifies the location of four District Centres in the borough.



- 8.40 Local Centres play an important role in the borough's retail hierarchy as well as acting as social centres and places of employment providing the function of convenience shopping and community facilities to a local area. The Local Centres in the borough

vary in size, with some having only a handful of shops and others being larger which support a number of local shops and basic services, meeting local residents' daily shopping needs. In rural areas, larger villages perform an important role as the key service area for the community.

8.41 The scale and type of a development or proposal in District and Local Centres needs to relate directly to the role and function of that centre. Within these centres the Council will need to be satisfied there is no demand for retail property before granting planning permission for a different use in line with the policy. In the centres the provision of living accommodation or offices on the upper floors of the building will be encouraged so as to help make good use and maintenance of these upper storeys.

8.42 The following two policies; E4 and E5 define the District and Local Centres including the protection of certain uses.

### **Policy E4 – District Centres**

District Centres are allocated at:

- (a) Liverpool Road, Penwortham
- (b) Longton
- (c) Station Road, Bamber Bridge
- (d) Tardy Gate

The District Centre boundaries are set out in Appendix 3 of this document.

The District Centres will be protected and enhanced to maintain their vitality and viability.

Planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for the following uses:

- (a) A1 (Retail Uses) - which will be encouraged to achieve a minimum of 60% of the overall units;
- (b) A3 (Cafés and Restaurants) uses.

Applications for other district centre uses including A2 (Financial and Professional Services), A4 (Drinking Establishments) and B1 (Offices) will be permitted where this would not harm the sustainability of the shopping area.

### **Justification**

8.43 District centres have been designated in Policy 11 of the Central Lancashire Core Strategy. Boundaries for the retail centres have been set out within Appendix 3 of this Local Plan.

- 8.44 The purpose of this policy is to prevent the over proliferation of non-retail uses at the expense of retail provision within the centres. It is important to the vitality and viability of the district centres that the retail strength and appearance of these frontages is retained.
- 8.45 The District Centres comprise the following properties:
- **Bamber Bridge:** 145 to 187, 193 to 231, 148 to 200 (all inclusive) Station Road, and 1 to 3 Withy Grove Road
  - **Longton:** 56 to 98 (even numbers) Liverpool Road (98 Liverpool Road: Booths Superstore)
  - **Penwortham:** 12 to 78, 27 to 79 Liverpool Road (all inclusive), and 2 Cop Lane
  - **Tardy Gate:** 1 to 15 Hope Terrace, 6 to 26 Watkin Lane, 1 to 7 Victoria Terrace, 448 to 468 Leyland Road, 1 to 3 William Street (all inclusive).
- 8.46 The Central Lancashire Retail and Leisure Review (2010) has provided the evidence to support the inclusion of a minimum of 60% A1 Retail use target as identified in the policy. A Retail Position Statement will be produced on an annual basis to provide a 'snapshot' in time of the current situation within the District Centres which will provide evidence of retail trends and act as a mechanism through which to monitor Policy E4 and identify triggers where necessary.

## Policy E5 – Local Centres

Local Centres are allocated at:

- Earnshaw Bridge
- Farington
- Gregson Lane
- Higher Walton
- Kingsfold
- New Longton
- Seven Stars
- Walmer Bridge
- Walton-le-Dale

The boundaries of these centres are shown in Appendix 3 and described within the justification text.

Within the Local Centres A1 (Retail) uses will be protected and enhanced wherever possible in order to achieve a minimum of 60%. This is to maintain the vitality and viability of the centre.

Applications for other local centre uses including A2 (Financial and Professional Services), A3 (Cafés and Restaurants) and A4 (Drinking Establishments), and B1 (Offices) may be appropriate where it does not undermine the sustainability of the shopping area.

## Justification

8.47 Boundary maps for the Local Centres are set out within Appendix 3. The Local Centre boundaries are defined as:

- **Earnshaw Bridge:** This small centre is situated either side of Leyland Lane, south of the junction with Golden Hill Lane/Longmeanygate.
- **Farington:** The Local Centre is dispersed with units from Railway Public House to Boundary Street on Preston Road, and at the junctions of Stanifield Lane, Crown Street and Mill Street.
- **Gregson Lane:** The Local Centre is dispersed with units on Gregson Lane and Alder Drive.
- **Higher Walton:** There is a concentration of local shopping facilities on both sides of Cann Bridge Street.
- **Kingsfold:** The local centre at Kingsfold is based on the existing commercial properties at Pope Lane and Hawksbury Drive.
- **New Longton:** The Local Centre is dispersed with units located along Chapel Lane and on Station Road.
- **Seven Stars:** The Local Centre is located at and around the junction of Fox Lane, Leyland Lane and Slater Lane.
- **Walmer Bridge:** The Local Centre is dispersed with units located along Liverpool Old Road and at the junctions of School Street and Hall Carr Lane.
- **Walton-le-Dale:** The Local Centre focuses on retail and commercial uses on the west side of Victoria Road in Walton-le-Dale. (Nos. 140 – 202 Victoria Road – even numbers).



8.48 The purpose of the above policy is to prevent the over proliferation of non-retail uses at the expense of local retail provision within the Local Centres. It is important to the vitality and viability of the Local Centres that the retail strength and appearance of these frontages is retained where possible. However, as these centres vary in size and are affected by various local issues other uses as listed in the policy above may be more appropriate.

8.49 The Central Lancashire Retail and Leisure Review (2010) has provided the evidence to support the inclusion of a minimum of 60% A1 Retail use target as identified in the policy. A retail position statement will be produced on an annual basis to provide a 'snapshot' in time of the current situation within the Local Centres which will evidence retail trends and act as a mechanism through which to monitor Policy E5 and identify triggers where necessary.

# Chapter F – Catering for Sustainable Travel

## Core Strategy Objectives

- To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network, so that people have a greater choice of travel options
- Support quicker and easier journeys into and out of Preston City Centre and better public transport across the borough – east to west in the rural areas



## Core Strategy Policies

- Policy 3: Travel

## Introduction

- 9.1 Key objectives of the Core Strategy are to increase accessibility within the borough, influence travel patterns, encourage alternatives to the car and reduce emissions, congestion and poor air quality. Most journeys in South Ribble are taken by car due to the high car ownership in the borough and predictions for future car use indicate that this travel preference is likely to continue.
- 9.2 The Core Strategy sets out the broad principles to tackle this by encouraging walking and cycling for shorter trips, and supporting bus and rail travel for longer journeys. Through this document, we can ensure that the development or protection of land influences travel choices and improves accessibility. The National Planning Policy Framework (NPPF) states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure which is necessary to support sustainable development.
- 9.3 A Central Lancashire Highways and Transport Masterplan was adopted in 2013. The Masterplan sets out the County Council's proposed highways and transport strategy for Central Lancashire to 2026 and beyond. The Masterplan looks at strategic infrastructure priorities for Central Lancashire to encourage economic development and support wider spatial planning objectives.

## Road Travel

- 9.4 Motorists in South Ribble experience traffic congestion problems, especially on roads accessing Preston. There are a number of opportunities that could help reduce traffic

congestion including investing in key highways infrastructure, a bus rapid transit system, new railway stations and walking and cycling initiatives. Small scale road improvements may also be required to improve road safety and traffic conditions.

- 9.5 Key investments in highways infrastructure in the borough will enable economic growth, divert high levels of commuter traffic accessing Preston each day and free up road space for local traffic, buses, pedestrians and cyclists. Important funding through CIL, other developer contributions and support from the local transport schemes will deliver vital road improvement schemes.

## **Bus Provision**

- 9.6 A key aim of the Core Strategy is to encourage people to make more use of other modes of travel. Using public transport helps to reduce congestion and exhaust emissions, which can in turn lead to improved air quality. A number of identified and relevant schemes are included in South Ribble's Strategic Infrastructure Schedule.

## **Rail Facilities**

- 9.7 Rail transport services have been privatised but the lines, signalling, stations, etc, belong to Network Rail. The County Council assists in the improvement of rail services and facilities in Lancashire, particularly in respect of new or refurbished stations.
- 9.8 There are three railways in the borough with stations at Leyland on the Blackpool – Preston – Manchester line and at Lostock Hall and Bamber Bridge on the Transpennine line.
- 9.9 The Core Strategy identifies the need for a new railway station at Midge Hall (on the Preston – Ormskirk – Liverpool line). Other proposals also include further improvements to Leyland Train Station including a potential transport hub.
- 9.10 Preston is a key rail hub for the Central Lancashire and wider sub-regional area. This focus benefits local residents in the borough due to the close proximity to Preston.
- 9.11 Electrification schemes are planned for the Blackpool – Preston – Manchester and the Liverpool – Wigan railway lines. These will help provide an enhanced level of service and bring commuting and economic development benefits to Central Lancashire as a whole.

## **Park and Ride**

- 9.12 Park and ride facilities are used to help provide a choice of transport modes and to reduce the number of cars on the highway network. Park and ride sites are used by commuters and local people who park their cars on allocated car parks and then transfer to a dedicated bus service for the remainder of the journey.

- 9.13 Core Strategy Policy 3 allocates general locations for park and ride facilities to help reduce congestion through the borough and into Preston.
- 9.14 In partnership with Lancashire County Council further assessment is needed to help identify the exact locations and operation of these facilities in the borough. This is addressed through the Local Transport Plan 3 implementation process and the Central Lancashire Highways and Transport Masterplan.

## **Tram**

- 9.15 A private company, Trampower, is developing proposals for a tram network within Central Lancashire. The company has plans to construct and operate a tram line through South Ribble and Chorley into Preston City Centre, connecting with Preston Railway Station, as well as eastwards to Preston East/Bluebell Way.
- 9.16 It is Trampower's intention that the network will be privately funded and will utilise renewable resources to power the trams. This Plan does not depend on the delivery of the tram network to secure development or economic growth.

## **Walking and Cycling**

- 9.17 Walking and cycling are important modes of transport that the Council wishes to encourage because of the important health benefits that they can provide. One way of encouraging walking is to provide safe, clean, pedestrian-friendly urban areas.
- 9.18 The Core Strategy supports cycling within Central Lancashire and encourages improvements to the cycle network to make it easier and safer for cyclists.
- 9.19 Lancashire County Council has identified cycle schemes to encourage greater use of bicycles. Some of the schemes are designed to improve lighting, signalling and road-surface conditions, whilst others seek to extend existing cycleways. All of these are dependent on the availability of funding.

## **Parking Standards**

### **Policy F1: Introduction**

- 9.20 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 9.21 The Central Lancashire Core Strategy Policy 3: Travel, details measures to plan for travel including setting and applying car parking standards, and paragraph 7.19 of the Central Lancashire Core Strategy notes that local parking standards will be produced.

- 9.22 The Government recognises that different policies and measures will be required in different communities. Opportunities to maximise sustainable transport will vary from urban to rural areas, as stated within the NPPF. The availability of car parking has a major influence on the choice of means of transport. The nature and pattern of the development in South Ribble, and the very high level of car ownership, is such that the car will continue to be a way of getting to work, for shopping and visiting leisure facilities. However, the Council supports, encourages and promotes measures to reduce car journeys in conjunction with the availability of other modes of transport including public transport, walking and cycling.
- 9.23 The partial review of the Regional Spatial Strategy for the North West (March 2010) proposed changes to car parking standards which were largely agreed across the Central Lancashire authorities (including Lancashire County Council). The following policy endorses the standards as contained in the RSS partial review, as agreed within Central Lancashire.

### **Policy F1 – Parking Standards**

All development proposals will be required to provide car parking and servicing space in accordance with the parking standards adopted by the Council (see Appendix 4). In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site.

The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement.

Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances.

### **Justification**

- 9.24 The car parking standards have been drawn up co-operatively between the previous regional tier of government, Central Lancashire and Lancashire County Council. A certain level of on-site parking and servicing may be necessary to alleviate congestion on the highway, to protect and improve the safety of pedestrians and to safeguard the amenity of residents of properties in the vicinity of new developments.
- 9.25 Local circumstances will be taken into consideration, for example the development's location and size, its proximity to a public car park, existing parking issues in the area and existing traffic management and safety issues.

# Chapter G – Protecting & Enhancing the Quality of the Natural & Built Environment

## Core Strategy Objectives

- To foster ‘place shaping’ to enhance the character and local distinctiveness of the built environment in Central Lancashire by encouraging high quality design of new buildings
- To protect, conserve and enhance Central Lancashire’s places of architectural and archaeological value and the distinctive character of its landscapes
- To maintain and improve the quality of Central Lancashire’s built and natural environmental assets so that it remains a place with ‘room to breathe’



## Core Strategy Policies

- Policy 16: Heritage Assets
- Policy 17: Design of New Buildings
- Policy 18: Green Infrastructure
- Policy 19: Areas of Separation and Major Open Space
- Policy 20: Countryside Management and Access
- Policy 21: Landscape Character Areas
- Policy 22: Biodiversity and Geodiversity

## Introduction

### Environment

- 10.1 A high quality environment, accessible countryside, water areas, green space, good leisure and cultural facilities will continue to be important factors in attracting new investment and enhancing the quality of life for existing and future communities in South Ribble. The role of the natural environment in sustaining wildlife and natural adaptation and mitigation mechanisms against the effects of climate change is vital.
- 10.2 The Council wishes to minimise any harm to the character of settlements by protecting and enhancing the existing Green Infrastructure network. In doing this, it has been essential to identify and protect the recreation, amenity and townscape characteristics throughout the borough.

## Green Infrastructure

10.3 Green Infrastructure is designated as the network of green spaces that lie within and between the town, districts and villages, providing multiple social, environmental and economic benefits. It is a critical infrastructure (like road networks) and, as such, should be well-planned and maintained, and viewed as integral to all new development.

10.4 Examples of Green Infrastructure in South Ribble include woodlands, parks, open space, playing fields, countryside, private residential gardens including rivers and water features.



10.5 There are four vital components of the Green Infrastructure provision in the borough:

- The delivery of three Areas of Separation as identified in the Core Strategy;
- An extension to Worden Park;
- Dedicated Green Infrastructure policies within this document that will help protect and enhance the existing Green Infrastructure and deliver new Green Infrastructure; and
- The protection and enhancement of the Ribble Coast and Wetlands areas.

## The Historic Environment

10.6 The importance of the historic environment is confirmed in the National Planning Policy Framework (NPPF). It states that Local Plans should set a positive strategy for the conservation and enjoyment of the historic environment including the protection of heritage assets. Ensuring that development makes a positive contribution to the character and distinctiveness of the local heritage, and that this Plan accommodates the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

10.7 The Core Strategy seeks to enhance Central Lancashire's places of architectural and archaeological value and the distinctive character of its landscapes.

## Heritage Assets

10.8 There are 145 listed buildings in the borough – see Appendix 5.

10.9 The eight Conservation Areas, as shown on the Policies Map, are:

- Leyland Cross, Leyland;
- Sandy Lane, Leyland;
- Rawstorne Road, Penwortham;
- St Mary's, Penwortham;
- Greenbank Road, Penwortham;
- Church Road, Bamber Bridge;
- Church Brow, Walton-le-Dale; and
- Walton Green, Walton-le-Dale.

10.10 The four Scheduled Ancient Monuments, as shown on the Policies Map, are:

- Manor House Farm, Much Hoole (Medieval Moated Site with fishponds);
- Castle Hill Motte, Penwortham (Motte and Bailey);
- Penwortham Old Bridge, Broadgate Preston; and
- The Capitol Centre, Walton-le-Dale (Roman Military Industrial Site).

10.11 The two registered parks and gardens, as shown on the Policies Map, are:

- Worden Park, Leyland (Grade II); and
- Woodfold Park (Grade II) – part within South Ribble.

## **Designated Environmental Sites**

10.12 The Core Strategy seeks to maintain and improve the quality of Central Lancashire's built and natural environmental assets so that it remains a place with 'room to breathe'. To ensure this is done the following protected sites are identified.

10.13 Sites of Special Scientific Interest (SSSI) are statutory sites of national conservation value. There are three SSSIs within the borough, these are as follows:

- The Ribble Estuary;
- The River Darwen; and
- Beeston Brook Pasture.

10.14 The Ramsar/Special Protection Area (SPA) site within the borough, as shown on the Policies Map, is:

- The Ribble & Alt Estuaries SPA.

10.15 The two statutory Local Nature Reserves within the borough, as shown on the Policies Map, are:

- Preston Junction; and
- Longton Brickcroft.

10.16 There are 66 county Biological Heritage Sites, as shown on the Policies Map – see Appendix 6.

10.17 The three County Geological Heritage Sites within the borough, as shown on the Policies Map, are as follows:

- Longton Brickcroft;
- Roach Bridge; and
- Hannel Lane, Walton-le-Dale.

10.18 The designation of the site at Howick Hall Farm, in Penwortham as Protected Open Land will contribute to the conservation of the ecological value of the adjoining Biological Heritage Sites (BHS) at Four Acre Wood, Blashaw Wood and Blashaw Dam Wood.

10.19 All sites with international, national and local environmental designations are recognised by the Core Strategy and are given a level of protection from any adverse impacts of development through Core Strategy Policy 22 and Policy G16 Biodiversity and Nature Conservation.

## Policy G1: Introduction



10.20 An area of Green Belt has been defined in South Ribble for over 30 years. One Green Belt boundary change is proposed in this Plan at the BAE Systems site at Samlesbury as identified on Appendix 2, shown in white and edged in red. All other Green Belt boundaries are carried forward from the South Ribble Local Plan (2000) and are shown on the Policies Map for the document.

10.21 The main Green Belt objectives are to ensure the control of development in certain areas. Green Belts are mostly designated on open land in rural areas to protect it from development, maintain the openness and character of the area and restrict urban sprawl. There is a general presumption against inappropriate development in the Green Belt.

## **Policy G1 – Green Belt**

The area covered by Green Belt is shown on the Policies Map.

As set out in the NPPF, planning permission will not be given for the construction of new buildings unless there are very special circumstances.

Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages, and limited affordable housing for local community needs under policies set out in this Local Plan; or
- f) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

There are a number of major developed employment sites within the Green Belt. These sites can be developed within their curtilage.

These major developed employment sites should continue to secure jobs and prosperity without further prejudicing the Green Belt. Such development is considered appropriate in the terms of the NPPF.

### **Justification**

10.22 Within the Green Belt, planning permission will only be given for development that is compatible by maintaining its fundamental open nature. The NPPF provides guidance on the types of development appropriate in Green Belt and the circumstances in which such development might be allowed. Policy G1 includes the criteria for appropriate development in the Green Belt.

10.23 Inappropriate development in the Green Belt is that which adversely affects the openness of the land. Planning applications for an inappropriate development would not be in accordance with the objectives of this policy. It will be for the applicant to demonstrate that very special circumstances exist which clearly outweigh the harm that would be caused to the openness of the Green Belt.

- 10.24 Agricultural uses can be defined as cultivating the ground, including the harvesting of crops, horticulture glass houses, the rearing and management of livestock, tillage, husbandry and farming, horses, kennels and catteries.
- 10.25 The construction of new buildings in the Green Belt is strictly limited. Such proposals will be considered on their merits having regard to the requirements of the NPPF and Policy G1.
- 10.26 In principle, the Council will approve extensions or alterations to existing dwellings provided that the end results are not disproportionate additions over and above the size of the original building.
- 10.27 The replacement of an existing dwelling may be acceptable provided that the new dwelling is not materially larger than the dwelling it replaces. Equally, changes of use of existing buildings of permanent and substantial construction will be permissible provided that the encroachment of urban uses beyond the existing boundary of the site into the surrounding countryside can be avoided. Further guidance on extensions and replacement dwellings is contained in the Rural Development SPD.
- 10.28 Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
- mineral extraction;
  - engineering operations;
  - local transport infrastructure which can demonstrate a requirement for a Green Belt location;
  - the re-use of buildings provided that the buildings are of permanent and substantial construction; and
  - development brought forward under a Community Right to Build Order.

## **The Re-Use and Adaptation of Buildings in the Green Belt**

### **Policy G2: Introduction**



10.29 There is pressure for the conversion of barns and other buildings in the countryside in South Ribble, principally for dwellings. The Council will aim to strike the right balance between making full use of existing buildings which represent an asset in visual and/or financial terms, and the need to avoid extensions or changes of use which individually or cumulatively create a significant visual or other environmental impact in the Green Belt.

10.30 The re-use of existing buildings can offer the opportunity to accommodate new rural enterprises within the Green Belt without the need for new building. These rural

businesses are essential in order to maintain a healthy and diverse rural economy in the borough. The re-use of buildings can provide the opportunity for creating new commercial, industrial or recreational uses. Such re-use or adaptation can help to reduce demands for new buildings in the countryside. Further guidance on the re-use of existing buildings is contained in the Rural Development SPD.

## **Policy G2 – The Re-Use and Adaptation of Buildings in the Green Belt**

The re-use of existing buildings within the Green Belt will be allowed provided that it meets the following criteria:

- a) The proposal does not have a materially greater impact on the openness of the Green Belt and the purposes of including land in it;
- b) The building is of permanent and substantial construction, of sufficient size and suitable for conversion to the proposed use without the need for additions or alterations which would harm its existing form or character;
- c) The proposed development would not result in an adverse impact in respect of noise, odours, emissions or traffic; and
- d) The building and site has access to a public highway available for use without creating traffic hazards and without involving significant road improvements which would have an undue environmental impact.

All applications shall be accompanied by a detailed structural survey which considers both the condition of the existing structure and identifies the extent of any re-building work.

Preference will be given to the re-use of buildings in line with specific local economic and social needs and opportunities in the area.

### **Justification**

10.31 It will be necessary to demonstrate, in the case of proposals for residential conversions, that the building is unsuitable for commercial, industrial or recreational use because of its size, form, general design, method of construction or relationship with neighbouring properties. Planning applications will be expected to comply with Design policies in the Local Plan (adopted July 2015), as well as the Design Guide SPD.

10.32 Evidence that a building is not redundant for its present uses is not by itself sufficient grounds for refusing permission for a proposed new use. However, in circumstances where the Council has reasonable cause to believe that an applicant has attempted to abuse the system, by constructing a new farm building with the benefit of permitted development rights with the intention of early conversion to another use, the history of the building will be taken into account.

