

Central Lancashire Local Development Framework

Central Lancashire Core Strategy Monitoring Report

Covering the period April 2019 – March 2020



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Introduction

The Joint Central Lancashire Core Strategy has been produced by the Central Lancashire authorities of Chorley, Preston and South Ribble and was adopted in July 2012; it is a key part of the Local Development Framework. This is the Eighth Monitoring Report of the performance indicators of the Core Strategy (please see Appendix D of the Core Strategy), and contains data for Chorley, Preston and South Ribble Councils.

Adopted Central Lancashire Core Strategy Indicators

1. Provision of housing developments by location

Related Policy: Policy 1 - Locating Growth

Location of housing completions 2019/20

Location	No. of dwellings completed 2019/20	% of dwellings completed 2019/20	Central Lancashire target (%)
Preston/South Ribble Urban Area *(Within Strategic Sites and Locations)	826 (367)	45.5% (20.2%)	48% (25%)*
Buckshaw Village	171	9%	10%
Key Service Centre	373	20.5%	25%
Urban Local Service Centre	312	17.2%	9%
Rural Local Service Centres and elsewhere	135	7.4%	8%
Total	1817	100%	100%

* Included within 48% for Preston/South Ribble UA

Table 1 of the Core Strategy establishes the predicted proportion of housing development across Central Lancashire until 2026. The number of new homes built in the Preston/South Ribble Urban area in 2019/20 was slightly below the predicted proportion.

The Preston, South Ribble and Lancashire City Deal, agreed with government in September 2013, will help to improve future housing delivery across the City Deal area and seeks to secure the necessary strategic infrastructure to deliver some 17,420 new homes over the next 10 years.

There was a higher proportion of dwellings built in the Preston and South Ribble Urban Area and in Key Service Centre locations than elsewhere in Central Lancashire in the monitoring period. There was also a higher proportion of dwellings built in Urban Local Service centres than predicted.

More sites allocated in the 3 Local Plans are now coming forward. It is likely that there will be more development on Strategic Sites, although development at Buckshaw Village is nearing full capacity. The targets set for locations of development in the Core Strategy will be achieved in the future.

Location of housing completions 2012-2020

Location	No. of dwellings completed 2012-2019	% of dwellings completed 2012-2019	Central Lancashire target (%)
Preston/ S Ribble Urban area <i>*(within strategic sites and locations)</i>	4,740 (1,790)	46.3% (17.5%)	48% (25%)*
Buckshaw Village	1697	16.6%	10%
Key Service Centre	2,451	23.9%	25%
Urban Local Service Centre	1,755	17.1%	9%
Rural Local Service Centres and elsewhere	1,407	13.7%	8%
Total	10,234	100%	100%

* Included within 48% for Preston/South Ribble UA

Over the monitoring period (2012/13–2019/20), the majority of all housing developments have occurred within the Preston/ South Ribble Urban Area (46.3% in total) as envisaged by the Central Lancashire Core Strategy. 17.5% of development within the Preston and South Ribble Urban Area has been within the Strategic Sites and Locations. This is expected to increase rapidly in the coming years with the help of City Deal securing necessary strategic infrastructure. This is supported by the fact that a number of developers are currently on site in strategic locations such as North West Preston.

A higher percentage of development than envisaged by the Core Strategy has occurred across the period in Buckshaw Village (16.6% of all development) due to higher than expected completion rates because of the attraction of this centrally located site within the housing market.

Development within Key Service Centres, Urban Local Service Centres and Rural Local Service Centres and elsewhere has not generally been in line with the proportion of development envisaged in those locations by the Core Strategy.

