



Central Lancashire Local Plan 2023-2041

Statement of Common Ground Between the Central Lancashire Authorities (Chorley Council, Preston City Council and South Ribble Borough Council) and Lancashire County Council

September 2025 Third Edition

Contents

1. Introduction	1
2. Background of Central Lancashire	2
3. Strategic Geography	2
4. Joint Working: Central Lancashire Authorities and Lancashire County Council	4
5. Strategic Matters	5
Strategic Matter 1: Transport	5
Strategic Matter 2: Education	7
Strategic Matter 3: Economic Development	9
Strategic Matter 4: Flood Risk Management	11
Strategic Matter 5: Public Health	12
Strategic Matter 6: Minerals and Waste	12
6. Signatories	13
Appendix One	14

1. Introduction

1.1 This Statement of Common Ground (SoCG) has been developed in order to address Strategic Planning matters between the parties consisting of the Central Lancashire Authorities (CLAs) of Chorley, Preston and South Ribble, and Lancashire County Council (LCC).

1.2 The SoCG has been prepared to comply with the National Planning Policy Framework (NPPF) requirements. Paragraph 24 to 27 of the NPPF¹ state that “Local planning authorities and county councils (in two-tier areas) are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries”. Moreover, the “strategic policy-making authorities should prepare and maintain one or more statement of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these”. Paragraphs 20 to 23 set out how the duty to cooperate works and how strategic matters that cross administrative boundaries require effective and on-going cooperation. These matters include:

- Housing (including affordable housing), employment, retail, leisure, and other commercial development.
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
- Community facilities (such as health, education, and cultural infrastructure); and
- Conservation and enhancement of the natural, built, and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

1.3 According to the Planning Practice Guidance (PPG)², a SoCG is a written record of the progress made by strategic policy-making authorities during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process and is a way of demonstrating at examination that plans are deliverable over the plan period and based on effective joint working across local authority boundaries. It forms part of the evidence required to demonstrate compliance with the duty to cooperate.

1.4 Both NPPF and PPG make it clear that a SoCG should primarily be produced to document the strategic cross-boundary matters. Therefore, this SoCG is the

¹ NPPF Version December 2023

² [Plan-making - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/662622/Plan-making_-_GOV.UK.pdf)

written record account of the progress achieved in the planning process for strategic matters in Central Lancashire and how the CLAs have worked effectively to fulfil their duty to cooperate. The approach taken in writing this statement is in accordance with the requirements of the PPG.

2. Background of Central Lancashire

- 2.1 Central Lancashire covers the geographical areas of Preston City Council, Chorley Council and South Ribble Borough Council, which functions as one integrated local economy and commuting area. It is a single housing market area with high levels of self-containment, or families moving within the area. It is therefore appropriate to work strategically in collaboration to ensure our policy is joined up and complementary.
- 2.2 The joint working on planning-related matters began in 2008, when the three councils came together and produced a Central Lancashire Core Strategy. The three councils collaborated to produce the Local Development Framework and adopted the first Core Strategy in July 2012, which sets out the strategic planning policies for Central Lancashire. In 2018, a review of the Core Strategy and individual local plans began with a view to deliver a single Central Lancashire Local Plan (CLLP), reflecting both the shared strategic policy objectives and more detailed non-strategic policies.
- 2.3 A Central Lancashire Strategic Planning Joint Advisory Committee (JAC) has been established, made-up of elected members from each authority. This Committee has the responsibility to consider proposals, open them up to debate and move to endorse or challenge them at their discretion. Members from LCC also attend the JAC.
- 2.4 A Central Lancashire Local Plan Team (Local Plan Team) has been created and jointly funded by the three local authorities specifically to undertake the work required to deliver the review of the local plan. The team is accountable to all three local authorities, reporting back to each home team and guiding the process forward.

3. Strategic Geography

- 3.1 Central Lancashire is in the heart of Lancashire within the North West Region and covers the three local authority districts of South Ribble, Chorley, and Preston. It comprises an urban core surrounded by attractive scenery ranging from the Pennine foothills / West Pennine Moors in the East, to the Lancashire Plain and the Ribble and Alt Estuary in the West. The area is bounded by Fylde and West

Lancashire to the West, Ribble Valley, and Blackburn with Darwen to the East, Wyre to the North and Greater Manchester to the South.