## Safeguarded Land for Future Development

### Policy G3: Introduction

- 10.33 This Plan has identified land to be safeguarded for development after the Plan period, as shown on the Policies Map. Some of this land has been carried forward from the South Ribble Local Plan (2000). This Safeguarded Land is currently not required for development within the Plan period as sufficient land is identified elsewhere to meet the borough's development requirements.
- 10.34 In accordance with the NPPF, and in order to ensure that Green Belt boundaries will not need altering at the end of the Plan period, it is necessary to safeguard land between the urban areas and the Green Belt to meet the borough's longer term development needs.

### Policy G3 – Safeguarded Land for Future Development

Within the borough, land remains safeguarded and not designated for any specific purpose within the Plan period at the following locations:

- S1** South of Factory Lane and east of the West Coast Main Line
- S2** Southern area of the Major Development Site at Pickering's Farm, Penwortham
- S3** South of Coote Lane, Chain House Lane, Farington
- S4** Land off Church Lane, Farington
- S5** Land off Emnie Lane, Leyland

Existing uses will for the most part remain undisturbed during the Plan period or until the Plan is reviewed. Planning permission will not be granted for development which would prejudice potential longer term, comprehensive development of the land.

### Justification

- 10.35 Identified Safeguarded Land will remain in its existing use for the foreseeable future and beyond the life of this Plan. It is intended to be kept free from new physical development and to be kept open at least during the Plan period or until the Plan is reviewed.
- 10.36 The presumption against built development on these sites will assist in directing development towards those areas allocated for development and also ensuring the permanence of the Green Belt. Whilst remaining open, however, such land can accommodate a variety of activities. Types of development which would be allowed on these sites are the same as those which would be generally acceptable in the

Green Belt. No development which would prejudice later comprehensive development will be permitted. However, some appropriate minor residential development adjacent to other properties would be considered.

## Protected Open Land

### Policy G4: Introduction

10.37 The Central Lancashire Core Strategy states there will be no strategic Green Belt review during the Plan period. However the Council wishes to protect valuable open areas of land (where appropriate and shown on the Policies Map) to ensure natural breaks in the built-up areas and settlements. The following policy is to retain the openness and natural character of local areas and to protect the land from development.

### Policy G4 – Protected Open Land

Protected Open Land is shown on the Policies Map. There is a presumption against inappropriate development on Protected Open Land. Planning permission will only be permitted where:

- a) It is required for the purposes of agriculture; or
- b) Uses are appropriate to a rural area; or
- c) It involves the re-use of existing buildings.

### Justification

10.38 Land on the edge of Penwortham, Longton, New Longton, Hutton and Gregson Lane is allocated as Protected Open Land as shown on the Policies Map. This land fulfils a key role in the character, appearance and openness of these settlements, and as such is worthy of protection in its own right.

10.39 The land will be protected from inappropriate development throughout the Plan period. Appropriate development would include agricultural or forestry, recreational activities and other uses appropriate within a rural area, which can be proven to maintain the open character and visual amenity of the land.



## Areas of Separation

### Policy G5: Introduction

10.40 The Core Strategy has identified three Areas of Separation within South Ribble to protect built-up areas from merging into each other, and protect the land within the boundary from inappropriate development.

### Policy G5 – Areas of Separation

The three Areas of Separation are shown on the Policies Map as between:

- AS1** Bamber Bridge and Lostock Hall;
- AS2** Walton-le-Dale and Penwortham – including part of Central Park, see Policy G6;
- AS3** Between Farington, Lostock Hall and Penwortham.

The Council will protect this land from inappropriate development in line with Policy G1 and the NPPF.

The Core Strategy identifies a proposed Central Park for South Ribble, between Bamber Bridge and Lostock Hall and Walton-le-Dale and Penwortham. The Central Park boundary is incorporated within the boundaries of the areas of separation between Bamber Bridge and Lostock Hall; and Walton-le-Dale and Penwortham (the area of Central Park is allocated on the Policies Map and detailed in Policy G6).

## Central Park

### Policy G6: Introduction

10.41 The Council is committed to the creation of a new park in the borough, which will be known as Central Park and is allocated as an Area of Separation within the Core Strategy and Policy G5 above. The park will run from Bamber Bridge and Lostock Hall in the south, through to the River Ribble and the River Darwen in the north (as shown on the Policies Map.) The northern part of Central Park, stretching up to the banks of the River Ribble will also link to the Area of Separation between Penwortham, Walton-le-Dale and Lostock Hall, which was formerly known as the Lower Ribble Countryside Management Area in the South Ribble Local Plan (2000).

10.42 The Lower Ribble Countryside Management Area was the focus for increasing the level and range of opportunities for public enjoyment in the countryside. The project was a partnership between the Council, Lancashire County Council, the Countryside Agency and other relevant agencies. Schemes have concentrated on the country park area and included the creation of footpaths and cycleways, together with an environmental improvement scheme adjacent to the Old Tram Road. The

environmental designations on the site, including a Local Nature Reserve, Biological Heritage Site, Wildlife Corridor, Green Corridor/Green Wedge and Green Infrastructure are further support of the area becoming a new park, taking account of its ecological value through a future masterplan.

## **Policy G6 – Central Park**

Central Park is defined on the Policies Map. The park lies to the north east of Lostock Hall and runs westward from the east of London Way towards the allocated residential site K. The Park allocation allows a natural break in the built environment between the areas of Lostock Hall, Walton-le-Dale to the North, Bamber Bridge to the east and Penwortham to the north west.

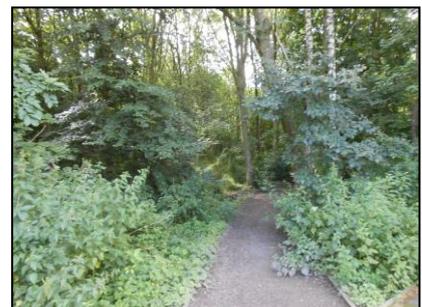
Central Park will be delivered as a comprehensive parkland providing a range of recreational and leisure uses for the community. This will ensure the enhancement and protection of the existing Green Infrastructure in this area and aid the delivery of new Green Infrastructure provision within the Central Park boundary.

Some appropriate development will be permitted in the park. This includes car parking, public amenities (such as toilet facilities), changing rooms and buildings for the purpose of recreational uses in the park.

## **The Central Park Vision**

10.43 The park will improve the natural environment and visual appearance of the existing built-up area of Lostock Hall and Bamber Bridge, creating new parkland and open spaces alongside housing and employment sites. Central Park will form a linear park with a range of uses and recreational spaces. The provision of a new park in this part of the borough will attract further investment and enhance the health and wellbeing of both local residents and visitors.

10.44 The vision for Central Park will need to be supported by a full masterplan. A partnership group will need to be established to deliver this masterplan.



## **Green Infrastructure**

### **Introduction**

10.45 Green Infrastructure is the network of natural environmental components used for sport, leisure and recreation purposes. Green Infrastructure is defined as the following features (shown on the Policies Map):

- Parks and Gardens
- Nature Reserves
- Playgrounds
- Recreation Grounds
- Playing Fields/Sports Pitches/Educational Playing Fields
- Private and Institutional Open Spaces
- Amenity Open Spaces
- Allotments
- Woodlands
- Green Corridors/Green Wedges
- Natural and Semi-Natural Greenspaces
- Wildlife Corridors

10.46 The Council is committed to protecting and enhancing the Green Infrastructure network across South Ribble, as it increases the quality of the environment, encourages greater accessibility, has a key role in attracting investment, improves quality of life, protects natural habitats and species as well as helping to mitigate against the impacts of climate change.

10.47 To achieve this there are three Green Infrastructure policies. The first protects the existing provision and allocations, the second sets out future provision of Green Infrastructure and the third sets out Green Infrastructure provision that is required in new residential developments.

## **Green Infrastructure – Existing Provision**

### **Policy G7: Introduction**

10.48 Development will only be permitted where it is essential to enhance Green Infrastructure and/or a connected facility which will ensure greater public use and access. The position and design of any development will need to be sensitive to the area and have no adverse effects on Green Infrastructure features within the site.

## **Policy G7 – Green Infrastructure – Existing Provision**

Green Infrastructure is defined in the introduction to this chapter. Development proposals should seek to protect and enhance the existing Green Infrastructure. Development which would involve the loss of Green Infrastructure (as identified on the Policies Map) will not be permitted unless:

- a) Alternative provision of similar and/or better facilities for the community will be implemented on another site or within the locality; or
- b) It can be demonstrated that the retention of the site is not required to satisfy a recreational need in the local area; and
- c) The development would not detrimentally affect the amenity value and the nature conservation value of the site.

### **Justification**

10.49 Development proposals must demonstrate that the benefits of the development would outweigh any conservation or nature consideration in an environmental statement submitted as part of the application. The 'multi-use' of existing Green Infrastructure facilities will also be encouraged. However, consideration should be made to minimise the impact of development on the surrounding area, including access to the facility and related car parking provision where multi-use facilities are proposed.

10.50 Where appropriate the Council will seek to secure alternative provision of Green Infrastructure through the negotiation of a Section 106 Agreement or through CIL contributions. The Council will also seek monies from new development for maintenance and renovation works that may be required at other existing Green Infrastructure sites where it is not feasible to deliver new Green Infrastructure on site.

## **Green Infrastructure and Networks – Future Provision**

### **Policy G8: Introduction**

10.51 The Council will encourage further provision to extend the existing Green Infrastructure network, including the delivery of various open spaces, the planned extension of Worden Park, green corridors and landscaping including tree planting within developments. New green corridors such as tree lined footpaths and cycleways are to link the existing wider Green Infrastructure network and adjoining urban areas and importantly act as vital buffers to deliver separation spaces between urban areas and maintain the natural attractiveness of the borough.

## **Policy G8 – Green Infrastructure and Networks – Future Provision**

All developments should provide:

- a) Appropriate landscape enhancements;
- b) Conservation of important environmental assets, natural resources, biodiversity and geodiversity;
- c) For the long-term use and management of these areas; and
- d) Access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities.

### **Justification**

10.52 Developments should provide the appropriate Green Infrastructure and landscaping, including green corridor links to join up the borough's green and built-up areas and where possible deliver a village green approach (a central location of Green Infrastructure provision for various recreational uses in a development). This will ensure that the space can be accessed and used by the local community and protect and enhance the natural setting of the borough.

10.53 Development should respect the environmental character of its surroundings including existing townscape character. Particular attention should be given to the creation of well-designed green corridors which will act as development buffers to ensure a sensitive transition to adjoining areas.

### **Worden Park**

#### **Policy G9: Introduction**

10.54 Worden Park is a key natural asset within the borough. The park's landscape includes mature woodlands, eleven sports pitches, wildflower meadows and three historic ponds. It provides various benefits for residents in the borough by enhancing people's health and general wellbeing and offering an attractive natural area for play and recreational activities. The park also presents a key attraction for investment in the borough. The Council wishes to protect, enhance and extend the park to increase its use and develop further recreational and leisure uses within it.



10.55 Worden Park requires major investment; this includes drainage works to roads and footways, re-surfacing of roads and footways, re-orientation of the main car park, improvement works to sports pitches, restoration of the fountain in the formal gardens, restoration works to Shaw Brook and the weirs and drainage works to the arboretum.

10.56 The following policy allocates land for an extension to the park and ensures the appropriate enhancements and maintenance is delivered.

### **Policy G9 – Worden Park**

The extension of Worden Park is directly linked to the development of the allocated housing site at Leyland Lane and Altcar Lane (site P). The Council will work with developers and relevant partners to ensure the delivery of the park's extension is in line with the delivery of the residential site (P).

Development within the borough should also contribute either through CIL or measures delivered through a development to ensure that the extension, as well as the appropriate enhancements and maintenance of the park, is also delivered.

10.57 The extension to the park will introduce a new access with car parking facilities. The extension will open up the south-west area of the park which is currently underused. Extending the park in this location will increase accessibility for Leyland residents and in turn increase the park's use and attractiveness to the communities. New cycleways and footpaths will also be delivered through the extension.

## **Green Infrastructure Provision in Residential Developments**

### **Policies G10 and G11: Introduction**

10.58 The Core Strategy highlights that everyone should have the opportunity to access good sport, physical activity and recreation facilities, including children's play. The Council is required to devise robust minimum local standards based on quantified needs, accessibility and qualitative factors, and apply the standards to seek developer contributions (either in the form of new provision or financial payment in lieu) where new development would result in a shortfall in provision.



10.59 An Open Space Study and a Playing Pitch Strategy have been carried out to provide information on local needs and define standards required in development. An Open

Space Supplementary Planning Document provides further guidance on the implementation of these policies.

10.60 To ensure that all new development delivers the appropriate Green Infrastructure, the Council has set out Green Infrastructure and playing pitch standards as detailed below in the following policies.

### **Policy G10 – Green Infrastructure Provision in Residential Developments**

All new residential development resulting in a net gain of five dwellings or more will be required to provide sufficient Green Infrastructure to meet the recreational needs of the development, in accordance with the standards set out below:

<b>Typology</b>	<b>Provision Standard</b>
Parks and Gardens	0.66 ha per 1000 population
Natural and Semi Natural	1.98 ha per 1000 population
Amenity Greenspace	1.33 ha per 1000 population
Children’s and Young People’s Provision	0.06 ha per 1000 population
Allotments	0.08 ha per 1000 population

Green Infrastructure will normally be provided on-site. Off-site provision will be at the Council’s discretion delivered by developer contributions.

These standards are to be both flexible and appropriate for each individual development, dependent on location, whether it is for on or off-site Green Infrastructure provision or enhancement of existing provision and facilities.

Residential developments will normally be required to meet the needs for equipped children’s play areas generated by the development on site, either as an integral part of design or through the payment of contributions which will be used to install or upgrade play facilities in the vicinity of the proposed development. The Open Space and Playing Pitch Supplementary Planning Document (SPD) offers guidance on Local Areas for Play (LAP) and Local Equipped Areas for Play (LEAP) provision in new developments.

### **Policy G11 – Playing Pitch Provision**

All new residential development resulting in a net gain of five dwellings or more will be required to provide playing pitches in South Ribble, at a standard provision of 1.14 ha per 1000 population. Contributions will also be sought to fund or improve associated facilities (eg changing rooms).

These standards are to be both flexible and appropriate for each individual development, dependent on whether it is for on or off-site playing pitch provision or for the improvement of existing facilities.

## Justification

10.61 Policy G10 is based on an open space audit and assessment study, which was commissioned by the Central Lancashire councils. Policy G11 is based on a playing pitch strategy. Both studies were undertaken by consultants in 2011/12.

10.62 The key objectives of these policies are:

- To meet the open space, sport and recreation needs generated by new development, including playing pitches and associated changing rooms;
- To ensure that whenever possible open space, sport and recreation facilities are made accessible to everyone, including the disabled;
- To protect and enhance the character of the green spaces within the borough;
- To increase leisure opportunities for young people;
- To deliver a wide range of high quality open space that is fit for purpose, throughout the borough;
- To provide an appropriate balance between the provision of new open space and the enhancement of existing open space, so that the needs and aspirations of local communities are met.

10.63 Further information and guidance is contained in the Open Space and Playing Pitch Supplementary Planning Document (SPD).

## Green Corridors

### Policy G12: Introduction

10.64 The existing green corridor/network across South Ribble (as shown on the Policies Map) includes land designated as green wedges in the South Ribble Local Plan (2000) and referenced in the Central Lancashire Core Strategy Policy 18: Green Infrastructure and associated text. These green corridors will need to be enhanced and extended wherever possible to deliver a green corridor network which performs the role of important natural buffers between all urban areas and new development. This will help to protect the attractiveness of the borough and enable communities to access these corridors for recreational purposes.



## **Policy G12 – Green Corridors/Green Wedges**

Development will not be permitted in areas designated as green corridors (as shown on the Policies Map), which would prejudice their open character, visual amenity and purpose.

Development may be permitted, in very exceptional circumstances, if it can be demonstrated that the proposal would have significant community and environmental benefits and measures can be provided to compensate for the loss of the area of green corridor within the locality.

New development should provide new green corridors to the existing/neighbouring communities and built-up area. Green corridors can be in the form of linear areas of Green Infrastructure, such as footpaths and cycleways, with the appropriate landscaping features such as trees, hedges and woodland.

### **Justification**

- 10.65 Part of the quality of the environment derives from the presence of open areas and the separation between developed areas. Green corridors are to remain as significant features of the built-up areas. The green corridors form part of the Council's overall policy of protecting and enhancing the natural and built environment.
- 10.66 Green corridors have the following characteristics: an undeveloped and open nature, adjacent or within an urban area and form part of the wider Green Infrastructure network as set out in Policy G7.
- 10.67 Green corridors may already contain some development but further development will only be permitted in very exceptional circumstances, where the development would not significantly detract from the open character of the land. The scale, siting and design of any built development should reflect the need to retain the general open character of a green corridor.

## **Trees, Woodlands and Development**

### **Policy G13: Introduction**

- 10.68 Development will be required to provide new trees, woodlands and/or hedgerows to provide a wide range of benefits, including health and wellbeing, tackling climate change, landscaping and noise proofing and amenity value. Developers will be required to provide trees, woodlands and/or hedgerows of an appropriate type and maturity for the site, to be decided in liaison with the Council.

## Policy G13 – Trees, Woodlands and Development

- a) Planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are:
  - i Protected by a Tree Preservation Order (TPO);
  - ii Ancient Woodlands including individual ancient and veteran trees and those defined in Natural England’s inventory of ancient woodlands;
  - iii In a Conservation Area; or
  - iv Within a recognised Nature Conservation Site.
- b) There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site;
- c) Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost;
- d) Tree survey information should be submitted with all planning applications, where trees are present on site. The tree survey information should include protection, mitigation and management measures;
- e) Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.

### Justification

10.69 There will be a presumption in favour of retaining and enhancing all existing tree, woodlands and hedgerow cover. Where there is an unavoidable loss of trees, woodlands and/or hedgerows, the Council will encourage a replacement, ideally to be located on site or in the vicinity of the site or local area. Where this is not possible it will be sought for off-site provision to be located where the Council sees fit. The type of tree, woodland and/or hedgerow to be provided will be decided in discussion with the Council and trees will be expected to be of semi-maturity.



10.70 Developers will also be required to provide appropriate management measures and implementation to protect newly planted trees. Where construction works are permitted on sites with existing tree, woodlands and/or hedgerow cover then appropriate management measures will be required to be implemented to safeguard existing cover.

- 10.71 All planning applications will be required to provide a tree survey with appropriate information, where trees are located on site. This should make an assessment of their ecological, historical, health and amenity value and clearly identify ancient/mature trees. For further details contact the Council.
- 10.72 Ancient Woodlands (woodlands which have been continuously wooded since 1600AD) are particularly important for their flora, fauna and their undisturbed soil and drainage patterns. It is essential that Ancient Woodlands are protected from the adverse effects of development since they are an irreplaceable asset.
- 10.73 Trees in Conservation Areas also make a special contribution and enhance the environmental quality of these areas. Such trees are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990. Six weeks prior written notice must be given to the local planning authority of any intended works to the trees. This will enable the Council to make a Tree Preservation Order if the proposed works are unacceptable and detrimental to the character of the Conservation Area. The Council wishes to encourage the planting of native tree and hedgerow species, where trees are characteristic of the landscape and are beneficial to wildlife.

## **Unstable or Contaminated Land and Land Reclamation**

### **Policies G14 and G15: Introduction**

- 10.74 The Core Strategy promotes the redevelopment of previously developed land (brownfield sites). The following two policies focus particularly on unstable and contaminated land constraints and on derelict land reclamation. Such constraints should not be seen as a barrier to development but should be overcome to bring forward any affected brownfield sites for appropriate use whilst dealing safely with any identified hazards.

#### **Policy G14 – Unstable or Contaminated Land**

There will be a presumption in favour of the redevelopment of previously developed land. Previously developed land can be unstable and subject to contamination. However, development will be encouraged on unstable or contaminated brownfield land subject to the following:

- a) Applicants will be required to provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards;
- b) Development should not have an adverse impact on the stability of surrounding areas;
- c) Applicants should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on (amongst other things) local amenities and conservation interests of the development and any remedial measures.

## Policy G15 – Derelict Land Reclamation

Development will be encouraged on derelict land where the reclamation of land is required and appropriate. Schemes on derelict sites should:

- a) Provide employment and residential land in the urban areas thereby reducing pressure on greenfield sites;
- b) Maintain and improve the environment and include landscape enhancement measures.

### Justification

10.75 Contaminated land can include land previously used for industry or landfill sites. A major problem associated with unstable and contaminated land is the possible migration of methane, whether of landfill or mine origin. This should be remedied before development begins on or adjacent to the site.



10.76 The disturbance of unstable or contaminated land can also mobilise pollutants and either cause first time pollution or worsen existing problems. Leakages and drainage from contaminated land sites pose serious risks of major pollution to both rivers and groundwater. Development proposals for land that is, or is potentially, unstable should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on such examples as local amenities and conservation interests of the development and any remedial measures. The scale of the constraint should not be seen as a deterrent where there are appropriate remedial measures available.

10.77 The Council monitors the amount of derelict brownfield land within the borough on an annual basis recorded through the National Land Use Database (NLUD). The Core Strategy sets a target of 70% of new housing developments to be provided on brownfield land (see Central Lancashire Core Strategy Policy 4); the Council encourages the re-use of brownfield land for a variety of development uses.

## Biodiversity and Nature Conservation

### Policy G16 Biodiversity and Nature Conservation: Introduction

10.78 Core Strategy Policy 22: Biodiversity and Geodiversity promotes the protection, enhancement, conservation and management of biological and geological assets in the area.

10.79 Development will be required to meet the conditions of Policy G16 as follows.

### **Policy G16 – Biodiversity and Nature Conservation**

The borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks:

Regard will be had to:

- Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar, Special Protection Areas, Special Areas of Conservation, national nature reserves, Sites of Special Scientific Interest and Biological Heritage Sites, Geological Heritage Sites, Local Nature Reserves, wildlife corridors together with any ecological network approved by the Council;
- Protecting, safeguarding and enhancing habitats for European, nationally and locally important species;
- When considering applications for planning permission, protecting, conserving and enhancing the borough's ecological network and providing links to the network from and/or through a proposed development site.