2. Value of Developer Contributions Collected (and spent on infrastructure priorities)

Related Policy: Policy 2 - Infrastructure

Local Authority	S106 contributions collected	S106 contributions spent	CIL collected	CIL spent on 123 List	CIL transferred to Parish Councils
Chorley	£2,078,589	£2,293,771	£1,198,226.19	£1,165,150	£179,733.93
Preston	£1,021,919.6	£1,109,006.40	£1,816,281.12	£1,066,604.21	£258,738.41
South Ribble	£1,332,783	£1,080,077	£3,082,728	£1,297,570	£0

The above table shows the amount of S106 contributions and CIL collected by each authority. Preston transferred £1,066,604.21 of the CIL collected to LCC to spend on the

123 List. South Ribble will transfer £1,297,570 of the CIL collected to LCC to spend on the 123 list. Chorley spent £1,165,150 of the CIL collected on the 123 List in the monitoring period. As the table above shows, CIL monies have been transferred to the relevant Parish Councils as per the CIL regulations.

3. Changes to Road Traffic Volume

Related Policy: Policy 3 - Travel

The Department for Transport carries out traffic monitoring in the Central Lancashire area. The tables below show the 7 day average figures for each of the 6 locations selected in Chorley, Preston and South Ribble. These will be monitored each year so will show any trends up or down in the future. The monitoring sites are in locations known to experience significant volumes of traffic.

Chorley Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	9040	6701	24849	12762	5232	13173
2013	8995	6241	24838	12763	5185	13137
2014	9211	6390	23565	13162	5294	13531
2015	9236	6404	24557	13449	5287	13808
2016	9508	6554	25342	13854	5320	14204
2017	9974	6622	25322	16492	4219	14191
2018	12048	6658	23174	16348	4218	9916`
2019	10266	6672	23217	16506	4226	9938

Location of Monitoring Sites in Chorley

- 1 A49, South of Coppull Moor Lane, Coppull (CP 28446)
- 2 A5106 Wigan Lane, W of A6, Coppull (CP 73686)
- 3 A59, Windgate, S of Carr House Lane, Bretherton (CP 26594)
- 4 A6 Preston Road, S of Moss Lane, Whittle-le-Woods (CP 56153)
- 5 A581, Highfield Road, Croston (CP 27322)
- 6 A49, Wigan Road, S of A5083, Clayton-le-Woods (CP 36529)

Preston Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	22100	37262	24470	17807	44779	29558
2013	22079	37075	24537	17792	44618	28169
2014	22711	38513	25247	18361	41138	28965

2015	23650	38082	26325	16484	40745	30610
2016	24414	34669	22670	16956	46131	31562
2017	24367	32472	23612	16843	41961	29334
2018	-*	32192	23696	16715	42024	29358
2019	*	32495	23728	16873	42102	32572

Location of Monitoring Sites in Preston

- 1 A6 Garstang Road, S of Woodplumpton Road, Broughton (CP 56155)
(*Broughton Bypass opened Oct 2017, no equivalent site)
- 2 A6 London Road, Salmon Street (CP 8526)
- 3 A59 Brockholes Brow, W of River Ribble (CP 77090)
- 4 A5085 Blackpool Road, E of A6063 (CP 1766)
- 5 A59 Guild Way, New Ribble Bridge (CP 3867)
- 6 A583 Blackpool Road, W of Riversway (CP 1725)

South Ribble Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	24495	26962	18337	39533	25083	34009
2013	24403	26841	18309	38889	25136	33899
2014	24671	26960	18831	39830	23103	31591
2015	24468	26661	17664	38558	24087	32836
2016	24238	26330	18217	39445	24872	33882
2017	24667	29287	18139	40504	24859	33762
2018	24727	29304	18177	40662	25361	32894
2019	24776	29981	16418	46407	25404	32960

Location of Monitoring Sites in South Ribble

- 1 A582 Penwortham Way, S of Lodge Lane, Farington Moss (CP 28720)
- 2 A6 London Way, N of B6230 (CP 18511)
- 3 A59 Liverpool Road, S of Hutton Roundabout (CP 56605)
- 4 A6 South Ribble Way, S of A582, Farington (CP 99554)
- 5 A6 Lostock Lane, W of M6 J29a, Bamber Bridge (CP 28555)
- 6 A59 Preston New Road, W of Cuerdale Lane, Samlesbury (CP 165676)

At 1 of the 6 traffic count point locations in Chorley traffic levels have reduced over the period 2019/20 following decreases at four points the previous year; 0 out of 5 in Preston have reduced and 1 of South Ribble's have reduced whilst the rest have risen. It is expected that traffic levels will rise generally as new development occurs throughout the sub region. Traffic levels on individual routes will be affected by general levels of traffic growth and localised development but also by new road schemes and complementary traffic measures put in place to cope with the extra traffic associated with this development. It is also necessary to ensure that appropriate sustainable transport infrastructure is put in place as part of development, to try and reduce the number of cars

on the road. This report will continue to monitor traffic volumes/trends in Central Lancashire.