3.2 The Central Lancashire area is a diverse mix of urban and rural including towns, villages, and sparsely populated countryside. Some of the main landscape attractions and protected wildlife habitats in the area include the Forest of Bowland National Landscape, the West Pennine Moors SSSI, and the Ribble and Alt estuaries. There are also significant areas of open space and attractive public parks for sport, leisure, and recreation. Grid-iron pattern streets typify the urban areas of Preston, Chorley, and Leyland, as workers housing was built tightly around the mills and industrial complexes.

3.3 The area covered by the Central Lancashire Local Plan is shown in the map below.



4. Joint Working: Central Lancashire Authorities and Lancashire County Council

- 4.1 The purpose of the SOCG is to inform the Inspector appointed for the Central Lancashire Local Plan Examination and other parties about the areas of agreement and areas where there is ongoing work underway to address outstanding matters between the CLAs and Lancashire County Council in relation to key strategic matters contained in the Central Lancashire Local Plan (2023-2041). Duty to cooperate engagement has been a consideration in the development of the policies, supporting explanatory text and Infrastructure Delivery Plan for the draft Local Plan.
- 4.2 Chorley, Preston, and South Ribble councils are the Local Planning Authorities for each of their administrative areas. Lancashire County Council is the Local Planning Authority in relation to Minerals and Waste for Lancashire including Central Lancashire and is also the Local Education Authority, Lead Local Flood Authority and Local Highway Authority. Both parties are Prescribed Bodies for the purposes of the Duty to Cooperate.
- 4.3 Lancashire County Council is a key stakeholder to the preparation of this plan, as a member of the Local Plan Steering Group and the Central Lancashire Joint Advisory Committee (JAC). Meetings have been held between the councils throughout the plan making process, to discuss and resolve issues arising through the production of the draft Plan. This SOCG reflects the agreed position the Central Lancashire Authorities and Lancashire County Council for submission to the Inspector of the Central Lancashire Local Plan Examination.
- 4.4 Lancashire County Council wishes to take part in the examination and through this SOCG confirms its request (made in writing in its letter dated 14 April 2025 as part of its Regulation 19 representation) to participate in the hearings and contribute to discussions concerning matters outlined in this SoCG in addition to contributing to any matters raised by the Inspector.
- 4.5 This Statement sets out the confirmed points of agreement between the parties with regard to:
- Transport
 - Education
 - Economic Development and Strategic Sites.
 - Flood Risk Management
 - Public Health Matters; and
 - Minerals and Waste

5. Strategic Matters

Strategic Matter 1: Transport

- 5.1 Lancashire County Council is the Local Transport Authority and Local Highway Authority for the three CLAs (regarding the first of these statutory roles, concurrent arrangements are in place during 2025/26 with the Lancashire Combined County Authority). The CLAs and LCC have worked collaboratively to prepare a transport evidence base to assess the transport impacts of the proposed CLLP site allocations at a strategic level. This exemplifies the partnership approach to the preparation of the CLLP across the two tiers of local government.
- 5.2 LCC's published transport policy provides a basis for Local Plan-making, including Local Transport Plan 3, the Highways and Transport Masterplan (including ongoing development activity to review and refresh these plans), the Preston, South Ribble and Lancashire City Deal, Highways and Transport Strategy 2023-2025, Bus Service Improvement Plan, and Local Cycling and Walking Infrastructure Plan.
- 5.3 The transport policies and site allocations policies (which have been prepared considering highways and access matters) contained in the CLLP, have been produced jointly by officers from the CLAs. The parties agree that LCC has and shall continue to be consulted on all matters related to transport for the CLLP.
- 5.4 A consultant team has been commissioned to undertake transport modelling of the proposed CLLP site allocations, following a vision-led approach (as required by the National Planning Policy Framework) to assessing transport impacts as set out in the NPPF. The methodology for the consultant work has been conducted in the following stages, with engagement with the CLAs and LCC at each stage.

Stage 0 – preferred site allocations

To support the identification of the site allocations to be included in the subsequent strategic modelling, a high-level multi-criteria assessment of site accessibility was undertaken for the proposed site allocations, using RAG scoring across seven transport metrics.

Stage 1 – traffic impacts without mitigation

The existing Central Lancashire Transport Model (CLTM) was updated to encompass changes in traffic volumes and patterns post-COVID.

The proposed site allocations for the CLLP were then added to the CLTM. The trip rates for each site were derived from TRICs and TEMPro following a 'decide and provide' approach to traffic generation. This approach is enabled by the policies of

the CLLP which supports proposed sites to come forward in areas with high potential for sustainable travel.

The CLTM estimates future year transport demand and predicted changes in travel behaviour and patterns from the CLLP, including route choices, travel modes, and journey destinations. This highlighted where transport related infrastructure may be required to accommodate new development.