In addition development should have regard to the provisions set out below:

- a) The need to minimise impacts on biodiversity and providing net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately mitigated and/or, as a last resort, compensated;
- b) The need to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations;
- c) Where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, planning applications must be accompanied by a survey undertaken by an appropriate qualified professional;
- d) Where the benefits for development in social or economic terms are considered to outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation of an equal or greater area will be required through planning conditions and/or planning obligations.

### **Justification**

10.80 The borough includes an extensive network of sites important for biodiversity including the Ribble and Alt Estuaries SPA and Ramsar, an internationally important wetland habitat commonly referred to as one of the 'Natura 2000' Sites. Additionally this site is a Site of Special Scientific Interest (SSSI), as well as two other SSSIs in the borough at River Darwen and Beeston Brook Meadow.

- 10.81 Alongside international and national designations are a wide range of regional, county and local designations including Regionally Important Geological Sites (RIGS), Biological Heritage Sites (BHS), Local Nature Reserves (LNRs), and Wildlife Corridors all of which are an important part of the network of nature conservation sites and will be protected from development that will cause fragmented networks or isolate habitats. These designations are highlighted on the Policies Map. This policy will also apply to any future designations that may arise over the plan period.
- 10.82 As well as the need to protect, conserve and enhance designated sites it is also important to protect, conserve and enhance nationally and locally important species that use a variety of sites/habitats as part of a nature conservation network. Lancashire County Council, alongside the Lancashire Nature Partnership, is producing an Ecological Network covering the County, including South Ribble's borough. Once finalised this will be an important contribution to the nature conservation agenda and will need to be protected, conserved, maintained and enhanced where appropriate. The Ecological Network will be presented in text and visually through maps within the Biodiversity and Nature Conservation SPD to ensure compatibility between this Local Plan, SPD and the Lancashire Ecological Network.
- 10.83 Protected habitats and species play an important role and are protected under European and national law. Where habitats or species may come under threat, it is the developer's responsibility to assess and carry out all necessary surveys. Ecology surveys need to be provided by an appropriate qualified professional to assess the quality, quantity and value of biodiversity on site or near the site and how the proposed development may affect biodiversity. In certain cases development will not be permitted and in other cases mitigation/compensatory measures of equal area, quality and diversity, if not higher will be required to reduce or overcome the impacts and where possible provide net gains or enhancements to improve the borough's nature conservation assets.
- 10.84 Further detailed guidance will be provided within a supplementary planning document.



## Design Criteria

### Policy G17: Introduction

- 10.85 New development should always incorporate high quality design, to help protect the local character and distinctiveness of the borough, and maintain and enhance its attractiveness. Good design of neighbourhoods, streets and the wider public realm can also encourage community identity and a sense of pride within areas.

## **Policy G17 – Design Criteria for New Development**

Planning permission will be granted for new development, including extensions and free standing structures, provided that, where relevant to the development:

- a) The proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect;
- b) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area;
- c) The development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard;
- d) The proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and
- e) The proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

### **Justification**

10.86 When considering applications for planning permission the Council will take into account the criteria as set out in Policy G17, such criteria also needs to be considered in conjunction with other policies relevant to that individual application. In order to be sympathetic to the location and protect the local character, it is important that the design of new development takes account of layout, size, scale, use of materials, accessibility, open space (green infrastructure) and landscaping.

10.87 The Council is keen to encourage the improved design of extensions and new developments. Good design not only contributes to the character and enhancement of an area but can increase property values. Quality of the built environment can easily be harmed by inappropriate extensions to buildings. Policy G17 also aims to

ensure that any alterations are in scale and character with the building and in keeping with the surrounding area.

- 10.88 Factors such as scale, massing, and character will be considered together with materials and proportions. Development layouts should take account of existing features of the site such as contours, trees and hedgerows, watercourses and wildlife value. Building lines should be varied and careful attention given to the spaces created between buildings.
- 10.89 The type of access should reflect the type of road involved and the volume and character of traffic likely to use it; good visibility is essential. The level and type of traffic associated with the proposals will be examined to assess the likely impact on the character and amenity of the area. In order to minimise undue road congestion and consequent reduction in the quality of the environment, it is important that sufficient off-street parking and servicing is provided to meet the needs of new development on site (see Policy F1 – Parking Standards).
- 10.90 Noise can have a detrimental effect on the quality of the environment. Much of the development required for the creation of jobs and the construction and improvement of essential infrastructure will generate noise. The Council will only permit development that does not cause an unacceptable degree of disturbance.
- 10.91 New development should be designed to avoid overlooking, loss of light and a reduction in privacy and amenity space, particularly for neighbouring properties.
- 10.92 The amount of private garden space will vary depending on the type of housing being constructed. Each dwelling requires some private garden space. The careful use of walling, fencing, hedges and tree planting to provide screening can create adequate private areas. Greater attention will be paid to the above principles when assessing proposals in conservation areas or affecting the setting of listed buildings because of the special architectural or historic character of buildings in these areas.
- 10.93 Heritage assets are buildings, monuments, sites, places, areas or landscapes that have heritage significance. They include designated heritage assets such as listed buildings and conservation areas and locally important assets such as locally listed buildings and locally important areas. The more important the asset, the greater the weight that will be given to its conservation. Where a proposed development will lead to substantial harm or total loss of significance of a designated heritage asset, consent will only be granted where it can be demonstrated that the substantial public benefits outweigh that harm or loss as set out in Paragraph 133 of the National Planning Policy Framework.
- 10.94 A Design Guide Supplementary Planning Document (SPD) has been produced to offer more guidance on design. The aim of the SPD is to encourage high quality design of places, buildings and landscaping in the borough. Further guidance is also available in the South Ribble Residential Extensions SPD.

# Chapter H – Promoting Health, Wellbeing, Education and Other Community Services and Facilities

## Core Strategy Objectives

- To improve the health and wellbeing of all residents and reduce the health inequalities that affect deprived areas of the borough
- To improve access to health care, sport and recreation, open green spaces, and community facilities and services, including access to healthy food
- To create environments in South Ribble that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime



## Core Strategy Policies

- Policy 23: Health
- Policy 24: Sport and Recreation
- Policy 25: Community Facilities

## Introduction

- 11.1 Health and wellbeing is one of the Core Strategy’s main cross cutting themes as many aspects of planning policy contribute to achieving and maintaining better health.
- 11.2 The Core Strategy sets out a number of proposals to promote health and wellbeing including the provision and protection of health care facilities, sport and recreation facilities and community facilities. This Local Plan will achieve this by protecting existing facilities and ensuring that future development delivers new facilities and services through CIL and developer contributions.
- 11.3 Particular attention will be given to improving access to and addressing spatial disparities in service and community facility provision, especially in areas which have the greatest needs for health and education provision.

## Health Care Facilities

11.4 Under the Core Strategy, sites for new health facilities will be identified in the borough where required. The NHS is responsible for the provision of health care facilities in the borough. Where the NHS or other service providers identify a need for a new facility, then this document can assist see Policy H1.

## Sport and Recreation

11.5 The Core Strategy aims to protect existing Green Infrastructure including sport and recreation facilities in the borough unless they are proven to be surplus to requirements. As part of the Local Plan (adopted July 2015) all existing sport and recreation sites including playing fields, amenity green space and playgrounds have been reviewed. The review identified any deficiencies in sport and recreation provision in the borough and identified local standards to be applied to new residential developments. These standards are set out in Policies G10 and G11 as well as in the Open Space and Playing Pitch SPD.



## Allotments

11.6 The recreational and environmental benefits of allotments are widely accepted. Allotments provide valuable green space within the borough and this is recognised by the Core Strategy, which aims to help reduce health inequalities by safeguarding and encouraging the role of allotments. There is an identified shortage within the borough. Allotments are protected within Policy G7 and further allotments will be required in line with appropriate development according to Policy G10.

## Hot Food Takeaways

11.7 The government is committed to promoting healthier communities. Their research highlights the need for local authorities to manage the proliferation of fast food outlets as a means of combating the known adverse impact on community health.

11.8 The local authorities of South Ribble, Chorley and Preston have jointly produced a Supplementary Planning Document (SPD) on Access to Healthy Food. This is currently under review and will complement the Core Strategy and expand upon its Policy 23. Its primary aim is to address the lack of access to healthy food choices and reduce the concentration of fast food takeaways in some locations.

## **Protection of Health, Education and Other Community Services and Facilities**

### **Policy H1: Introduction**

11.9 The Council wishes to protect, enhance and accommodate new health, education and other community facilities where appropriate.

### **Policy H1 – Protection of Health, Education and Other Community Services and Facilities**

Proposals and schemes, for all developments especially major sites for housing, employment or a range of uses should ensure appropriate health, cultural, recreational, sport and education facilities are provided either on site or in the surrounding area through CIL and/or developer contributions.

Development proposing the change of use and/or loss of any premises and/or land currently/last used as a community facility (including community centres, village and church halls, places of worship, and public houses) will only be permitted where it can be demonstrated that:

- a) The use no longer serves the needs of the community in which it is located; or
- b) The use is no longer financially viable and it has been demonstrated through a marketing exercise or such process agreed with the Council.

### **Justification**

11.10 Proposals and schemes should ensure that they provide services and facilities for all members of the community including education, training and skills provision ranging from childcare and pre-school facilities, through to schools and further education. Health facilities range from local GP surgeries to locally based community health centres.

11.11 Leisure, sport and recreation facilities are also required in the borough. This should be in line with the local demand and need for such facilities and be provided through CIL and/or developer contributions. In the future, and within the Plan period, there may be a need for new leisure facility/facilities, which could be located within the larger residential or employment sites within the borough.

11.12 Developers must take account of the relationship between existing communities and new development to help understand what the sporting, recreational, cultural, educational, skills and training and health needs are in the local community and what is needed from infrastructure delivery through new development.

11.13 It is also important that new facilities and services are accessible by public transport, walking and cycling; this should be a key consideration in proposals.

# Chapter J – Tackling Climate Change

## Core Strategy Objectives

- To reduce energy use and carbon dioxide emissions in new developments.
- To encourage the use and generation of energy from renewable and low carbon sources.
- To manage flood risk and the impacts of flooding especially adjoining the River Ribble.
- To reduce water usage, protect and enhance water resources and minimise pollution of water, air and soil.



## Core Strategy Policies

- Policy 27: Sustainable Resources and New Developments
- Policy 28: Renewable and Low Carbon Energy Schemes
- Policy 29: Water Management
- Policy 30: Air Quality

## Introduction

### Planning for Climate Change in South Ribble

12.1 Tackling climate change is a cross cutting theme of the Core Strategy. Improving the energy efficiency of new developments and encouraging renewable and low carbon energy generation in the borough are key aims of the Core Strategy.

### Energy Efficiency of New Developments

12.2 The Core Strategy does not include any specific proposals for the borough although it requires all new developments to be designed and built in a sustainable way. It requires new buildings to reach energy efficiency standards set out in the Code for Sustainable Homes and BREEAM. Although the policies within the Core Strategy are not site specific, the potential of a site to be supplied with decentralised, renewable or low carbon energy will be taken into account when granting permission for development.

## Sites for Renewable Energy Generation



12.3 Government guidance encourages local authorities to consider identifying areas suitable for renewable and low carbon energy. Any formal proposals received by the Council for renewable or low carbon energy schemes will be assessed in line with the criteria as set out in Policy 28 of the Core Strategy and government guidance.

## Managing Flood Risk

12.4 This Plan can also contribute to adapting to the effects of climate change, which may include increased summer temperatures and a higher risk of flooding or droughts. The most appropriate way of achieving this is to direct development away from areas of high flood risk. Research has shown that, whilst flood risk is generally low in Central Lancashire, parts of Penwortham and Walton-le-Dale are at higher risk.

12.5 There is also a risk of sewer flooding in areas of Walton-le-Dale. This has been taken into account when assessing the sustainability of a site and its location, the process is described in the main introduction section of this Plan (Figure 2).

## Air Quality Management Areas

12.6 The Core Strategy has a dedicated air quality policy, which aims to improve air quality through various initiatives. There are four designated Air Quality Management Areas (AQMA) in the borough where air quality is monitored:

- The junction of Priory Lane/Cop Lane and Liverpool Road (the A59) Penwortham
- The A6/A675 on Victoria Road Walton-le-Dale
- The junction of Leyland Road and Brownedge Road, Lostock Hall
- Station Road, Bamber Bridge

## Appendix 1 – Development Management Policies

Local Plan (2000) Policy	Local Plan Policy (adopted July 2015)
C1 – Community Facilities	Policy H1 – Protection of Health, Education and Other Community Services and Facilities Core Strategy Policy 25 – Community Facilities
C2 – Existing Community Services	Policy H1 – Protection of Health, Education and Other Community Services and Facilities Core Strategy Policy 25 – Community Facilities
C3 – School Sites	Policy H1 – Protection of Health, Education and Other Community Services and Facilities
C4 – Community Centres	Policy H1 – Protection of Health, Education and Other Community Services and Facilities
C5 – Public Utilities	Core Strategy Policy 2 – Infrastructure Delivery Schedule
D1 – New Development	Core Strategy Policy 1 – Locating Growth
D2 – Royal Ordnance Urban Village	Expired
D3 – Existing Built-up Areas	Policy B1 – Existing Built-Up Areas
D4 – Green Belt	Policy G1 – Green Belt
D5 – Development in the Green Belt	Policy G1 – Green Belt Policy G2 – The Re-Use and Adaptation of Buildings in the Green Belt
D6 – Major Developed Site – Myerscough College	Expired
D7 – Major Developed Site – Whitbread Brewery	Policy G1 – Green Belt
D8 – Safeguarded Land	Policy G3 – Safeguarded Land for Future Development
D9 – Local Needs in Villages	Policy B2 – Village Development
D10 – Green Wedges	Policy G12 – Green Corridors Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space Open Space SPD
D11 – Best & Most Versatile Agricultural Land	Core Strategy Policy 31 – Agricultural Land
D12 – The Re-use & Adaptation of Rural Buildings	Policy G2 – The Re-Use and Adaptation of Buildings in the Green Belt
EMP1 – Allocation of Employment Land	Policy E1 – Allocation of Employment Land

<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
EMP2 – Major Inward Investment Site	Policy C4 – Cuerden Strategic Site
EMP3 – Main Existing Employment Areas	Policy E2 – Protection of Employment Areas and Sites
EMP4 – Other Existing Sites	Policy E2 – Protection of Employment Areas and Sites
EMP5 – Business Use	Core Strategy Policy 10 – Employment Premises and Sites
EMP6 – Mixed Use Schemes	Policy C1 – Pickering’s Farm, Penwortham Policy C2 – Moss Side Test Track, Leyland Policy C4 – Cuerden Strategic Site Policy C5 – BAE Systems, Samlesbury
EMP7 – Land at West Paddock, Leyland	Policy E1 – Allocation of Employment Land
EMP8 – Land at Samlesbury Aerodrome	Policy C5 – BAE Systems, Samlesbury
EMP9 – Strategic Landscaped Areas in Employment Areas	Policy G8 – Green Infrastructure and Networks – Future Provision
ENV1 – Landscape Protection & Enhancement	Policy G8 – Green Infrastructure and Networks – Future Provision Core Strategy Policy 21 – Landscape Character Areas
ENV2 – Sites of Special Scientific Interest	Core Strategy Policy 22 – Biodiversity and Geodiversity Site Allocations Policies Map
ENV3 – Protecting Other Sites & Features of Nature Conservation Interest	Core Strategy Policy 22 – Biodiversity and Geodiversity Site Allocations Policies Map
ENV4 – Protection of the Habitats of Wildlife	Core Strategy Policy 22 – Biodiversity and Geodiversity Site Allocations Policies Map
ENV5 – Habitat Creation	Core Strategy Policy 22 – Biodiversity and Geodiversity Policy G12 – Green Corridors
ENV6 – Wildlife Corridors	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space Core Strategy Policy 22 – Biodiversity and Geodiversity
ENV7 – Protection of Trees & Woodlands	Policy G13 – Trees, Woodlands and Development
ENV8 – Trees and Development	Policy G13 – Trees, Woodlands and Development
ENV9 – Unstable or Contaminated Land	Policy G14 – Unstable or Contaminated Land
ENV10 – Derelict Land Reclamation	Policy G15 – Derelict Land Reclamation
ENV11 – Environmental Improvement	Policy G15 – Derelict Land Reclamation

<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
ENV12 – Listed Buildings	Core Strategy Policy 16 – Heritage Assets Site Allocations – Appendix 5 – Listed Buildings
ENV13 – Alterations & Additions to Listed Buildings	Core Strategy Policy 16 – Heritage Assets
ENV14 – Setting of a Listed Building	Core Strategy Policy 16 – Heritage Assets
ENV15 – Development in Conservation Areas	Core Strategy Policy 16 – Heritage Assets
ENV16 – Article 4 Directions	Core Strategy Policy 16 – Heritage Assets
ENV17 – Development & Archaeological Sites	Core Strategy Policy 16 – Heritage Assets Site Allocations – Appendix 5 – Listed Buildings
ENV18 – Development & Historic Parks & Gardens	Core Strategy Policy 16 – Heritage Assets
ENV19 – Coastal Zone	Core Strategy Policy 20 – Countryside Management and Access Core Strategy Policy 29 – Water Management
ENV20 – Flood Risk	Core Strategy Policy 29 – Water Management
ENV21 – Groundwater Resources	Core Strategy Policy 29 – Water Management
ENV22 – Pollution	Core Strategy Policy 29 – Water Management
ENV23 – Water Resources & Development	Core Strategy Policy 29 – Water Management Policy A1 – Developer Contributions
ENV24 – External Lighting & Development	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design SPD
ENV25 – Hazardous Substances & Installations	Covered by Pollution Control Regulations
ENV26 – Development of Renewable Energy Schemes	Core Strategy Policy 27 – Sustainable Resources and New Developments Core Strategy Policy 28 – Renewable and Low Carbon Energy Schemes
FR1 – Definition of District Centres	Policy E4 – District Centres Policy E5 – Local Centres
FR2 – Capitol Centre, Walton-le-Dale	Policy B5 – The Capitol Centre, Walton-le-Dale
FR3 – Development Elsewhere in the Urban Area	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism
FR4 – Other Retail & Commercial Development within the Existing Built-Up Area	Policy B1 – Existing Built-up Areas Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism
FR5 – Loss of Local Shops	Policy E3 – Leyland Town Centre Policy E4 – District Centres Policy E5 – Local Centres
H1 R – Housing (Interim Planning Policy)	Core Strategy Policy 4 – Housing Delivery

<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
H2 R – Housing (Interim Planning Policy)	Core Strategy Policy 4 – Housing Delivery Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
H3 R – Housing (Interim Planning Policy)	Core Strategy Policy 10 – Employment Premises and Sites
H4 R – Housing (Interim Planning Policy)	NPPF
H5 R – Housing (Interim Planning Policy)	Core Strategy Policy 17 – Design of New Buildings Core Strategy Policy 27 – Sustainable Resources and New Developments
HP1 – Housing (Interim Planning Policy)	Policy D1 – Allocation of Housing Land
HP2 – Affordable Housing Overall Provision	Expired
HP2 R – Affordable Housing (Interim Planning Policy)	Core Strategy Policy 7 – Affordable and Special Needs Housing
HP3 – Affordable Housing – Site Specific Targets	Core Strategy Policy 7 – Affordable and Special Needs Housing
HP4 – Requirement for Affordable Housing on Other Sites	Expired
HP4 R – Affordable Housing (Interim Planning Policy)	Core Strategy Policy 7 – Affordable and Special Needs Housing
HP5 – Rural Areas Exception Policy	Core Strategy Policy 7 – Affordable and Special Needs Housing
HP6 – Mechanisms to Ensure Affordability	Expired
HP6 R – Affordable Housing (Interim Planning Policy)	Core Strategy Policy 7 – Affordable and Special Needs Housing Central Lancashire Affordable Housing SPD
HP7 – Agricultural Workers’ Dwellings	Policy D3 – Agricultural Workers’ Dwellings in the Countryside
HP8 – Removal of Agricultural Occupancy Conditions	Policy D3 – Agricultural Workers’ Dwellings in the Countryside
HP9 – Caravan Sites for Gypsies	Core Strategy Policy 8 – Gypsy and Traveller and Travelling Show People Accommodation
IMP1 – Community Benefit	Core Strategy Policy 2 – Infrastructure Policy A1 – Developer Contributions
IPP – Retail (Interim Planning Policy)	Policy E4 – District Centres Policy E5 – Local Centres
LTC1 Land at Southern Towngate	Policy E3 – Leyland Town Centre
LTC2 – Allocation of Development Sites for Town Centre Uses	Expired
LTC3 – Other Development within the Town Centre	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism Policy E3 – Leyland Town Centre
LTC4 Criteria for Determining Applications	Policy E3 – Leyland Town Centre