The Central Lancashire Highways and Transport Masterplan (March 2013) represents Lancashire County Council's priorities for future investment in highways and transport across Central Lancashire and a delivery programme to 2026 which will see new road space built, public transport prioritised across key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.

The description of Monitoring Sites above includes a 'Count Point' (CP) id for each location (e.g. CP 2872). Traffic data from 2000 for these and all Count Points in Central Lancashire and nationwide can be viewed on the Department for Transport's website (at www.dft.gov.uk/traffic-counts).

4. Net Additional Dwellings Completed

Related Policy: Policy 4 - Housing Delivery

Local Authority	Housing Completions 2019/20	Target
Chorley	640	417
Preston	747*	507
South Ribble	430	417
Total	1817	1,341

*due to the Covid-19 Pandemic, Preston Council have monitored an 18 month period and then adjusted to a pro-rata figure for this monitoring report.

The total number of dwellings completed in all three authorities is 476 units above the target of 1,341 set in the Core Strategy. This is lower by 50 units on last year. The dwelling completion targets have been exceeded by all of the three authorities.

In Chorley, Buckshaw Village and Chorley Town have seen the highest completions. In Preston sites such as Cottam and North West Preston allocated in the adopted Local Plan are coming forward for development/being completed. In South Ribble development has taken place between Brindle Road, Heatherleigh, Farington Business Park and Altcar Lane.

The Preston, South Ribble and Lancashire City Deal (2013) is helping to improve future housing delivery across the City Deal area (Preston City Council and South Ribble Borough Council area) and seeks to secure the necessary strategic infrastructure to deliver some 17,420 new homes over the period to 2024.

5. Affordable Housing

Related Policy: Policy 7 - Affordable Housing

Local Authority	Affordable Housing Completions 2019-20	Target
Chorley	122	50
Preston	124*	46
South Ribble	81	30
Total	327	126

*due to the Covid-19 pandemic Preston Council have monitored an 18 month period and then adjusted pro-rata for a total for this monitoring period.

Core Strategy Policy 7 requires market housing schemes to deliver affordable housing as on-site provision or via off-site provision/financial contributions. The amount of affordable housing required to be delivered is dependent on a sites location, size and such considerations as financial viability.

The definition of ‘affordable housing’ also includes shared equity products (for example Home Buy) that are agreed after planning consent has been granted therefore, net dwelling completion figures and affordable housing completions comparable.

The total of 327 affordable dwellings delivered across Central Lancashire exceeded the Core Strategy overall target of 126 dwellings by 201.

6. Employment Land Take-Up

Related Policy: Policy 9 - Economic Growth and Employment

Local Authority	Employment Land Take-Up 2019-20 (ha)	Total Take-Up Since 2009 (ha)	Target 2010-26 (ha)
Chorley	3.59	36.14*	112
Preston	1.02	28.05	118.5
South Ribble	1.39	47.71	223.5
Total	6	111.9	454.0

- For Chorley 0.24ha has been deleted from the Total Take up (Chorley) since 2009. This relates to A2 uses (Financial and Professional services) added during 2012, 2014, 2016 which are not monitored in the above figures.
- In Preston since 2009, 2.44ha of the EP1.3 area has been taken up for a car dealership, the entire 2.37ha EP1.6 area has been taken up by car dealerships (0.7ha of this take up was in this April 2018 – March 2020 monitoring period) and 0.9ha of the southern land parcel of the EP1.9 area has been taken up by housing development, which are not monitored in the above figures.

Employment land take up is below the Core Strategy target at the current rate. However, steps have been taken to manage the delivery of employment land in order to promote development.