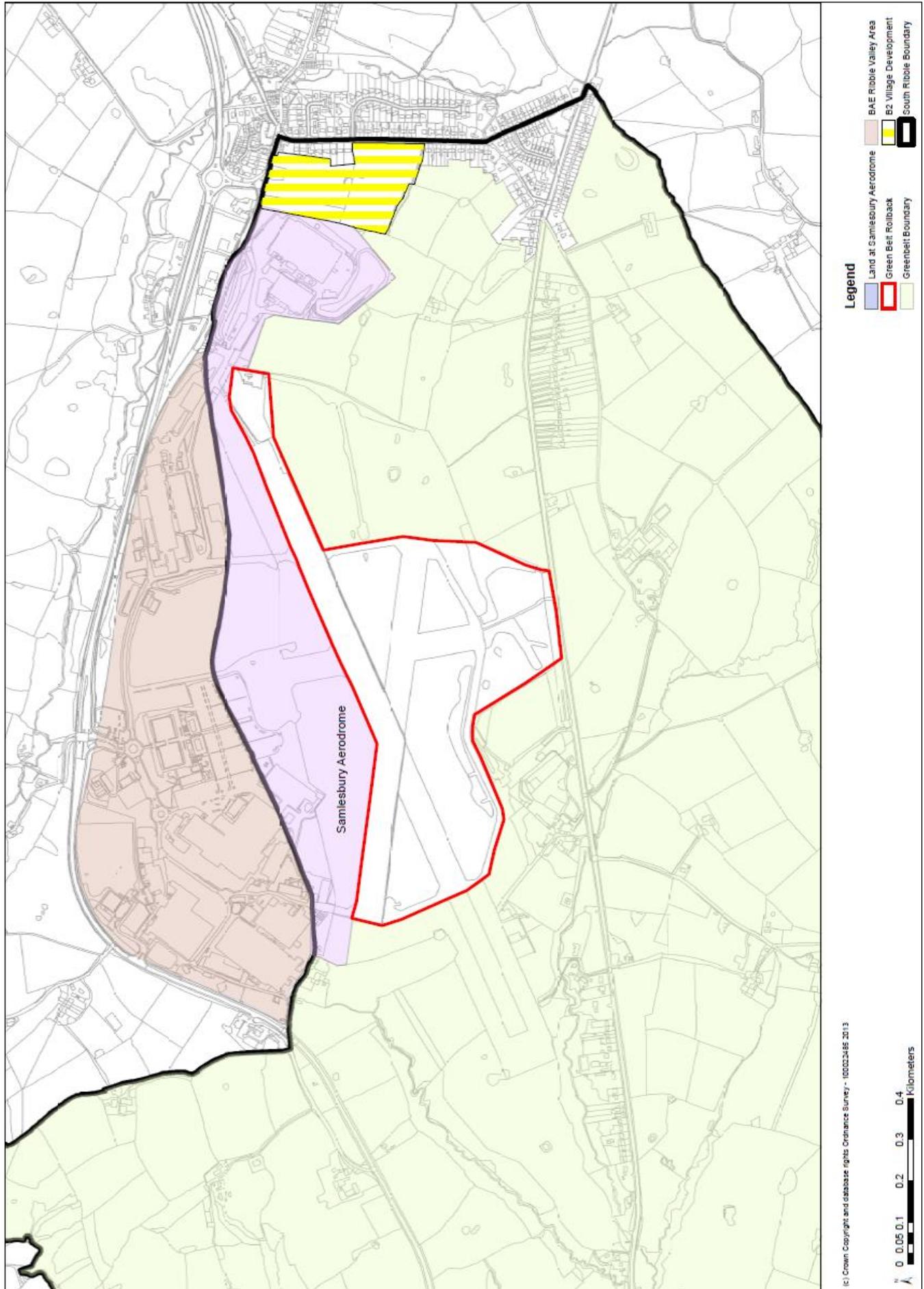
<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
LTC5 – Hough Lane and Chapel Brow Improvements	Policy E3 – Leyland Town Centre
LTC6 – Linking of Chapel Brow & Hough Lane	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism Policy E3 – Leyland Town Centre
LTC7 – Car Parking in Leyland Town Centre	Policy E3 – Leyland Town Centre Policy F1 – Parking Standards Core Strategy Policy 3 – Travel
OSR1 – New Development Standards	Expired
OS1 – New Development Standards - interim policy	Policy G10 – Green Infrastructure Provision in Residential Developments Central Lancashire Open Space and Recreation SPD
OSR2 – Provision of Open Space in Association with New Housing Developments	Expired
OSR3 – New Sites	Policy G8 – Green Infrastructure and Networks – Future Provision Policy G10 – Green Infrastructure Provision in Residential Developments Central Lancashire Open Space and Recreation SPD
OSR4 – Parks & Other Public Open Spaces	Policy G7 – Green Infrastructure – Existing Provision Policy G9 – Worden Park Central Lancashire Open Space and Recreation SPD
OSR5 – Amenity Open Spaces	Policy G7 – Green Infrastructure – Existing Provision Policy G8 – Green Infrastructure and Networks – Future Provision Central Lancashire Open Space and Recreation SPD
OSR6 – Private, Educational & Institutional Recreational Open Spaces	Policy G7 – Green Infrastructure – Existing Provision Policy G8 – Green Infrastructure and Networks – Future Provision Central Lancashire Open Space and Recreation SPD

<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
OSR7 – Allotments	Policy G7 – Green Infrastructure – Existing Provision Policy G8 – Green Infrastructure and Networks – Future Provision Policy G10 – Green Infrastructure Provision in Residential Developments Central Lancashire Open Space and Recreation SPD
OSR8 – New Facilities	Policy G8 – Green Infrastructure and Networks – Future Provision Policy H1 – Protection of Health, Education and Other Community Services and Facilities
OSR9 – Golf Courses	Core Strategy Policy 13 – Rural Economy Core Strategy Policy 24 – Sport and Recreation
OSR10 – Commercial Stables	Core Strategy Policy 13 – Rural Economy
OSR11 – Priority Areas	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 20 – Countryside Management and Access Core Strategy Policy 22 – Biodiversity and Geodiversity
OSR12 – Recreational Routes	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space
OSR13 – Disused Transport Routes	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space
OSR14 – Footpath Network	Core Strategy Policy 18 – Green Infrastructure Core Strategy Policy 19 – Areas of Separation and Major Open Space Core Strategy Policy 20 – Countryside Management and Access Policy G12 – Green Corridors
OSR15 – Tourism Development	Core Strategy Policy 11 – Retail and Town Centre Uses and Business Based Tourism Core Strategy Policy 12 – Culture and Entertainment Facilities Core Strategy Policy 13 – Rural Economy
OSR16 – Small Scale Tourism	Core Strategy Policy 13 – Rural Economy
OSR17 – Holiday Caravans	Removed

<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
QD1 – Design Criteria for New Development	Policy G17 – Design Criteria for New Development Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD2 – Design of Residential Extensions & Free Standing Structures	Policy G17 – Design Criteria for New Development Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD South Ribble Residential Design SPD.
QD3 – Design of New Shopfronts	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD4 – Crime Prevention	Core Strategy Policy 17 – Design of New Buildings Core Strategy Policy 26 – Crime and Community Safety Central Lancashire Design Guide SPD
QD5 – Security Shutters	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD6 – Noise Sensitive Developments	Core Strategy Policy 17 – Design of New Buildings Policy G17 – Design Criteria for New Development
QD7 – Landscaping in New Developments	Policy G8 – Green Infrastructure and Networks - Future Provision Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD8 – Landscaping along Major Highway Routes	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD9 – Advertisements	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD10 – Personal Mobility	Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD11 – New Agricultural Buildings	Core Strategy Policies 13 – Rural Economy Core Strategy Policy 17 – Design of New Buildings Central Lancashire Design Guide SPD
QD12 – Telecommunications	NPPF

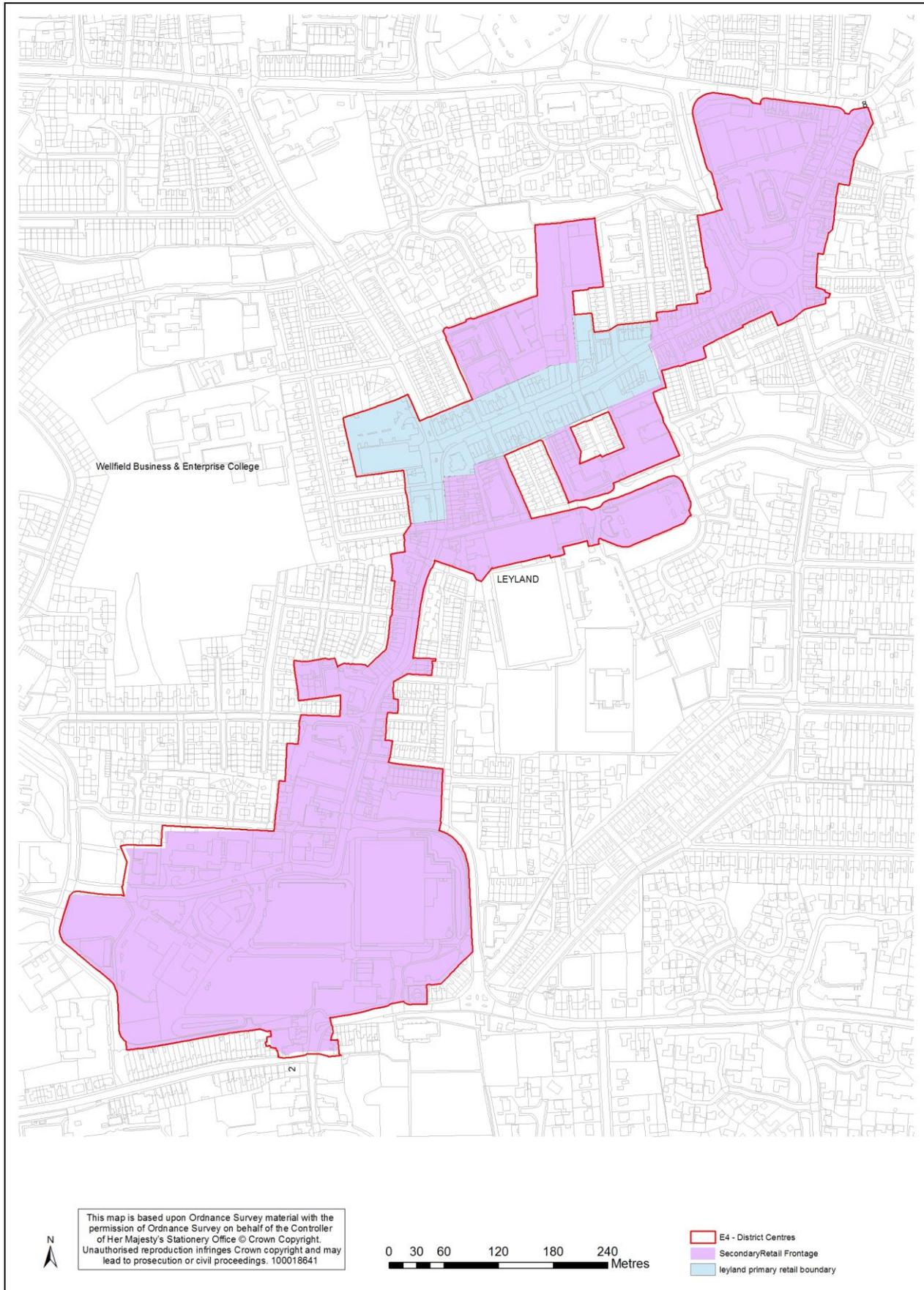
<b>Local Plan (2000) Policy</b>	<b>Local Plan Policy (adopted July 2015)</b>
T1 – Protection of New Highway Routes & Schemes	Policy A3 – The Completion of the Penwortham Bypass Core Strategy Policy 3 – Travel
T2 – Reservation of Land for Highways	Expired
T3 – Link Road	Policy A2 – Cross Borough Link Road
T4 – Park & Ride	Core Strategy Policy 3 – Travel
T5 – Road Hierarchy	Core Strategy Policy 3 – Travel Policy A2 – Cross Borough Link Road Policy A3 – The Completion of the Penwortham Bypass
T6 – Control of Development Affecting Trunk Roads	No policy
T7 – Implications of Development for Non-Trunk Roads	Core Strategy Policy 3 – Travel
T8 – Traffic Management	Core Strategy Policy 3 – Travel
T9 – Traffic Calming	Core Strategy Policy 3 – Travel
T10 – Parking Standards	Policy F1 – Parking Standards
T11 – Cycling	Policy G8 – Green Infrastructure and Networks – Future Provision Core Strategy Policy 3 – Travel
T12 – Footpaths & Bridleways	Policy G8 – Green Infrastructure and Networks – Future Provision Core Strategy Policy 3 – Travel
T13 – Pedestrian Movement	Core Strategy Policy 3 – Travel
T14 – Facilities in Highway Schemes	Core Strategy Policy 3 – Travel
T15 – Pedestrianisation	Core Strategy Policy 3 - Travel
	<b>New Policies</b>
New Policy	Policy D2 – Phasing, Delivery and Monitoring
New Policy	Policy G5 – Areas of Separation
New Policy	Policy G6 – Central Park
New Policy	Policy G9 – Worden Park
New Policy	Policy C1 – Pickering’s Farm, Penwortham
New Policy	Policy C2 – Moss Side Test Track, Leyland
New Policy	Policy H1 - Protection of Health, Education & Other Community Services and Facilities
New Policy	Policy G4 – Protected Open Land
New Policy	Policy A1 – Developer Contributions
New Policy	Policy B3 – Commercial and Employment Site at South Rings Business Park, Bamber Bridge
New Policy	Policy B4 – Commercial and Employment Site at Cuerden Way, Bamber Bridge
New Policy	Policy C3 – Land between Heatherleigh and Moss Lane, Farington Moss
New Policy	Policy G11 – Playing Pitch Provision

# Appendix 2 – Map of Samlesbury Aerodrome

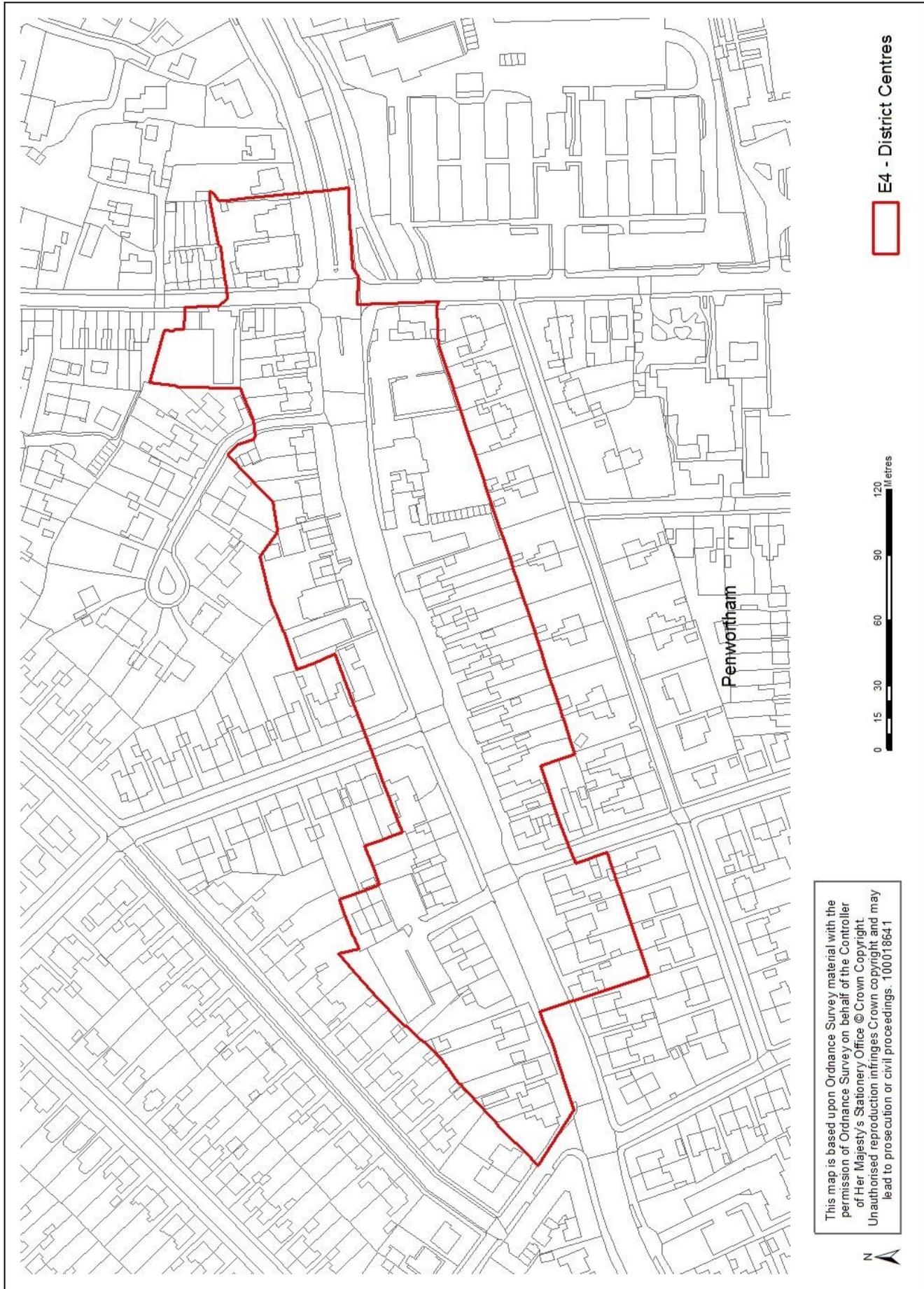


# Appendix 3 – Retail Maps

## Leyland Town Centre



# Penwortham District Centre

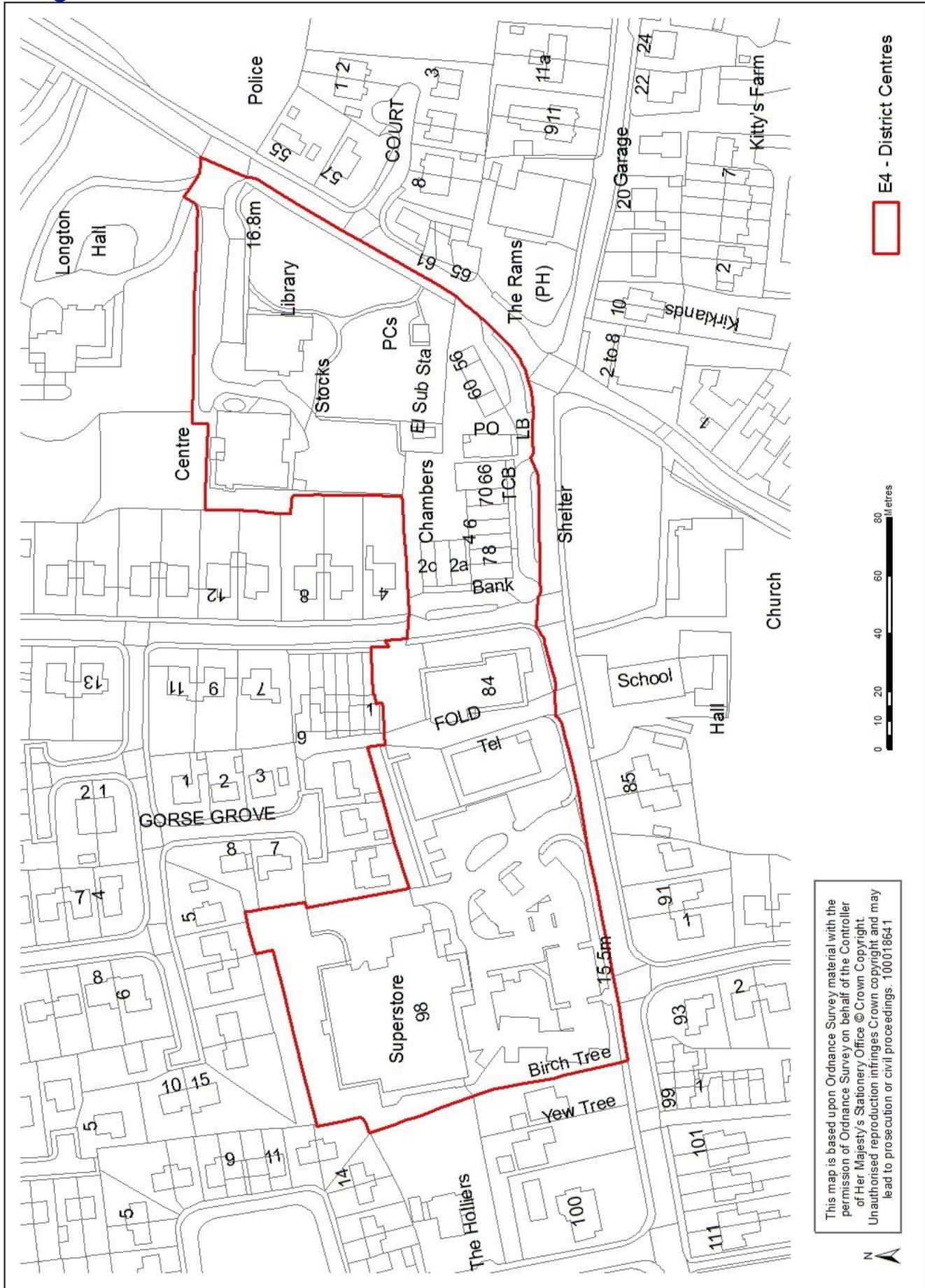


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E4 - District Centres

# Longton District Centre

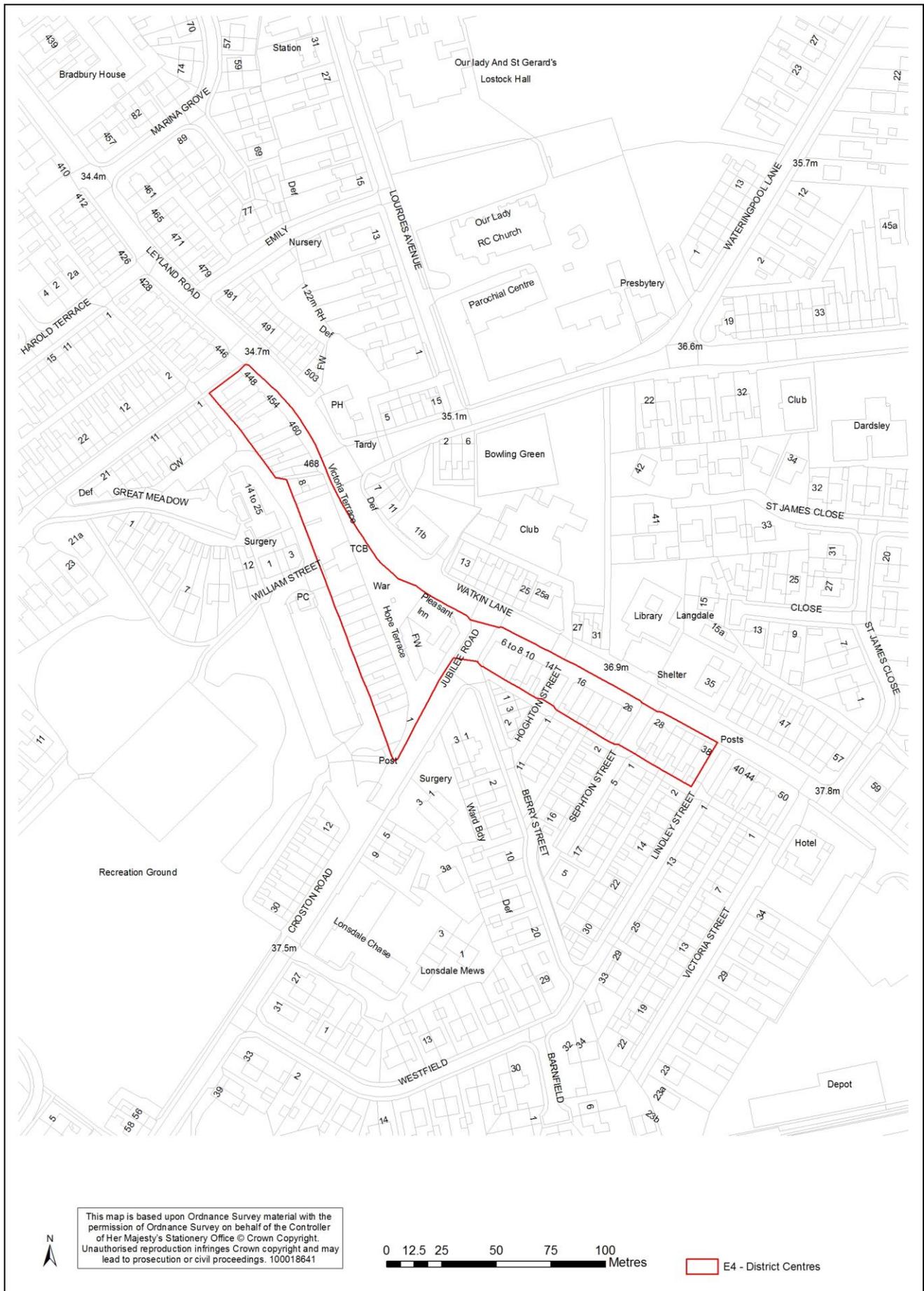


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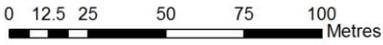
# Bamber Bridge District Centre



# Tardy Gate District Centre

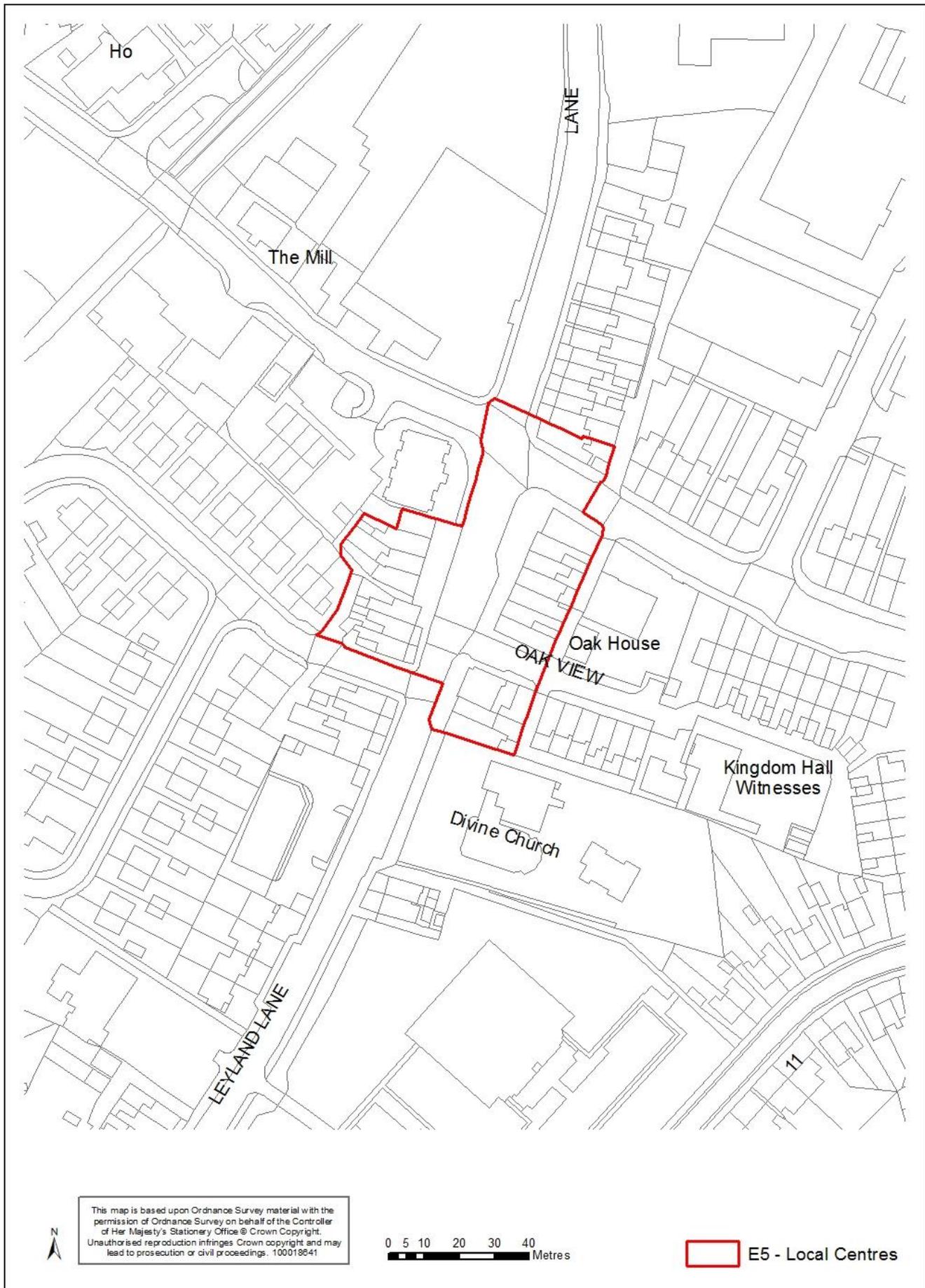


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E4 - District Centres

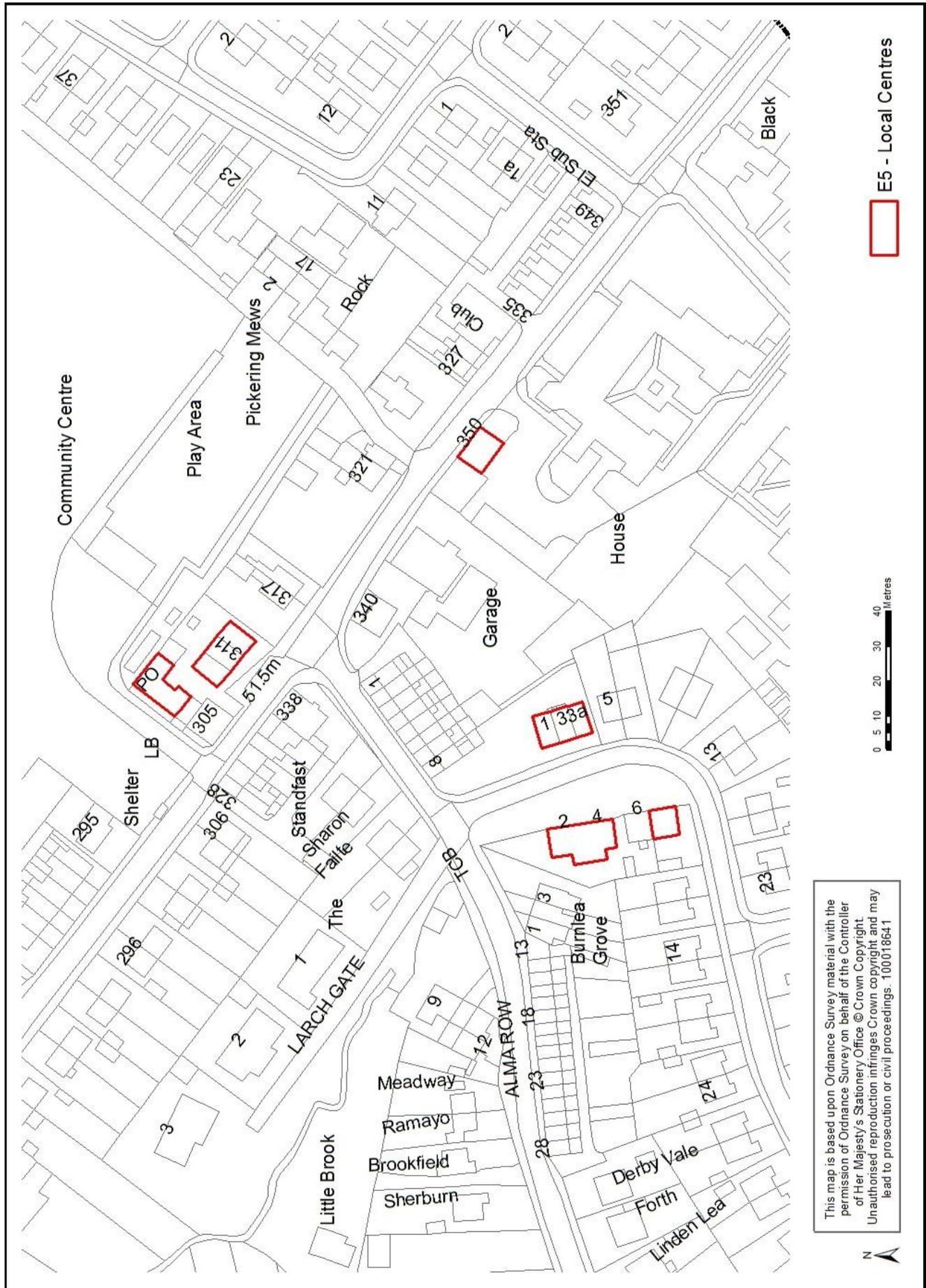
# Earnshaw Bridge Local Centre



# Farington Local Centre



# Gregson Lane Local Centre

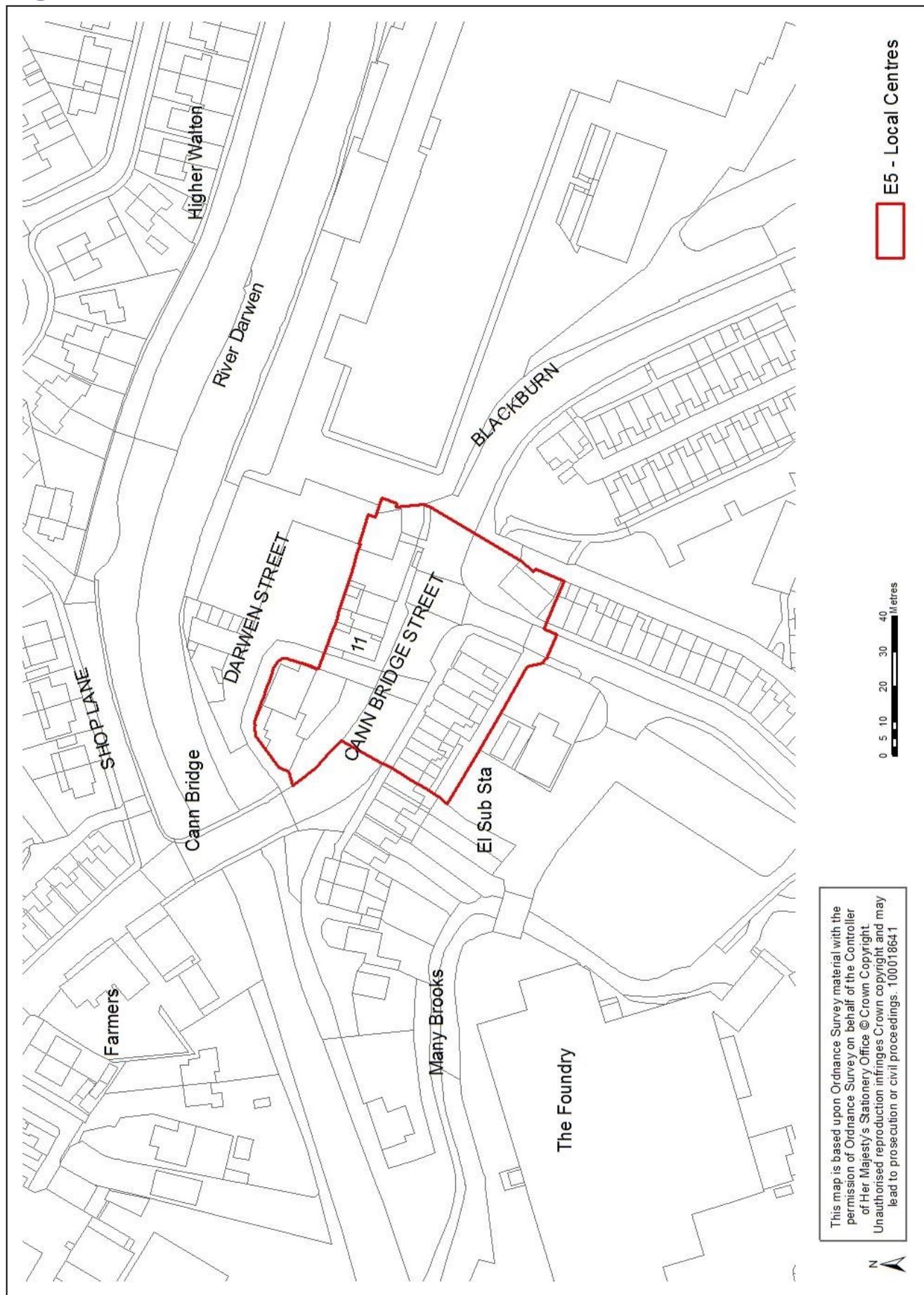


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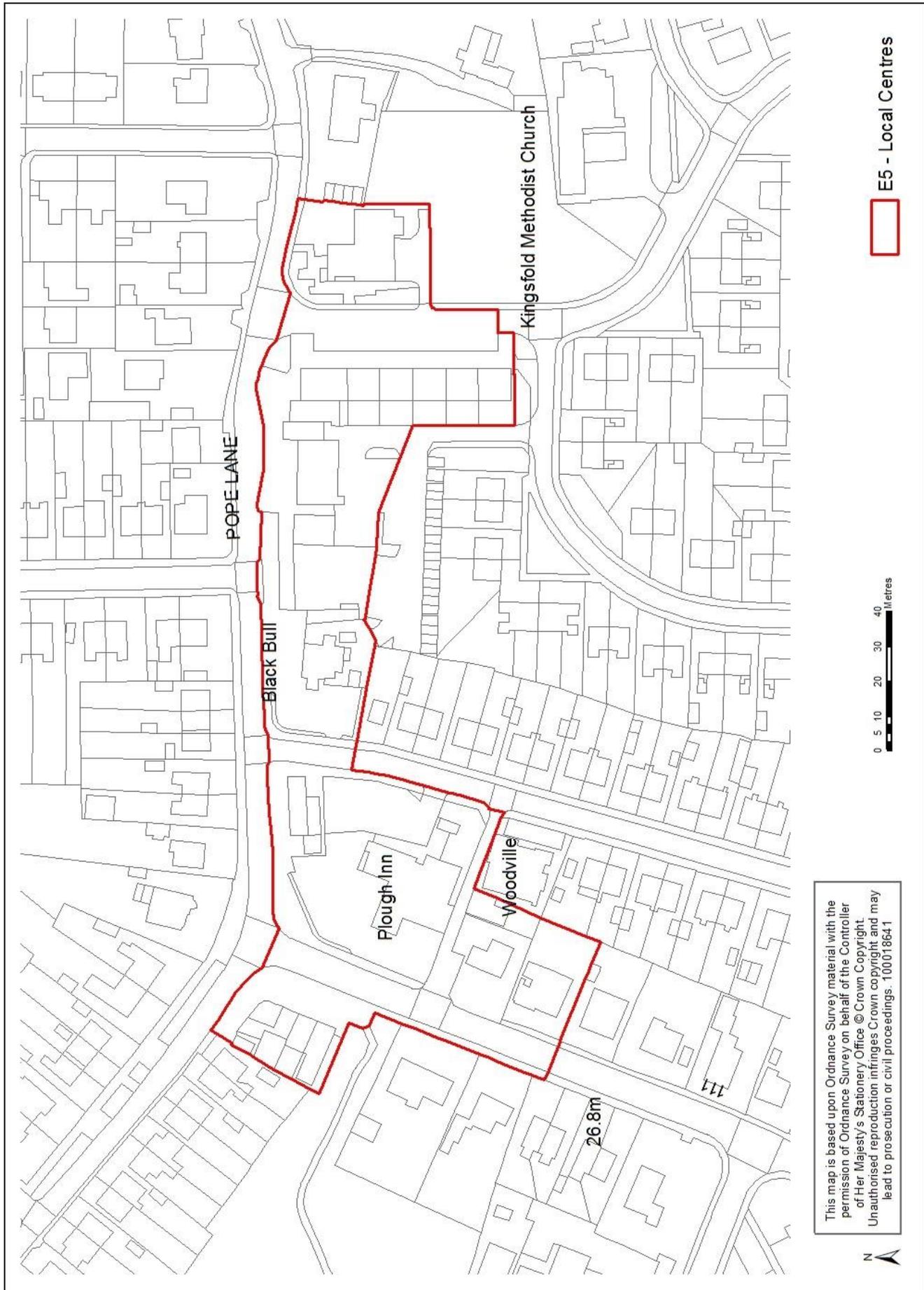