In Chorley this includes promoting and increasing inward investment in Chorley and bringing forward key employment sites allocated in the Chorley Local Plan.

In addition, the Preston, South Ribble and Lancashire City Deal aims to create 20,000 new jobs across the City Deal area over the next 10 years.

The total employment land take-up in the Central Lancashire area as a whole since 2009 (111.9 ha) has increased by 6 ha compared to last year 7.11 ha.

7. Working Age Population Qualified to NVQ Level 4 or higher

Related Policy: Policy 15 - Skills and Economic Inclusion

Chorley	Preston	South Ribble	North West
24,000 or 35.4%	31,300 or 35.2%	30,600 or 46.3%	36.1%

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Source: ONS/Nomis 2020 Crown Copyright (January to December data)

In terms of education and skills monitoring the Core Strategy aims to achieve a performance better or equal to the regional average.

According to recent statistics a slightly lower proportion of the working-age population in Chorley and Preston and a higher proportion in South Ribble are qualified to NVQ level 4 or higher than the region as a whole and Great Britain (40.3%). This is a slight decrease for Preston from last year (January – December 2018 data reported last year) after recent improvements but it is still the second highest percentage over the past 10 years for those qualified to NVQ4 and above.

The Central Lancashire authorities adopted an Employment Skills SPD in September 2017 in order to ensure new development proposals consider the economic impact of development and improve the skills of local people to enable them to take advantage of the resulting employment opportunities.

8. Number of Heritage Assets at Risk

Related Policy: Policy 16 - Heritage Assets

Local Authority	Heritage Assets at Risk
Chorley	Bank Hall, Liverpool Road, Bretherton (Category F) Lower Burgh Hall, Coppull New Road, Chorley (Category F) Buckshaw Hall, Euxton Lane, Euxton (Category E) Bretters Farm moated site and two fishponds (slow declining condition) Ingrave Farm moated site
Preston	Church of St George the Martyr, Georges Road (Category C) Wing of Former Barton Old Hall, circa 20m south of Old Hall Farmhouse (Category C), Fishergate Hill Preston – Conservation area (Condition: Very bad; Vulnerability: Low; Trend: Deteriorating) Harris Institute, Avenham Lane (Category C)
South Ribble	Woodfold Park, (declining condition, although none of the buildings at risk are within South Ribble), the park is within Blackburn with Darwen, Ribble Valley and South Ribble Local Authorities areas and is in multiple, private ownership.

Source: Historic England – Heritage/Buildings at Risk Register

The Core Strategy aims to prevent the increase or reduce the number of heritage assets at risk in Central Lancashire.

There remain two buildings at risk in Chorley with the condition of these buildings showing some improvement in recent years. The last 12 months has seen work progress on the conversion works at Bank Hall, Bretherton and the building has a watertight roof and external envelope. Work is currently taking place on the internal room/plan arrangements. Lower Burgh Hall (category F) does not appear on the latest register. There are also two scheduled monuments at risk at Ingrave Farm and Bretters Farm.

In Preston, the Church of St George the Martyr, the Wing of Former Barton Old Hall and Fishergate Hill remain on the list, whilst the Harris Institute has been added to the register.

Woodfold Park, of which only a small part of the parkland is within South Ribble, is a registered park and garden which is listed as Grade II. The park is in multiple private ownership.

9. Higher Quality Building Design

Related Policy: Policy 17 - Design of New Buildings

All developments in Chorley are considered against the criteria set out in Policy 17 and the Adopted Central Lancashire Design SPD. In addition, policies included in the Built and Natural Environment section of the Chorley Local Plan, including BNE1: Design Criteria for New Development ensure that high design quality is achieved.

Chorley has not used Building for Life (BfL) for any schemes for a number of years.

All housing developments in Preston have been considered against the design policy criteria in Policy 17 Design of new Buildings and in the Adopted Design SPD which uses the principles set out in the BfL standard (originally launched in Sep 2012 and updated in Jan 2015 - this is called Building for Life 12 - BFL12). Preston uses the BFL scheme for all major developments, not just those over 5 ha.