E5 - Local Centres

# Higher Walton Local Centre



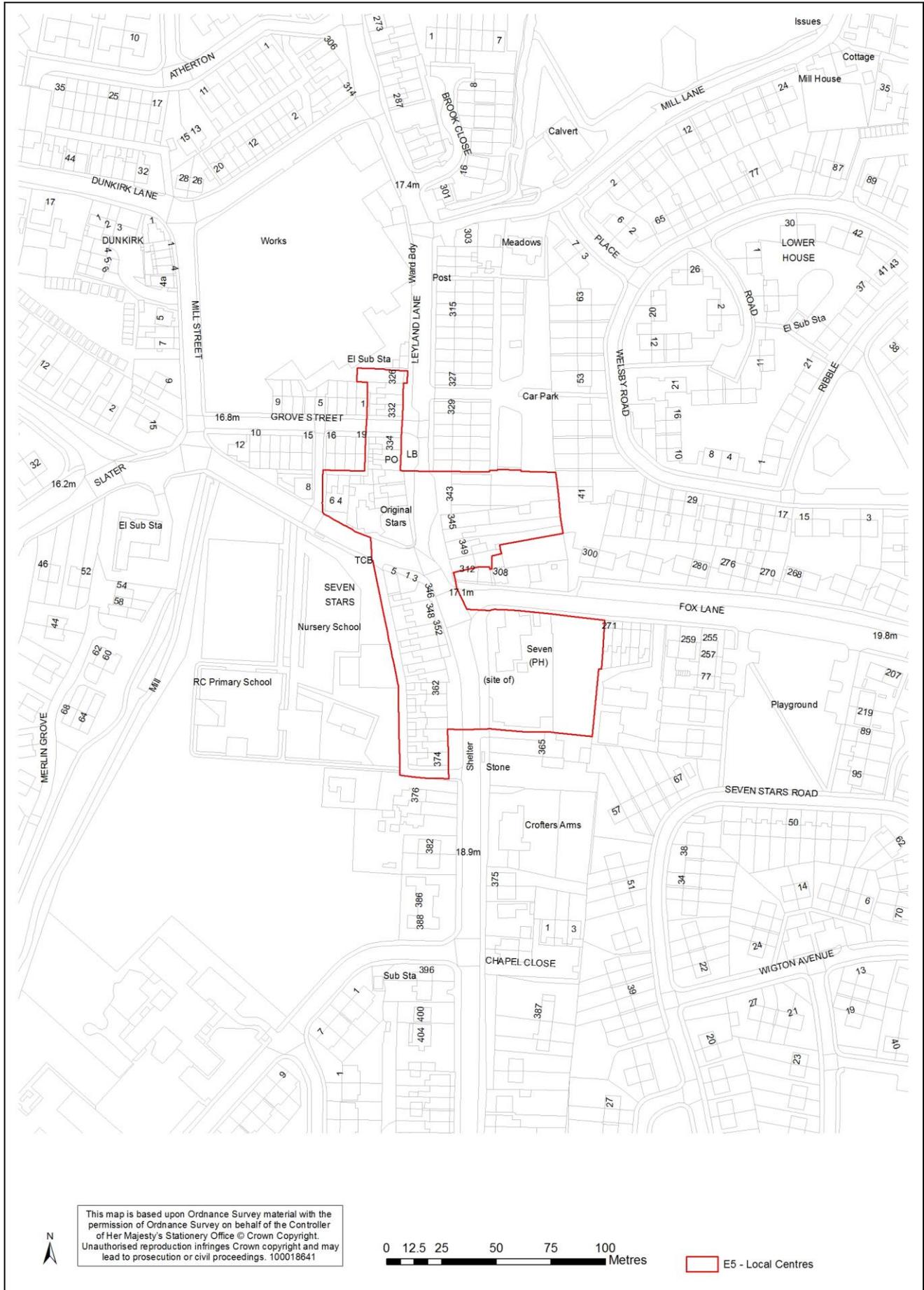
# Kingsfold Local Centre



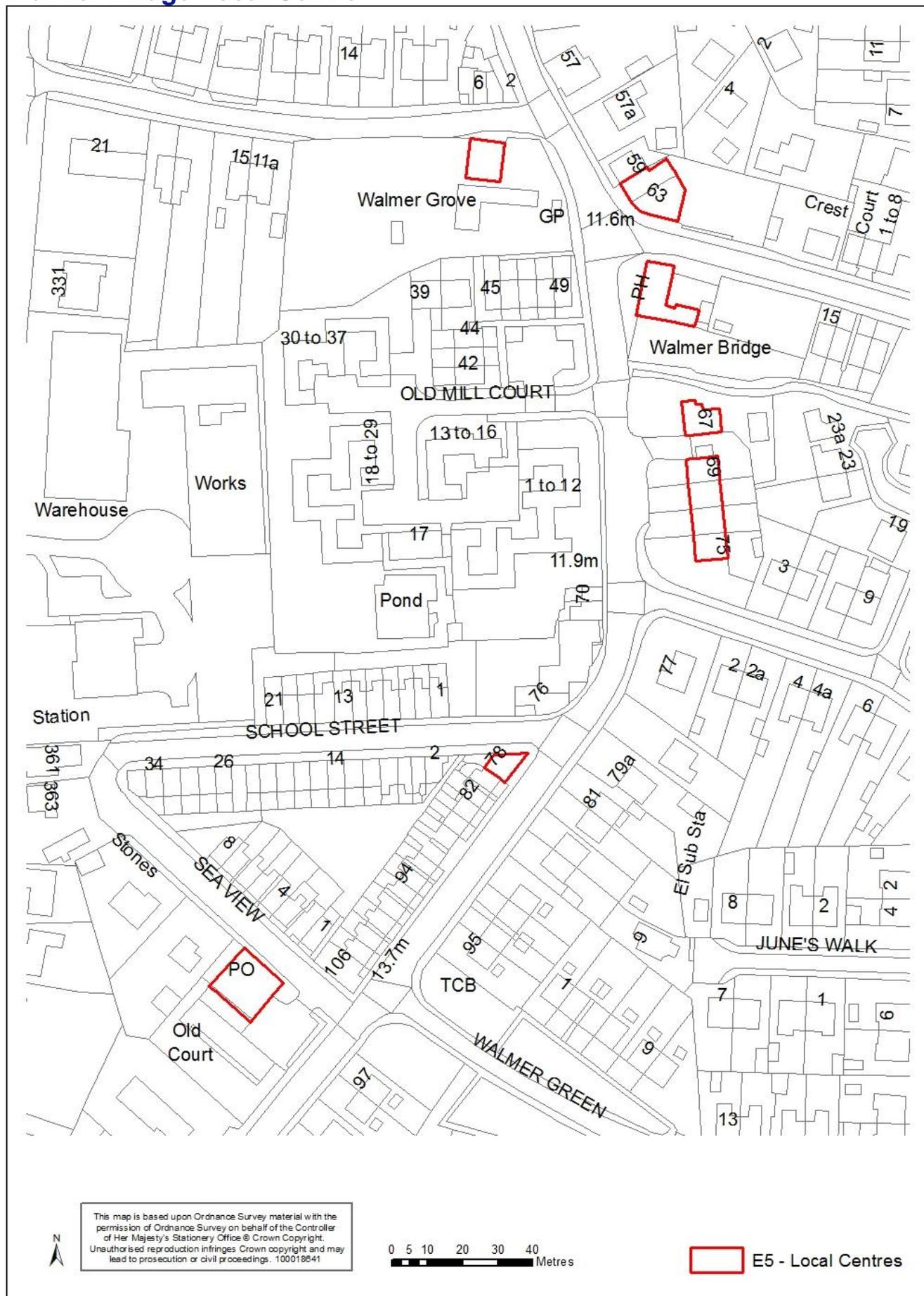
# New Longton Local Centre



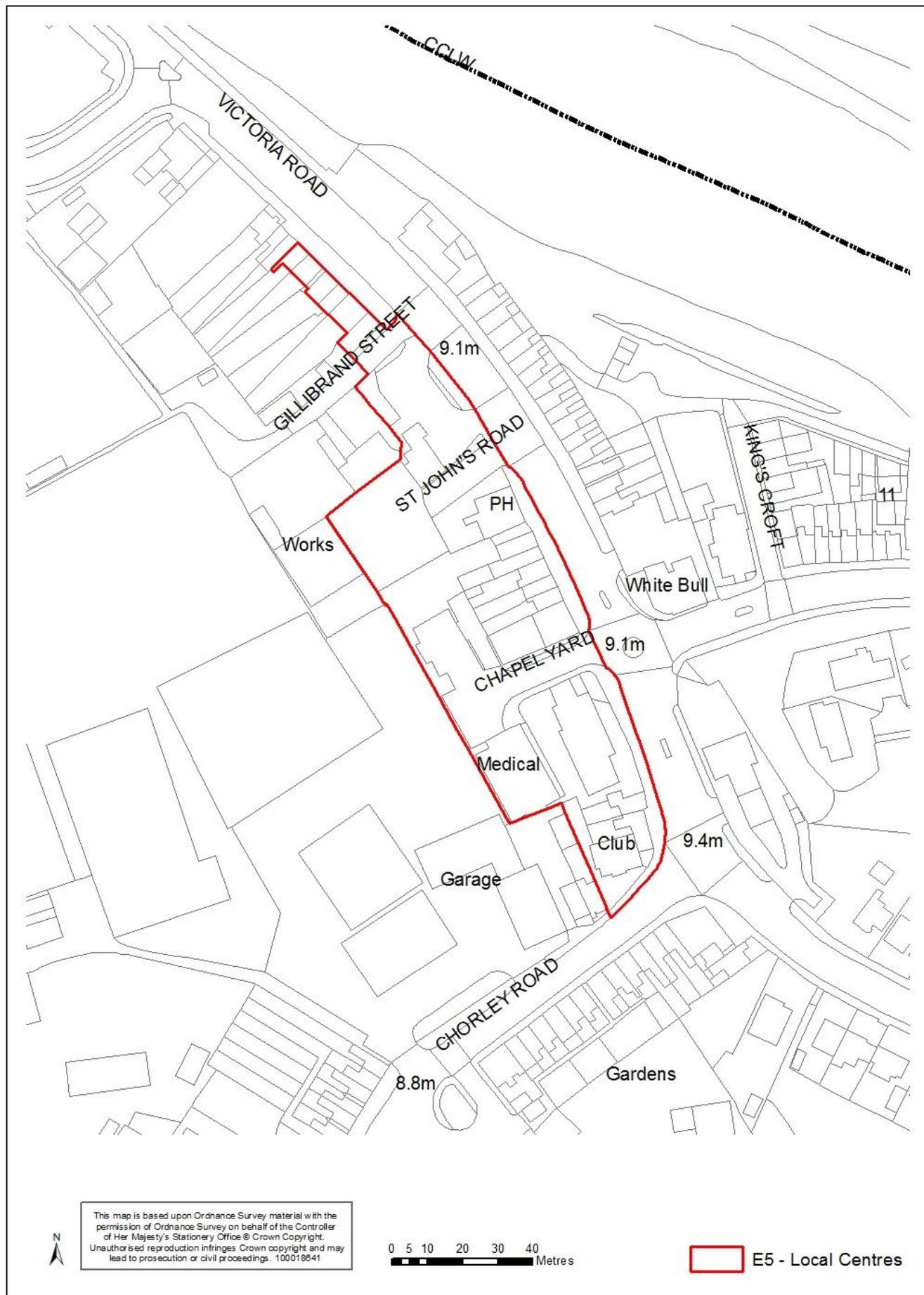
# Seven Stars Local Centre



# Walmer Bridge Local Centre



# Walton-le-Dale Local Centre



## Appendix 4 – Car Parking Standards

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
A1	Shops	Food retail	1 per 16 m <sup>2</sup>	1 per 15 m <sup>2</sup>	1 per 14 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 140 m <sup>2</sup> (min. 2 spaces)	1 per 350 m <sup>2</sup> (min. 2 spaces)	-	-
		Non-food retail	1 per 22 m <sup>2</sup>	1 per 21 m <sup>2</sup>	1 per 20 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 200 m <sup>2</sup> (min 2)	1 per 500 m <sup>2</sup> (min 2)	-	-
		Retail warehouse	1 per 60 m <sup>2</sup>	1 per 45 m <sup>2</sup>	1 per 40 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 200 m <sup>2</sup> (min 2)	1 per 500 m <sup>2</sup> (min 2)	-	-
A2	Financial & professional services	Banks/building societies, betting offices, estate & employment agencies, professional & financial services	1 per 35 m <sup>2</sup>	1 per 32 m <sup>2</sup>	1 per 30 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 200 m <sup>2</sup> (min 2)	1 per 500 m <sup>2</sup> (min 2)	-	-
A3	Restaurants & cafés	Restaurants, cafés/snack bars, fast food & drive through	1 per 8 m <sup>2</sup> of public floor space	1 per 6 m <sup>2</sup> of public floor space	1 per 5 m <sup>2</sup> of public floor space	3 bays or 6% of total	4 bays + 4% of total	1 space per 50 m <sup>2</sup> (min 2)	1 space per 125 m <sup>2</sup> min 2)	Negotiated on a case by case basis	Negotiated on a case by case basis
A4/A5	Drinking establishments/Hot Food Takeaways	Public Houses/wine bars/other drinking establishments	1 per 8 m <sup>2</sup> of public floor space	1 per 6 m <sup>2</sup> of public floor space	1 per 5 m <sup>2</sup> of public floor space	3 bays or 6% of total	4 bays + 4% of total	1 space per 50 m <sup>2</sup> (min 2)	1 space per 125 m <sup>2</sup> min 2)	Negotiated on a case by case basis	Negotiated on a case by case basis

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
B1	Business	Office, Business Parks, Research & Development	1 per 40 m <sup>2</sup>	1 per 32 m <sup>2</sup>	1 per 30 m <sup>2</sup>	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 300 m <sup>2</sup> (min 2)	1 per 750 m <sup>2</sup> (min 2)	-	-
		Call centres	1 per 40 m <sup>2</sup> (starting point for discussions)	1 per 32 m <sup>2</sup> (starting point for discussions)	1 per 30 m <sup>2</sup> (starting point for discussions)	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 300 m <sup>2</sup> (min 2)	1 per 750 m <sup>2</sup> (min 2)	-	-
B2	General Industry	General Industry	1 per 60 m <sup>2</sup>	1 per 48 m <sup>2</sup>	1 per 45 m <sup>2</sup>	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 450 m <sup>2</sup> (min 2)	1 per 1000 m <sup>2</sup> (min 2)	-	-
B8	Storage & Distribution	Storage & Distribution	1 per 100 m <sup>2</sup>	1 per 100 m <sup>2</sup>	1 per 100 m <sup>2</sup>	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 850 m <sup>2</sup> (min 2)	1 per 2000 m <sup>2</sup> (min 2)	-	-
C1	Hotels	Hotels, boarding & guesthouses	1 per bedroom including staff parking provision	1 per bedroom including staff parking provision	1 per bedroom including staff parking provision	3 bays or 6% of total	4 bays + 4% of total	1 per 10 guest rooms (min 2)	1 per 25 guest rooms (min 2)	Negotiated on a case-by-case basis	1 (hotels only)
C2	Residential Institutions	Residential care homes/Nursing homes	1 per 4 beds	1 per 5 beds	1 per 5 beds	3 bays or 6% of total	4 bays + 4% of total	1 per 40 beds (min 2)	1 per 100 beds (min 2)	-	-
		Sheltered accommodation	1 per 2 beds	1 per 3 beds	1 per 3 beds	3 bays or 6% of total	4 bays + 4% of total	1 per 20 beds (min 2)	1 per 50 beds (min 2)	-	-

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
C3	Dwelling Houses	1 bedroom	1 space	1 space	1 space	Negotiated on a case by case basis	Negotiated on a case by case basis	1 alloc. 1 comm	-	-	-
		2 to 3 bedrooms	2 spaces	2 spaces	2 spaces			2 alloc 1 comm	-	-	-
		4+ bedrooms	3 spaces	3 spaces	3 spaces			4 alloc 2 comm	-	-	-
D1	Non-residential institutions	Clinics & health centres (excludes hospital)	1 per 2 staff plus 4 per consulting room	1 per 2 staff plus 4 per consulting room	1 per 2 staff plus 4 per consulting room	3 bays or 6% of total	4 bays + 4% of total	2 per consulting room (min)	1 per 2 consulting rooms (min)	-	-
		Crèches, day nurseries & day centres	1 per member of staff + 1 drop off space per 10 children	1 per member of staff + 1 drop off space per 10 children	1 per member of staff + 1 drop off space per 10 children	3 bays or 6% of total	4 bays + 4% of total	1 per 4 staff + 1 per 200 m <sup>2</sup> (min 2)	1 per 10 staff (min 2)	Negotiated on a case by case basis	Negotiated on a case by case basis
		Schools (primary & secondary)	2 per classroom	2 per classroom	2 per classroom	Case by case	Case by case	1 per 5 staff + 1 per 3 students	1 per 10 staff	Case by case based on demand for school buses	1
		Art galleries, museums, libraries	1 per 40 m <sup>2</sup>	1 per 25 m <sup>2</sup>	1 per 20 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 200 m <sup>2</sup> (min 2)	1 per 500 m <sup>2</sup> (min 2)	Case by case	1
		Halls & places of worship	1 per 10 m <sup>2</sup>	1 per 6 m <sup>2</sup>	1 per 5 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 50 m <sup>2</sup> (min 2)	1 per 125 m <sup>2</sup> (min 2)	-	-
		Higher & further education	1 per 2 staff	1 per 2 staff + 1 per 15 students	1 per 2 staff + 1 per 10 students	Case by case	Case by case	1 per 5 staff + 1 per 3 students	1 per 10 staff + 1 per 10 students	Case by case	1

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
D2	Assembly & Leisure	Cinemas, bingo & casinos, conference centres, music & concert halls	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total	4 bays + 4% of total	1 per 20 seats (min 2)	1 per 50 seats (min 2)	Case by case	1
		General leisure, dance halls (not night clubs), swimming baths, skating rinks & gymnasiums	1 per 25 m <sup>2</sup>	1 per 23 m <sup>2</sup>	1 per 22 m <sup>2</sup>	3 bays or 6% of total	4 bays + 4% of total	1 per 20 seats (min 2)	1 per 50 seats (min 2)	Case by case	1
-	Miscellaneous/sui generis (examples)	Theatres	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total	4 bays + 4% of total	1 per 20 seats (min 2)	1 per 50 seats (min 2)	Case by case	1
		Motor car showrooms	1 per 60 m <sup>2</sup> internal showroom	1 per 52 m <sup>2</sup> internal showroom	1 per 50 m <sup>2</sup> internal showroom	3 bays or 6% of total	4 bays + 4% of total	1 per 5 staff	Minimum of 2 spaces	-	-
		Petrol filling stations	1 space per pump	1 space per pump	1 space per pump	1 space minimum	-	1 per 5 staff	Minimum of 2 spaces	-	-

Key: Area A: Town centres  
Area B: District or local centres  
Area C: All other areas

## Appendix 5 – Listed Buildings

There are 145 Listed Buildings in South Ribble, all of which are set out below

### Two Grade I Listed Buildings:

- Samlesbury Hall, Preston New Road, Samlesbury
- Church of St Leonard the Less, Potter Lane, Samlesbury

### Ten Grade II\* Listed Buildings:

- Church of St Andrew, Church Road, Leyland
- Walker Monument, St Andrew's Church, Church Road, Leyland
- Worden Old Hall, Central Avenue, Buckshaw Village
- Church of St Michael, Liverpool Old Road, Much Hoole
- Church of St Mary, Church Avenue, Penwortham
- Seed Lee Farmhouse, Brindle Road, Bamber Bridge
- Church of St Leonard, Church Brow, Walton-le-Dale
- Arrowsmith House, 325 Gregson Lane, Hoghton
- Osbaldeston House, off Higher Walton Road, Higher Walton
- Todd Hall, Todd Lane North, Lostock Hall

### 133 Grade II Listed Buildings:

- Stag Lodge to Cuerden Hall (incorporating gateway), Bamber Bridge
- The Old School House, School Lane, Cuerden
- Cuerdale Hall, off Cuerdale Lane, Samlesbury
- Barn south of Cuerdale Hall, off Cuerdale Lane, Samlesbury
- Carthouse and stable south of Cuerdale Hall, off Cuerdale Lane, Samlesbury
- Wood House Farm, Cuerdale Lane, Samlesbury
- Darwen Side Farmhouse, Roach Bridge, Samlesbury
- Farington Lodge, Centurion Way, Farington
- Lodge to Farington Lodge, Stanifield Lane, Farington
- Farington House, Stanifield Lane, Farington
- Church of St Paul, Church Lane, Farington
- 'Armetridings' No. 507 Croston Road, Farington
- Nutters Platt Farmhouse, Lindle Lane, Hutton
- Hutton Manor, Moor Lane, Hutton
- Rawstone House, Pope Lane, Penwortham
- Nos. 138 & 140 Ratten Lane, Hutton
- No. 150 Ratten Lane, Hutton
- United Reformed Church and attached walls, Hough Lane, Leyland
- 4 Nixon's Court, Leyland
- Old Hall, Nos. 129 & 131, Balcarres Road, Leyland
- St Mary RC Church, Broadfield Drive, Leyland
- Tower of St Mary RC Church, Broadfield Drive, Leyland
- Gateway and boundary wall to St Andrew's Churchyard, Church Road, Leyland
- Watchhouse at St Andrew's Churchyard, Church Road, Leyland

- Raised slab south of chancel of St Andrew's Church, Church Road, Leyland
- Carved stones south of St Andrew's Church, Church Road, Leyland
- Sundial in St Andrew's Churchyard, Church Road, Leyland
- Old Grammar School & attached cottage, Church Road, Leyland
- Eagle and Child Inn, Church Road, Leyland
- Dunkirk Hall, Dunkirk Lane, Leyland
- Line of 35 stone fence posts dividing Ambry Meadows between River Lostock and Wade Brook, off Emnie Lane, Leyland
- Nos. 10 to 60 (even Nos.) Fox Lane (north side), Leyland
- St Andrew's CE School, Fox Lane, Leyland
- No. 92 Fox Lane, Leyland
- Nos. 94,96 & 98 Fox Lane, Leyland
- No. 100 Fox Lane, Leyland
- Nos. 102 to 112 (even Nos.) Fox Lane, Leyland
- Atherton Hall, Langdale Road, Leyland
- Langs Hall, No. 245 Leyland Lane, Leyland
- Peacock Hall, Nos. 376, 378 & 380 Leyland Lane, Leyland
- Wade Hall Farmhouse, No. 451 Leyland Lane, Leyland
- Firs Farmhouse, Nos. 468 & 470 Leyland Lane, Leyland
- Cliff's Farmhouse, Leyland Lane, Leyland
- St Ambrose Church, Moss Lane, Leyland
- St Mary's RC Junior School, No. 90 School Lane, Leyland
- Church of St James, Slater Lane, Leyland
- Malt Kiln House, Southlands Drive (off Slater Lane), Leyland
- Stone Cross, junction of Church Road & Towngate, Leyland
- Tudor House, No. 9 Towngate, Leyland
- No. 78 Towngate, Leyland
- Occleshaw House, No. 2 Worden Lane, Leyland
- No. 10 Worden Lane, Leyland
- Entrance Gate and Lodge to Worden Park, Worden Lane, Leyland
- Service wing of former Worden Hall (adjoining barn), Worden Park, Leyland
- Conservatory to Worden Hall, Worden Park, Leyland
- Barn at Worden Hall, Worden Park, Leyland
- Stable block on north side of Worden Hall, Worden Park, Leyland
- Brew House at Worden Hall, Worden Park, Leyland
- Ice House 100 metres south of Worden Hall, Worden Park, Leyland
- Arch over Wade Brook, 300m SE of Worden Hall, Worden Park, Leyland
- Worden Park, Leyland
- Heald House, Heald House Road, Leyland
- Banks Farmhouse, Dob Lane, Little Hoole
- The Manor House, Station Road, Little Hoole
- Longton Hall Farmhouse, off Chapel Lane, Longton
- Balshaw's Farmhouse, off Drumacre Lane West, Longton
- Chestnut House, No. 102 Liverpool Road, Longton
- Tuson's Farmhouse, No. 86 Marsh Lane, Longton

- Marsh House, No. 108 Marsh Lane, Longton
- Mill Hill Cottage, Haunders Lane, Much Hoole
- Mill Hill Farmhouse, Haunders Lane, Much Hoole
- Church Farmhouse, Liverpool Old Road, Much Hoole
- Churchills (formerly Barn, 10m SW of Church Farmhouse), Liverpool Old Road, Much Hoole
- Manor House Farmhouse, Moss House Lane, Much Hoole
- Railway Viaduct over River Ribble, Riverside Road, Penwortham
- Sundial in St Mary's Churchyard, Church Avenue, Penwortham
- Gravestone 2m from SE corner of chancel of St Mary's Church, Penwortham
- Stone slab 1m north of chancel of St Mary's Church, Penwortham
- Tomb Chest 5m south of chancel of St Mary's Church, Penwortham
- Middleforth Hall Farm, Factory Lane, Penwortham
- Hesketh Farmhouse, Howick Cross Lane, Penwortham
- Old Penwortham Bridge, Leyland Road, Penwortham
- Fleece Inn & attached cottage & workshop, Liverpool Road, Penwortham
- Howick Cross, Liverpool Road, Penwortham
- Penwortham Hall (incorporating Penwortham Lodge), Park Lane, Penwortham
- Yew Tree Cottage, No. 16 Priory Lane, Penwortham
- 'Champions', Cuerdale Lane, Samlesbury (previously known as The Samuel Whitbread)
- Rowley Fold Farmhouse, Cuerdale Lane, Samlesbury
- Intack Cottage, Intack Lane, Samlesbury
- Sorbose House, Nabs Head Lane, Samlesbury
- Sundial in churchyard of St Leonard the Less, Potter Lane, Samlesbury
- Old font outside Church of St Leonard the Less, Potter Lane, Samlesbury
- Samlesbury CE Primary School, Potter Lane, Samlesbury
- Samlesbury Lower Hall, Potter Lane, Samlesbury
- Seed House Farmhouse, Potter Lane, Samlesbury
- St John Southworth RC Church & Presbytery, off Preston New Road, Samlesbury
- Lodge to Samlesbury Hall, Preston New Road, Samlesbury
- Barn 30m north of Higher Barn Farmhouse, Roach Road, Samlesbury
- Maudsley Fold, Roach Road, Samlesbury
- Moulden's House, No. 1 Roach Bridge Cottages, Roach Road, Samlesbury
- Stanley Coppice Farm Cottage, Roach Road, Samlesbury
- Upper Barn at Stanley Coppice Farmhouse, Roach Road, Samlesbury
- Stanley House, Roach Road, Samlesbury
- Hole Bottom Cottage, Spring Lane, Samlesbury
- Barn 50m east of Upland Farmhouse, Spring Lane, Samlesbury
- Goose House Farmhouse, off Whalley Road, Mellor Brook
- Bank Head Farmhouse, Bank Head Lane, Bamber Bridge
- Church of All Saints, Blackburn Road, Higher Walton
- New House Farmhouse, No. 227 Brindle Road, Bamber Bridge
- Higher Seed Lee Farmhouse, Brindle Road, Bamber Bridge

- Unicorn Inn, No. 34 Chorley Road, Walton-le-Dale (now known as Pinocchio's Italian Restaurant)
- Sundial south of Church of St Leonard, Church Brow, Walton-le-Dale
- Watchhouse 50m east of Church of St Leonard, Walton-le-Dale
- South Ribble Squash Club & Parish Rooms, Church Brow, Walton-le-Dale
- Ye Olde Hob Inn, Nos. 8-10 Church Road, Bamber Bridge
- Church of St Saviour, Church Road, Bamber Bridge
- St Saviour's CE School, Church Road, Bamber Bridge
- Black Brook House, off Daub Hall Lane, Walton-le-Dale
- Cooper House Farmhouse, Nos. 145 & 147 Gregson Lane, Hoghton
- Barn 20m east of Cooper House Farmhouse, Gregson Lane, Hoghton
- Our Lady & St Patrick RC Church, Higher Walton Road, Higher Walton
- Roman Catholic Church of the Blessed Virgin Mary, Browedge Lane, Bamber Bridge
- Old Lemon House, Seed Lee Road, Walton Summit
- Barn and yard wall, 30m SE of Old Lemon House, Seed Lee Road, Walton Summit
- Farm building and yard wall, 30m south of Old Lemon House, Seed Lee Road, Walton Summit
- Higher Shuttling Fields Farmhouse, Shuttling Fields Lane, Bamber Bridge
- Lime Kiln Farmhouse, Todd Lane North, Lostock Hall
- Barn 30m south east of Todd Hall, Todd Lane North, Lostock Hall
- Pickering's Farmhouse, Nos. 10 & 11 The Pickering's, Todd Lane North, Lostock Hall
- Barn 5m east of Pickering's Farm, Nos. 12, 14, 15, & 16 The Pickering's, Todd Lane North, Lostock Hall
- Yew Tree Farm, No. 100 Victoria Road, Walton-le-Dale
- Walton Bridge, Victoria Road, Walton-le-Dale
- The Cottage, Nos. 12 & 14 Walton Green, Walton-le-Dale

## Appendix 6 – Nature Conservation Sites

Further details of the following sites can be found at: <https://data.nbn.org.uk/Datasets>

The Special Protection Area (SPA) and Ramsar site is:

- The Ribble & Alt Estuaries

The three Sites of Special Scientific Interest (SSSI) are:

- The Ribble Estuary;
- The River Darwen; and
- Beeston Brook Pasture

The two statutory Local Nature Reserves are:

- Preston Junction; and
- Longton Brickcroft

**The 66 Biological Heritage Sites are:**

- Douglas Estuary
- Disused Railway, Much Hoole
- Hunger Hill Farm Fields and Ponds
- Sedgefield
- Longton Brickcroft
- Chapel Park Road, Longton (verge)
- Booth's Plantation and Mill Brook
- Nabsack Planting
- River Ribble (Lower Tidal Section)
- Much Hoole Moss
- Brickfield Wood
- Shrugg's Wood
- River Lostock
- Shaw, Altcar and Ruin Woods
- Holtbrow and Foxholes Woods
- Centurion Way Grassland
- Blashaw and Blashaw Dam Woods
- River Ribble, (Upper Tidal Section)
- Four Acre Wood
- Lower Ridding Wood
- Cop Lane Cutting
- Church Wood

- Mill Brook Valley
- Carr Wood
- Worden Wood
- Cuerden Valley Park
- Preston Junction Local Nature Reserve and adjacent habitats
- Dog Kennel and Cockshott Woods
- Holland Wood
- Mosney Wood
- Cuerdale Wood
- Cuerdale and Walmsley Fold Woods
- Rass Wood
- Black Brook Fields
- Vicarage Lane, Samlesbury (verge)
- Carr Wood, Coupe Green
- Beeston Brookfields
- Brewery Wood
- Beeston Wood
- River Ribble, (Ribble Valley)
- Preston New Road (verge)
- Wood by St Mary's Church, Samlesbury
- Samlesbury Wood
- Old Woodfold Wood
- Paradise Wood and Fleetwood Hall Wood
- Mason's Wood
- Knight's Farm
- Coppice Farm Pasture
- Darwen River section including Sharples, Wood and Kiln Wood
- Crook Hey Wood
- Heatley Wood
- Alum House Wood
- Seed Park
- Bezza Lane (verge)
- Spring Wood
- Hermitage Meadows
- Goose House Wood
- Knipe Wood
- Bezza Brook Woods
- Huntley Wood
- Hoolster Wood
- Hurst Grange Park, Penwortham
- Howick Hall Ponds, Penwortham
- Roach Road Wood, Samlesbury
- Roach Bridge Woods, Samlesbury
- Gorton and Mill Brook Woods, Brindle

### **Geological Heritage Sites:**

- Roach Bridge
- Bannister Hall Weir
- Penwortham Bridge (part of this site is in Preston borough)

## **Appendix 7 – Performance Monitoring Framework**

Successful management requires the ongoing monitoring of performance in order to measure the success or otherwise of specific policies. Improvement in performance can only be realistically achieved when properly informed about current performance. To this end it is important to identify key performance indicators which will enable progress to be monitored.

To offer certainty of success, progress of the Local Plan (adopted July 2015) will be monitored through the use of the performance indicators set out in the following appendices. The results will be reported in the Council's Annual Monitoring Report (AMR) to ensure regular review (and therefore increased confidence of success). The AMR is submitted to the Council's Planning Committee and published on the Council's website, to ensure transparency.

Each measure gives an indication of progress achieved according to each policy's objectives. For example, Gross Affordable Dwellings Constructed gives an indication of the progress of several policies as it is influenced by developer contributions (Policy A1), the allocations of housing land (Policies C1, C2, C3, D1), etc.

Targets have been set for each indicator, together with a trigger for review and contingency actions.

Appendix 7A gives details of the individual performance indicators such as frequency of collection, baseline information and targets.

Appendix 7B lists the policies contained within the Local Plan (adopted July 2015) and shows the relevant indicators against each.

## Appendix 7A – Performance Indicators

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Level of nitrogen dioxide at the AQMA points	USA updating screening assessment	Annual	A1, A2, A3	2011 (31/12/11)	Less than 40µg/m <sup>3</sup>	Greater than 40µg/m <sup>3</sup>	A. Identify the problem and causes of the variance B. Liaise with Environmental Health to ensure Air Quality Action Plan sets out the measures it intends to put in place to reduce the level.
Changes to road traffic congestion (Core Strategy Policy 3).	LCC data	Annual	A1, A2, A3	2012/13	Year on year reduction	Increase in road traffic congestion by more than 5% on a rolling three year average.	A. Identify the problem and causes of the variance B. Seek to introduce high vehicle occupancy lanes earlier than planned C. Re-prioritise Park and Ride site developments and Bus Rapid Transit routes

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Gross affordable dwellings constructed. (Core Strategy – Policy 7)	SR Housing Land Position Statement	Annual	A1 B2 C1, C2, C3 D1, D2	20012/13	30 completions per annum	Shortfall of new affordable housing completions of more than 20% on a rolling three year average	A. Identify the problem and causes of the variance B. Consider if it is appropriate to change the policy phasing of sites C. Prioritise the use of local authority land and/or lead acquisitions to bring forward sites D. Work closer with key partners, developers and landowners to better manage the delivery of development (eg access to finance, including grants, consider reviewing S106 agreements and contributions)
Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)	SRBC S106/CIL records	Annual	A1 C1, C2, C3, C4, C5 D1, D2 G9, G10, G11 H1	2012/13 Collected and spent	Monitor amount collected each year (as well as the actual implementation of infrastructure projects)	Decrease in S106/CIL infrastructure funding of more than 20% on a rolling three year average.	A. Identify the problem and causes of the variance B. Work closer with key partners, developers and landowners to better manage the delivery of development (eg access to finance, including grants, consider reviewing s106 agreements and contributions) C. Consider reviewing the operation of CIL D. Consider a review of the CIL Charging Schedule

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Net Amount of sport, recreation and informal open space lost to other uses. (Core Strategy – Policy 18). <ul style="list-style-type: none"> <li>- Parks &amp; Gardens</li> <li>- Natural &amp; Semi Natural</li> <li>- Amenity Greenspace</li> <li>- Children’s &amp; Young People’s Provision</li> <li>- Allotments</li> </ul>	Planning applications	Annual	A1 G1, G3, G4, G5, G6, G7, G8, G9, G10, G12, G13 H1	2012/13	Zero	No net loss	A. Identify the problem and causes of the loss. B. Undertake further work with Leisure Services departments, key partners, developers and landowners to protect and enhance sport, recreation and open space C. Investigate funding availability from a variety of sources (eg CIL, S106 monies, HLF or other grants) D. Enforce corrective action or mitigation on individual schemes or features
Quality rating of public open spaces	Open Space Survey	5 yearly	A1 G7, G8, G9, G11, G12	KKP Study (report May 2012)	Maintain baseline	Reduction in rating	A. Identify the area(s) of the problem and causes of the variance B. Investigate funding availability from a variety of sources (eg CIL, S106 or other grants) working closely with Regeneration and Parks & Grounds Maintenance to identify appropriate action.
No reduction in range of uses within the boundary of Capitol Centre	SR Retail Survey	Annual	B5	2012/13 (31/3/13)  X uses (to be completed after 2012/13 year end)	No reduction from baseline year	Any reduction	A. Identify the problem and causes of the variance. B. Work closely with Development Management Team on future applications for change of use at the Centre.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Higher quality building design (Core Strategy – Policy 17)	Planning applications	Annual	C1, C2, C3 G17	Not applicable	All housing developments (over 5 ha) to achieve a 'good' Building for Life rating by 2016, and 'very good' by 2021. All major non-residential developments to achieve a score of 3 in the Places Matter assessment, increasing to 4 by 2021.	More than 5% of all developments assessed failing to meet required standards, on a rolling three year average	A. Identify the problem and causes of the variance B. Work harder with developers at pre-application stage to ensure 'Building for Life' or 'Places Matter' criteria are incorporated into scheme designs. C. Work to ensure policy enforcement.
% of JSA claimants (age 16 to 64) below the Lancashire average.	Nomis	Annual	B3, B4 C4, C5 E1, E2	2012/13 (31/3/13) (2.1% at Nov 2012)	Lancashire Average at each year end	% of claimants above the Lancashire average	A. Identify the problem and causes of the variance. B. Work more closely with Economic Development Team to identify specific needs of employers and whether planning issues are perceived as barriers.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Net loss of employment to other use (ha)	Planning applications	Annual	B3, B4 C4, C5 E1, E2	2012/13	Less than one ha per year	More than one ha per year	A. Identify the problem and causes of the variance B. Consider if it is appropriate to change the policy phasing of sites C. Work closer with key partners, developers and landowners to better manage the delivery of development (eg access to finance, including grants, consider reviewing S106 agreements and contributions) D. Consider a review of the Policy E2.
Planning to adapt to climate change (Core Strategy – Policy 27).	Planning applications	Annual	B3, B4, C1, C2, C3, C4, C5 E1, E2 G17	Not applicable	All housing developments to meet the Code for Sustainable Homes standards: January 2013: Level 4 January 2016: Level 6 All non-residential developments to be BREEAM rated Very Good or Excellent by 2016, and Outstanding by 2026	More than 5% of all developments failing to meet required standards, on a rolling three year average	A. Identify the problem and causes of the variance B. Increase use of planning briefs and partnership working with developers to facilitate compliance with the latest standards C. Enforce corrective action or mitigation on individual schemes.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Increase in public transport/bicycle/walking as method of travel to work	Census	10 years	B1 D1	2011 - Census - Table QS701EW – South Ribble (Lancashire)  Train – 1.0% (1.0%)  Bus/mini bus/coach – 3.4% (3.5%)  Bicycle – 2.0% (1.4%)  Walking – 5.2% (7.0%)	2021 –     Train – 1.0%   Bus/mini bus/coach – ≥Lancashire  Bicycle – 2.0%   Walking – ≥Lancashire	Increase in rate of use.	A. Identify the problem and causes of the variance B. Re-prioritise Park and Ride site developments and Bus Rapid Transit routes. C. Work more closely with LCC/Travelwise to identify opportunities to increase usage.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Vacant units in town/district centres.	SR Retail Survey	Annual	B5 E4	2012/13 Leyland Penwortham Bamber Bridge Tardy Gate Longton	No increase	Three consecutive years not meeting target	A. Identify the problem and causes of the variance working closely with Economic Development Team to identify any specific issues. B. Take required action identified at A. C. Review policy if required.
Completed development complying with car parking standards: - Non-residential - Residential	Planning applications	Annual	B1 F1	2012/13	100%	Less than 95%	A. Identify the problem and causes of the shortfall working closely with Development Management Team. B. Review policy if required.
Meet South Ribble annual housing requirement	SR Housing Land Position Statement	Annual	C1, C2, C3 D1, D2	Not applicable	417 plus shortfall and % buffer housing completions per annum	Three consecutive years not meeting target by more than 10%	A. Identify the problem and causes of the shortfall. B. Work with Development Management Team to identify/remove any blockages in system which may be causing the problem. C. Reconsider the phasing in Policy D2.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Net additional housing expected to come forward each year over the remaining plan period to meet the overall housing requirement. This should take into account the previous delivery of dwellings since the start of the plan period.	SR Housing Land Position Statement	Annual	D2	Not applicable	5 years + 20% supply	Less than five year supply	A. Identify the problem and causes of the shortfall. B. Work closely with developers and Development Management Team to identify/remedy reasons for shortfall. C. Reconsider the phasing in Policy D2.
Proportion of agricultural dwellings approved.	Planning applications	Annual	D3	Not applicable	100% of those meeting policy requirements approved.	Less than 95%	A. Identify the problem and causes of the shortfall. B. Work with Development Management Team to identify/remove any blockages in system which may be causing the problem
Proportion of A1, A3 and A4 uses in Leyland Town Centre.	Leyland Town Centre Position Statement	Annual	E3	2012/13	No decrease	Three consecutive years not meeting target	A. Identify the problem and causes of the shortfall working closely with Development Management Team on change of use applications. B. Review policy if required.
Proportion of A1, A3 and A4 uses in District Centres.	SR Retail Survey	Annual	E4	2012/13 Penwortham Bamber Bridge Tardy Gate Longton	60% by 2016	Three consecutive years not meeting target	A. Identify the problem and causes of the shortfall working closely with Development Management Team on change of use applications. B. Review policy if required.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Vacant units in local centres	SR Retail Survey	Annual	E5	2012/13 Kingsfold Earnshaw Bridge Farington Gregson Lane Higher Walton New Longton Seven Stars Walmer Bridge Walton-le-Dale	60% by 2016	Increase of vacant units from baseline	A. Identify the problem and causes of the variance working closely with Economic Development Team to identify any specific issues. B. Take required action identified at A. C. Review policy if required.
Percentage of buildings in Green Belt approved for re-use			G2	Not applicable	100% of those meeting policy requirements approved	Less than 95%	A. Identify the problem and causes of the shortfall. B. Work with Development Management Team to identify/remove any blockages in system which may be causing the problem
Loss of trees/woodland protected by TPOs.	TPO Register	Annual	G13	2012/13 (31/3/13)	Zero	Three consecutive years not meeting target	A. Identify the problem and causes of the loss working closely with Development Management Team on applications which would result in loss of trees with TPOs. B. Liaise with Arboricultural Officer to identify reasons for approvals given to losses if approved, with Enforcement Officer if losses not approved.

Performance Indicator	Data Source	Frequency of collection	Policy/Policies this contributes to	Baseline/ Year	Target/ Year	Trigger for contingency action	Contingency actions
Number of Green Flag awards for parks/green spaces in the borough.	SRBC	Annual	G7	2012 - 3	No reduction	Loss of any Green Flag	A. Identify the issues and work closely with Parks Team to identify areas which can be supported by planning before next Green Flag application.
Worden Park to maintain Green Flag status.	SRBC	Annual	G9	2012 - Yes	Yes	Loss of Green Flag	A. Identify the issues and work closely with Parks Team to identify areas which can be supported by planning before next Green Flag application.
Development on unstable or contaminated land contrary to policy	Planning applications	Annual	G14	Not applicable	0% of applications approved contrary to policy	One or more approved	A. Identify the problem and reasons for the approvals. B. Work with Development Management Team to identify/remove any blockages in system which may be causing the problem
Development on derelict land contrary to policy	Planning applications	Annual	G15	Not applicable	0% of applications approved contrary to policy	One or more approved	A. Identify the problem and reasons for the approvals. B. Work with Development Management Team to identify/remove any blockages in system which may be causing the problem
Indicator to be agreed with LCC/LWT as part of consultation on Policy G16			G16				

<b>Performance Indicator</b>	<b>Data Source</b>	<b>Frequency of collection</b>	<b>Policy/Policies this contributes to</b>	<b>Baseline/ Year</b>	<b>Target/ Year</b>	<b>Trigger for contingency action</b>	<b>Contingency actions</b>
The Council will monitor the production of further work on the GTAA and subsequent Central Lancashire DPD on Gypsies, Travellers and Travelling Showpeople to ensure all milestones are met.	Local Development Scheme	Continuously monitored, but reported on annually in the Annual Monitoring Report	LDS/main modifications text to replace paragraph 7.9 of the Local Plan.	2014	GTAA completion November 2014  Gypsies, Travellers and Travelling Showpeople DPD completion March 2016	Milestones not met	Discussions would be held with the Central Lancashire authorities in relation to issues and appropriate action would be taken at that time.