All housing developments in South Ribble have been considered against the criteria set out in Policy 17 Design of New Buildings and the Adopted Central Lancashire Design SPD which uses the principles set out in the BfL standard (originally launched in September 2012 and updated in January 2015 - this is called Building for Life 12 – BfL12). As well as this, developments are also considered against policy G17–Design Criteria for New Development of the South Ribble Local Plan (2015).

Due to changes in the BfL Scheme the target in Indicator 9 is now out of date and needs re wording.

10. Amount of Sport, Recreation and Informal Open Space lost to other uses

Related Policy: Policy 18 - Green Infrastructure

Local Authority	Loss of Open Space
Chorley	Nil
Preston	-
South Ribble	Nil

Data unavailable for Preston due to resource issues associated with pandemic

The Core Strategy aims to avoid the unmitigated loss of sport, recreation and informal open space across Central Lancashire.

In Chorley and South Ribble there has been no loss of sport, recreation and informal open space in the monitoring period.

11. Change of areas of biodiversity importance

Related Policy: Policy 22 - Biodiversity

Local Authority	Loss of Areas of Biodiversity Importance
Chorley	Natural England (regional, national and international sites) has informed there have been no net losses in areas designated for their environmental value in Chorley during this monitoring period.
Preston	Natural England (regional, national and international sites) has informed there have been no net losses in areas designated for their environmental value in Preston during this monitoring period.
South Ribble	Natural England (regional, national and international sites) has informed there have been no net losses in areas designated for their environmental value in South Ribble during this monitoring period.

The Core Strategy seeks to protect areas of biodiversity importance across Central Lancashire. Over the last three year monitoring period there have been no losses in areas of biodiversity importance across the three authorities.

The Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document SPD (July 2015) provides guidance on the interpretation and implementation of the relevant Central Lancashire policies on biodiversity and sets out what is required as part of the planning process. This includes guidance in relation to ecological networks.

12. Improving Community Health

Related Policy: Policy 23: Health

Local Authority	Consents Granted on Strategic Sites and Locations Without a Health Impact Assessment (HIA)
Chorley	No applications were received that require a HIA in this monitoring period.
Preston	-
South Ribble	No applications have had consents granted that require an HIA in this monitoring period.

Data unavailable for Preston due to resource issues associated with pandemic

Health Impact Assessments (HIA) are required for major planning applications on Strategic Sites and Locations.

13. Planning to Adapt to Climate Change

Related Policy: Policy 27: Sustainable Resources and New Developments

In March 2015 the Deregulation Act received Royal Assent which proposed that all energy efficiency standards will be included in Building Regulations. As a result the Code for Sustainable Homes was withdrawn. The Code for the Sustainable Homes requirement in Policy 27 is therefore no longer relevant.

The Government set out transitional arrangements until energy efficiency standards are included in Building Regulations which allow local authorities to continue to apply policies in their Local Plans that require compliance with energy efficiency standards that exceed Building Regulations.

In accordance with the transitional arrangements, the three authorities are requiring all new dwellings to achieve a minimum Dwelling Emission Rate (DER) of 19% above 2013 Building Regulations which is equivalent to Code Level 4 energy requirements. Compliance with other aspects of the Code for Sustainable Homes are no longer required.

All other new developments in the three areas have achieved a BREEAM rating of 'very good' in accordance with Policy 27.

Appendix One

Monitored Policies of the Adopted Central Lancashire Core Strategy

The following policies are those within the Performance Monitoring Framework of the Adopted Central Lancashire Core Strategy (Appendix D):

1. Policy 1: Locating Growth
2. Policy 2: Infrastructure
3. Policy 3: Travel
4. Policy 4: Housing Delivery
5. Policy 7: Affordable Housing
6. Policy 9: Economic Growth and Employment
7. Policy 15: Skills and Economic Inclusion
8. Policy 16: Heritage Assets
9. Policy 17: Design of New Buildings
10. Policy 18: Green Infrastructure/Sport and Recreation
11. Policy 22: Biodiversity
12. Policy 23: Health
13. Policy 27: Sustainable Resources and New Developments