## Appendix 7B – Local Plan (adopted July 2015) – Policies

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
<ul style="list-style-type: none"> <li>• Meet future infrastructure needs across the borough</li> <li>• Funding through developer contributions</li> </ul>	Policy A1 – Developer Contributions	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> <li>• Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> <li>• Quality rating of public open spaces</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Level of nitrogen dioxide at the AQMA points</li> <li>• Changes to road traffic congestion (Core Strategy Policy 3).</li> </ul>
	Policy A2 – Cross Borough Link Road	<ul style="list-style-type: none"> <li>• Level of nitrogen dioxide at the AQMA points</li> <li>• Changes to road traffic congestion (Core Strategy Policy 3).</li> </ul>
	Policy A3 – The completion of the Penwortham Bypass	<ul style="list-style-type: none"> <li>• Level of nitrogen dioxide at the AQMA points</li> <li>• Changes to road traffic congestion (Core Strategy Policy 3).</li> </ul>
<ul style="list-style-type: none"> <li>• Meet future infrastructure needs across the borough</li> <li>• Funding through developer contributions</li> </ul>	Policy B1 – Existing Built-Up Areas	<ul style="list-style-type: none"> <li>• Increase in public transport/bicycle/walking as method of travel to work (Census data – baseline 2011).</li> <li>• Completed development complying with car parking standards</li> </ul>
	Policy B2 – Village Development	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
	Policy B3 – Commercial and Employment Site at South Rings Business Park, Bamber Bridge	<ul style="list-style-type: none"> <li>• % of Job Seekers' Allowance (JSA) claimants (age 16 to 64) below the Lancashire average.</li> <li>• Net loss of employment to other use (ha)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> </ul>
	Policy B4 – Commercial and Employment Site at Cuerden Way, Bamber Bridge	<ul style="list-style-type: none"> <li>• % of JSA claimants (age 16 to 64) below the Lancashire average.</li> <li>• Net loss of employment to other use (ha)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> </ul>
	Policy B5 – The Capitol Centre	<ul style="list-style-type: none"> <li>• No reduction in range of uses within the boundary of Capitol Centre</li> <li>• Vacant units in town/district centres.</li> </ul>
<ul style="list-style-type: none"> <li>• Funding through developer contributions</li> <li>• Meet future infrastructure needs across the borough</li> <li>• To maintain a ready supply of housing development land, to help deliver enough new housing to meet future requirements</li> <li>• To ensure there is a sufficient range of locations available for new job opportunities</li> </ul>	Policy C1 – Pickering's Farm, Penwortham	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> <li>• Higher quality building design (Core Strategy – Policy 17)</li> <li>• Meet South Ribble annual housing requirement</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
	Policy C2 – Moss Side Test Track, Leyland	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> <li>• Higher quality building design (Core Strategy – Policy 17)</li> <li>• Meet South Ribble annual housing requirement</li> </ul>
	Policy C3 – Land between Heatherleigh and Moss Lane, Farington	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> <li>• Higher quality building design (Core Strategy – Policy 17)</li> <li>• Meet South Ribble annual housing requirement</li> </ul>
	Policy C4 – Cuerden Strategic Site	<ul style="list-style-type: none"> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• % of JSA claimants (age 16 to 64) below the Lancashire average.</li> <li>• Net loss of employment to other use (ha)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
	Policy C5 – BAE Systems, Samlesbury	<ul style="list-style-type: none"> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• % of JSA claimants (age 16 to 64) below the Lancashire average.</li> <li>• Net loss of employment to other use (ha)</li> <li>• Planning to adapt to climate change (Core Strategy – Policy 27).</li> </ul>
<ul style="list-style-type: none"> <li>• To maintain a ready supply of housing development land, to help deliver enough new housing to meet future requirements</li> <li>• To make efficient use of land whilst respecting the local character in terms of housing density</li> <li>• To improve the quality of existing housing</li> <li>• To increase the supply of affordable and special needs housing particularly in places of greatest need</li> <li>• To guide the provision of pitches for travellers in appropriate locations if genuine need arises</li> </ul>	Policy D1 – Allocations of Housing Land	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Increase in public transport/bicycle/walking as method of travel to work (Census data – baseline 2011).</li> <li>• Meet South Ribble annual housing requirement</li> </ul>
	Policy D2 – Phasing, Delivery and Monitoring	<ul style="list-style-type: none"> <li>• Gross affordable dwellings constructed. (Core Strategy – Policy 7)</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Meet South Ribble annual housing requirement</li> <li>• Net additional housing expected to come forward each year over the remaining plan period to meet the overall housing requirement.</li> </ul>
	Policy D3 – Agricultural Workers' Dwellings in the Countryside	<ul style="list-style-type: none"> <li>• Proportion of agricultural dwellings approved.</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
<ul style="list-style-type: none"> <li>• To ensure there is a sufficient range of locations available for new job opportunities</li> <li>• To secure shopping opportunities to support Leyland Town Centre</li> <li>• To ensure local shopping centres provide for local shopping needs</li> <li>• To create new, and improve existing tourist attractions and visitor facilities in Leyland Town Centre and appropriate rural locations</li> <li>• To sustain and encourage appropriate growth of rural businesses.</li> <li>• To ensure appropriate education facilities are available.</li> </ul>	Policy E1 – Allocation of Employment land	<ul style="list-style-type: none"> <li>• % of JSA claimants (age 16 to 64) below the Lancashire average.</li> <li>• Net loss of employment to other use (ha)</li> <li>• Planning to adapt to climate change. (Core Strategy – Policy 27).</li> </ul>
	Policy E2 – Protection of Employment Areas and Sites	<ul style="list-style-type: none"> <li>• % of JSA claimants (age 16 to 64) below the Lancashire average.</li> <li>• Net loss of employment to other use (ha)</li> <li>• Planning to adapt to climate change. (Core Strategy – Policy 27).</li> </ul>
	Policy E3 – Leyland Town Centre	<ul style="list-style-type: none"> <li>• Proportion of A1, A3 and A4 uses in Leyland Town Centre.</li> </ul>
	Policy E4 – District Centres	<ul style="list-style-type: none"> <li>• Vacant units in town/district centres.</li> <li>• Proportion of A1, A3 and A4 uses in District Centres.</li> </ul>
	Policy E5 – Local Centres	<ul style="list-style-type: none"> <li>• Vacant units in local centres</li> </ul>
<ul style="list-style-type: none"> <li>• To reduce the need to travel, and provide a greater choice of travel options so people have an alternative travel choice to the car, support walking and cycling and public transport initiatives.</li> <li>• Support quicker and easier journeys into and out of Preston City Centre and better public transport across the borough – east to west in the rural areas.</li> </ul>	Policy F1 – Parking Standards	<ul style="list-style-type: none"> <li>• Completed development complying with car parking standards</li> </ul>
<ul style="list-style-type: none"> <li>• To foster ‘place shaping’ to enhance the character and local distinctiveness of the built environment in Central Lancashire by encouraging high quality design of new buildings.</li> <li>• To protect, conserve and enhance Central</li> </ul>	Policy G1 – Green Belt	<ul style="list-style-type: none"> <li>• Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> </ul>
	Policy G2 – The Re-Use and Adaptation of Buildings in the Green Belt	<ul style="list-style-type: none"> <li>• % of buildings in Green Belt approved for re-use.</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
<p>Lancashire's places of architectural and archaeological value and the distinctive character of its landscapes.</p> <ul style="list-style-type: none"> <li>To maintain and improve the quality of Central Lancashire's built and natural environmental assets so that it remains a place with 'room to breathe'.</li> </ul>	Policy G3 - Safeguarded Land for Future Development	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> </ul>
	Policy G4 – Protected Open Land	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> </ul>
	Policy G5 – Areas of Separation	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> </ul>
	Policy G6 – Central Park	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> </ul>
	Policy G7 – Green Infrastructure – Existing Provision	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18)</li> <li>Quality rating of public open spaces</li> <li>Number of Green Flag awards for parks/green spaces in the borough.</li> </ul>
	Policy G8 – Green Infrastructure and Networks – Future Provisions	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> <li>Quality rating of public open spaces</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
	Policy G9 – Worden Park	<ul style="list-style-type: none"> <li>• Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> <li>• Quality rating of public open spaces</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> <li>• Worden Park to maintain Green Flag status.</li> </ul>
	Policy G10 – Green Infrastructure Provision in Residential Developments	<ul style="list-style-type: none"> <li>• Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> </ul>
	Policy G11 – Playing Pitch Protection and New Provision	<ul style="list-style-type: none"> <li>• Quality rating of public open spaces</li> <li>• Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy - Policy 2)</li> </ul>
	Policy G12 – Green Corridors	<ul style="list-style-type: none"> <li>• Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> <li>• Quality rating of public open spaces</li> </ul>
	Policy G13 – Trees, Woodlands and Developments	<ul style="list-style-type: none"> <li>• Net Amount of sport, recreation and informal open space lost to other uses.(Core Strategy – Policy 18).</li> <li>• Loss of trees/woodland protected by TPOs.</li> </ul>
	Policy G14 – Unstable Contaminated Land	<ul style="list-style-type: none"> <li>• % of applications approved contrary to policy.</li> </ul>
	Policy G15 – Derelict Land Reclamation	<ul style="list-style-type: none"> <li>• % of applications approved contrary to policy.</li> </ul>

Summary of Core Strategy Objectives supported by this Policy	Local Plan (adopted July 2015)	Performance Measures
	Policy G16 – Biodiversity & Nature Conservation	<ul style="list-style-type: none"> <li>To be agreed with LCC/LWT as part of consultation on Policy.</li> </ul>
	Policy G17 – Design Criteria for New Development	<ul style="list-style-type: none"> <li>Planning to adapt to climate change (Core Strategy – Policy 27).</li> <li>Higher quality building design (Core Strategy – Policy 17)</li> </ul>
<ul style="list-style-type: none"> <li>To improve the health and wellbeing of all residents and reduce the health inequalities that affect deprived areas of the borough.</li> <li>To improve access to health care, sport and recreation, open green spaces, and community facilities and services, including access to healthy food.</li> <li>To create environments in South Ribble that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime.</li> </ul>	Policy H1 – Protection of Health, Education and Other Community Services & Facilities	<ul style="list-style-type: none"> <li>Net Amount of sport, recreation and informal open space lost to other uses. (Core Strategy – Policy 18).</li> <li>Value of developer contributions collected (and spent on infrastructure priorities) (Core Strategy – Policy 2)</li> </ul>
<ul style="list-style-type: none"> <li>To guide the provision of pitches for gypsies, travellers and travelling showpeople in appropriate locations if genuine need arises</li> </ul>	Gypsies, Travellers and Travelling Showpeople DPD to be prepared.	<ul style="list-style-type: none"> <li>The Council will monitor the production of further work on the GTAA and subsequent Central Lancashire DPD on Gypsies, Travellers and Travelling Showpeople to ensure all milestones in the LDS are met. (Core Strategy – Policy 8)</li> </ul>

## Appendix 8 – Glossary of Terms

<b>Adoption</b>	The final confirmation of a plan as a statutory document by the local planning authority.
<b>Affordable Housing</b>	Low cost housing for sale or rent, often from a housing association, to meet the needs of local people who cannot afford accommodation through the open or low cost market, or subsidised housing.
<b>Agricultural Dwelling</b>	A dwelling which is subject to a condition or legal agreement that it shall only be occupied by someone who is employed or was last employed solely or mainly in agriculture, forestry or other appropriate rural employment.
<b>Air Quality</b>	The condition of the air around us. Pollution is often a cause of poor air quality.
<b>Amenity</b>	The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors.
<b>AMR</b>	Annual Monitoring Report – An annual progress report on progress of the preparation of Development Plan LDF documents as set out in the LDS and monitoring their performance in terms of various indicators.
<b>AONB</b>	Area of Outstanding Natural Beauty – An area with legal protection because of its natural beauty and high landscape quality.
<b>AQMA</b>	Air Quality Management Area – An area where levels of pollution and air quality might not meet national air quality objectives. If it does not a plan is prepared to improve the air quality – a Local Air Quality Action Plan.
<b>Bio-diversity</b>	A measure of the number and range of species and their relative abundance in a community.
<b>Brownfield Land</b>	Land that has been previously developed excludes the gardens of houses.
<b>Building Preservation Order</b>	A notice under Section 3 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to protect buildings of special architectural or historic interest from demolition or alterations that would affect their interest.
<b>Carbon Emissions</b>	Carbon dioxide (CO <sub>2</sub> ) and carbon monoxide (CO) produced by vehicles and industrial processes.
<b>Central Lancashire</b>	The collective name for the administrative area covered by Preston, Chorley and South Ribble, which is the area covered by the Central Lancashire Core Strategy.
<b>Change of Use</b>	More correctly referred to as a 'material change of use'. A change in the use of land or buildings that is of significance for planning purposes, often requiring planning permission.

<b>CIL/S106 Developer Funding</b> (also see Section 106 Agreement)	When new developments are planned, the developer may be required to make a payment towards facilities including transport schemes, flood defences, schools, health and social care facilities, green spaces and leisure centres. These contributions are made through a combination of Section 106 agreements and the Community Infrastructure Levy (CIL).
<b>Comprehensive Development</b>	Reflects a strategic framework for the vision of a site's development. Individual parcels of land within a larger site may be delivered at varying times, however all development should take place in line with a wider strategic framework to avoid uncoordinated piecemeal development and ensure the proper planning of an area. Agreeing a strategic framework and vision for a site prior to any development taking place is essential. In many cases, the delivery of a comprehensive development would be achieved through an agreed masterplan for the wider site.
<b>Comprehensive Masterplan</b>	A masterplan produced following strategic planning and visioning for the whole site which addresses a broad range of constraints, issues and opportunities.
<b>Conservation Area</b>	An area given statutory protection under the Planning Acts, in order to preserve and enhance its character and townscape.
<b>Consultation</b>	Procedures for assessing public opinion about a plan or major development proposal, or in the case of a planning application, the means of obtaining the views of affected neighbours or others with an interest in the proposal.
<b>Contaminated Land</b>	Land which has been polluted or harmed in some way rendering it unfit for safe development and most practical uses.
<b>Core Strategy</b>	The key overarching policy document in the LDF. All other policy documents, such as the Local Plan and SPDs, must conform with this.
<b>Density</b>	In the case of residential development, a measurement of either the number of habitable rooms per ha or the number of dwellings per ha.
<b>Derelict Land</b>	Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.
<b>Determination</b>	Local planning authority process to decide whether a proposed development requires planning permission and subsequent decision making in respect of a planning application.
<b>Development</b>	The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or land.
<b>Development Brief</b>	Document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site.

<b>Development Control (Development Management)</b>	The process whereby a local planning authority decides whether a planning application meets the requirements of planning policy, particularly as set out in development plans.
<b>Development Plan Document (DPD)</b>	Document that sets out in writing and/or in maps and diagrams a local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. A statutory policy document of the LDF.
<b>District Centres</b>	Usually comprise groups of shops often containing at least one supermarket, and a range of non-retail services, such as banks, building societies and restaurants as well as local public facilities such as a library.
<b>Economic Development</b>	Long term actions to improve the standard of living and economic health of an area. Actions can involve many areas including education, infrastructure, competitiveness, environmental sustainability, social inclusion and health.
<b>Edge-of-centre</b>	For shopping, a location within easy walking distance of the primary shopping area, often with parking and a main store; for offices or leisure purposes, the term may refer to something more extensive a little further out but at a still walkable distance from a public transport hub.
<b>Historic England (Historic Buildings and Monuments Commission for England)</b>	A national body funded by the government to promote and give advice on building conservation matters.
<b>Environmental Appraisal</b>	The process of weighing all the policies in a development plan for their global, national and local implications.
<b>Environmental Impact Assessment (EIA)</b>	Under the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, proposers of certain scheduled developments are required to submit a planning application with an accompanying environmental statement, evaluating the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.
<b>Examination in Public (EIP)</b>	Consideration of public views on a draft structure plan or proposed changes to it, held before an independent inspector.
<b>Green Belt</b>	Statutorily designated land around built-up areas intended to limit urban sprawl and prevent neighbouring settlements joining together. There is a strong presumption against inappropriate development. Not all Greenfield land is in the Green Belt.
<b>Green Infrastructure</b>	Open land in both the natural and built environments, from countryside through to urban parks and play areas that provide a range of functions, such as contributing to biodiversity, alleviating flood risk and provide recreation.
<b>Greenfield Land</b>	Land that is not built on, typically farm land but also playing fields, allotments and residential gardens.
<b>Habitat Regulation Assessment (HRA)</b>	An assessment, which must be appropriate to its purpose under the Habitats Directive

<b>Heritage Assets</b>	A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).
<b>Highway Authority</b>	An organisation legally responsible for looking after the highway network (roads, footways and cycleways) in an area and which has certain legal powers as a result. In Lancashire, the County Council is the highways authority for most roads in the county.
<b>Infrastructure</b>	Facilities, services, and installations needed for the functioning of a community, such as transportation and communications systems, water and power lines, and public institutions including schools and hospitals.
<b>Integrated Transport Strategy</b>	The integration of land-use and transportation planning to allow transport provision and the demand for travel to be planned and managed together, balancing the use of different modes of transport to encourage easy transfer between them and reduced reliance on the private car.
<b>Lancashire Advanced Engineering and Manufacturing Enterprise Zone</b>	The Enterprise Zone is made up of the two BAE Systems sites at Samlesbury and Warton, and it is intended to become a world class location for advanced engineering and manufacturing.
<b>LDF</b>	Local Development Framework – A folder of all the documents that comprise the Local Development Plan and support it – replaces the Local Plan (2000).
<b>LDS</b>	Local Development Scheme – A programme for production of the Local Development Framework (LDF) and identifies and describes what Development Plan Documents (DPDs) and Supplementary Planning Documents (SPD's) will be produced and when.
<b>LEP</b>	Lancashire Enterprise Partnership is a collaboration of leaders from business, universities and local councils, who direct economic growth and drive job creation.
<b>Listed Building</b>	Building or other structure of special architectural or historic interest included on a statutory list and assigned a grade (I, II* or II).
<b>Local Centres</b>	Include a range of small shops of a local nature, serving a small catchment, typically local centres might include, amongst other shops a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot food takeaway and laundrette.

<b>Local Nature Reserve (LNR)</b>	Area designated under the National Parks and Access to the Countryside Act 1949 as being of particular importance to nature conservation and where public understanding of nature conservation issues is encouraged.
<b>Local Plan</b>	The Local Plan (adopted July 2015) forms part of the Development Plan. It sets out the vision for the borough and the Council's interpretation of the Central Lancashire Core Strategy including development management policies. It also allocates or protects land for different uses, such as housing, employment or play space.
<b>Local Planning Authority</b>	The local authority or council that is empowered by law to exercise planning functions. This is normally the local borough or district council, but in National Parks and some other areas there is a different arrangement.
<b>LSP</b>	South Ribble Local Strategic Partnership – An umbrella group of businesses, voluntary and statutory bodies, who are working together in an administrative area to deal with local priorities.
<b>Market Housing</b>	Housing for those households who can afford to pay the full market price to buy or rent their home, ie occupied on the basis of price.
<b>MWDF</b>	Minerals and Waste Development Framework – That part of the development plan that sets out policies for future minerals and waste development. The MWDF focuses on issues such as mineral extraction, waste management and recycling, protecting mineral resources and restoring minerals and waste sites.
<b>Natural England</b>	Organisation responsible for advising government and taking action on issues affecting the social, economic and environmental well-being of the English countryside.
<b>Nature Conservation</b>	The preservation, management and enhancement of natural plant and animal communities, and occasionally modified vegetation, as representative samples of their kind.
<b>Neighbourhood Plan</b>	Local community plan for local neighbourhood areas
<b>NPPF</b>	National Planning Policy framework
<b>Park and Ride</b>	Scheme enabling motorists to leave their vehicles at edge-of-town car parks and travel into town centres by public transport.
<b>Parking Standards</b>	Define the overall parking spaces required for each type of development
<b>PCT</b>	Primary Care Trust – Sub-regional agency that commissions a range of health care related services, activities and advice.
<b>PINS</b>	Planning Inspectorate – Responsible for the processing of appeals against the refusal of planning permissions and also for examining Development Plans.

<b>Planning Obligations and Agreements</b>	Legal agreements between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken, usually under Section 106 of the Town and Country Planning Act 1990.
<b>Policies Map</b>	A map that shows allocated sites for development, other land use proposals and protected sites.
<b>Preferred Option</b>	When considering how to deliver the Strategic Objectives (below), there is typically a range of options available, all of which must be considered. Having regard to a range of considerations and the evidence available the Preferred Option will be the one that is considered best delivers the policy objective.
<b>Protected Species</b>	Plant and animal species, including all wild birds, protected under the Conservation (Natural Habitats and Conservation) Regulations 1994, the Wildlife and Countryside Act 1981 and subsequent amendments, or other species protected under legislation specific to them.
<b>Public Open Space (POS)</b>	Land provided in urban or rural areas for public recreation, though not necessarily publicly owned.
<b>Public Realm</b>	Outdoor areas accessible to the public.
<b>Public Right of Way</b>	A way where the public has a right to walk, and in some cases ride horses, bicycles, motorcycles or drive motor vehicles, which will be designated either as a footpath, a bridleway, a road used as a public path (RUPP) or a byway.
<b>Ramsar Site</b>	Area identified under the internationally agreed Convention on Wetlands of International Importance, especially as waterfowl sites and as Sites of Special Scientific Interest focusing on the ecological importance of wetlands generally.
<b>Recycling</b>	The recovery of reusable materials from waste.
<b>Regional Planning Guidance Notes (RPGs)</b>	Policy guidance and advice issued for each region in England by the Secretary of State.
<b>Regionally Important Geological/Geomorphological Sites (RIGS)</b>	Non-statutory sites of regional importance recognised by English Nature and local authorities.
<b>Renewable Energy</b>	Energy generated from resources that are unlimited, rapidly replenished or naturally renewable such as wind, water, sun, wave and refuse, and not from the combustion of fossil fuels.
<b>Rural Development Area</b>	Priority area for economic and social development.
<b>Rural Exception Site</b>	A site that is within or adjoins existing rural communities which may be subject to policies of restraint, such as Green Belt, and which would not otherwise be released for housing, but may only be developed in order to provide affordable housing to meet local needs in perpetuity.
<b>SA</b>	Sustainability Appraisal - An assessment that considers the environmental, social and economic effects of a plan and appraises them in relation to the aims of sustainable development. Refer to SEA below.

<b>Scheduled Ancient Monument</b>	A structure placed on a schedule compiled by the Department of National Heritage in England for protection under the Ancient Monuments and Archaeological Areas Act.
<b>SCI</b>	Statement of Community Involvement - Sets out how, when and where a council will consult with local and statutory stakeholders in the process of planning for the local authority area.
<b>SCS</b>	Sustainable Community Strategy - Prepared by Local Strategic Partnerships as a set of goals and actions which they wish to promote.
<b>SEA</b>	Strategic Environmental Assessment - A process of environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. Authorities which prepare and/or adopt such plans or programmes must among other things assess the likely significant environmental effects.
<b>Section 106 Agreement</b>	A binding agreement between a council and a developer associated with a grant of planning permission and regarding matters linked to the proposed development eg the provision Affordable Housing.
<b>SFRA</b>	Strategic Flood Risk Assessment – Required to meet national and regional policy requirements in relation to flood risk in a local area.
<b>SHLAA</b>	Strategic Housing Land Availability Assessment
<b>SHMA</b>	Strategic Housing Market Assessment
<b>Spatial Planning</b>	Planning (used in preparing the Development Plan) which goes beyond traditional land uses to integrate policies for the development and use of land with other (non-planning) policies and programmes which influence the nature of places and how they function.
<b>Spatial Vision</b>	The overall vision for an area that sets out how it should be at a date in the future.
<b>SPD</b>	Supplementary Planning Document - Gives guidance on specific policy topic areas or detailed guidance on the development of specific sites.
<b>Special Needs Housing</b>	Housing to meet need arising from homelessness or overcrowding, and purpose-built or supported housing for the elderly or disabled people or those requiring care.
<b>SSSI</b>	Site of Special Scientific Interest
<b>Statutory</b>	Required by law (statute), usually through an Act of Parliament.
<b>Strategic Locations</b>	Broad areas identified as having strategic significance in implementing the Core Strategy.
<b>Strategic Objectives</b>	These are a series of high level objectives that are aimed at achieving a spatial vision.
<b>Strategic Sites</b>	Sites that have been identified as being central to the Core Strategy and are allocated as such on the Policies Map.

<b>Sui Generis</b>	Uses of land or buildings which do not fall into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.
<b>Sustainable Development</b>	Environmentally responsible development, commonly defined as "development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs".
<b>Town Centre</b>	Describes city, town and traditional suburban centres which provide a broad range of facilities and services and which fulfil a function as a focus for a community and for public transport.
<b>Traffic Calming</b>	Management measures designed to lower traffic speeds or redirect traffic to alternative routes to avoid congestion, reduce accidents and injuries and prevent excess levels of pollution.
<b>Transport Policy and Programme (TPP)</b>	Statutory document setting out a transport authority's bid for the programming and funding of transport measures, produced annually for submission to central government.
<b>Travel to Work Area (TTWA)</b>	A broadly self-contained labour market area usually focused on an urban employment centre.
<b>Tree Preservation Order (TPO)</b>	Direction made by a local planning authority that makes it an offence to cut, top, lop, uproot or wilfully damage or destroy a tree without that authority's permission.
<b>Wildlife Corridor</b>	A continuous area facilitating the movement of wildlife through rural or urban environments.
<b>Wind Farm</b>	Large open site where wind speeds are consistently high on which a number of wind turbines generate electricity for private or commercial use.