Stage 2 – identification of transport mitigation

The traffic impacts assessed in the CLTM were presented to CLA and LCC officers. Workshops were held by the consultant to identify and discuss transport measures to mitigate and accommodate the transport impacts from the CLLP. Through a vision-led approach, initial mitigations to enable the CLLP focused on sustainable improvements to attract people to travel by non-car modes. Following this, mitigation infrastructure to increase highway capacity were also identified.

A Stage 2A Strategic Transport Assessment Report summarising the sustainable mitigation and highway options is included in the submission of the CLLP. The report presents the model outputs after incorporating suitable mitigations, including high level safety and carbon assessment.

The final stage of the transport evidence is expected to conclude post submission of the CLLP and the outcome of the emerging evidence has been relayed to neighbouring authorities and other prescribed and or relevant bodies as required, culminating in the preparation of a Stage 2B Transport Assessment Report.

The Stage 2B Transport Assessment will include the model updates after incorporating the highway mitigation options and will also include more detailed analysis subject to the requirements agreement with all parties. The proposed mitigations will be included in the CLTM and the cumulative traffic impacts of the CLLP presented to CLA and LCC officers. It is agreed that the transport impacts of the Local Plan must be sufficiently mitigated to the satisfaction of all parties.

LCC in its role as the LHA has highlighted concerns with the assessment, particularly whether it sufficiently replicates operation of the network. This impacts on the suitability of proposed mitigation measures to support the Local Plan coming forward.

5.5 The parties agree that:

- All parties must be satisfied with the completed Transport Assessment.
- The completed Transport Assessment will need to be provided to parties incorporating modelled highway mitigation measures.
- The required infrastructure must be agreed by all parties (including the Local Highway Authority) in advance of the examination

- A final agreed iteration of the IDP will need to be prepared ahead of examination
- 5.6 The parties agree the proposed transport mitigation measures should support the objectives of the National Planning Policy framework, and the Local Highway Authority must be satisfied with regard to the Local Plan impacts on the transport network and its' statutory duties (i.e. the Highways Act 1980, Traffic Management Act 2004, etc.)
- 5.7 The parties agree that a long-term ambition is the River Ribble Crossing, which will not form part of the proposals within this Local Plan but remains important for strategic long-term planning and transport in Central Lancashire.

Strategic Matter 2: Education

- 5.8 There are 628 schools in Lancashire which provide mainstream school places across the County of which 482 are primaries and 82 are secondaries. Lancashire has a 'mixed economy' of schools (academy, voluntary aided, voluntary controlled, foundation, grammar etc.) where many determine their own admission arrangements.
- 5.9 However, LCC has the statutory responsibility for ensuring sufficiency of places at many of these schools and this relies on effective collaboration with and between maintained schools and academies in the county to ensure sufficiency of places.
- 5.10 The parties agree that the housing development proposed in the CLLP will require growth in the local schools.
- 5.11 Officers in the School Places Planning team at LCC were consulted throughout the plan preparation process and have at regular points in that process, provided an assessment of the impact of the planned growth on school place provision. This identified need has been fed into the development of the infrastructure development plan (IDP).
- 5.12 The CLAs and LCC agree that the planning system, in particular, developer contributions secured through the planning process, and a local plan criteria-based policy for determination of applications for schools, are important mechanisms within a broader framework for the funding and delivery of additional educational infrastructure. The parties agree that policy HC3 and policy ID2 are the policies relevant for these purposes. Policy ID2 specifies that the Councils can seek developer contributions for education, where an impact is identified, whilst policy HC3 identifies land safeguarded for the future creation or expansion of schools. Where appropriate, the allocation policies highlight to potential future applications that land or financial contributions will be necessary to make the development acceptable, for example Land East of Wigan Lane [HS2.16].

- 5.13 The parties agree that education requirements could be provided by the use of contributions secured via Section 106 agreements and where appropriate Community Infrastructure Levy (CIL). This enables the LCC to assess the impact of a development at the point that a planning application comes forward.
- 5.14 The parties are committed to working together ahead of the local plan examination and beyond, with the objective of putting in place sufficient plans in place to meet any future unmet need for school places in the plan period.
- 5.15 There is a single national measure to assess the net capacity of schools specified by the Department for Education (DfE), which should ensure a robust and consistent method of assessing the capacity of schools. The measure is used to identify a surplus or shortage of school places within schools and assess the need for new school places arising from development.
- 5.16 LCC takes an evidence-based approach to forecasting the need for school places to produce 5-year pupil projections. Forecasts are updated twice a year, in December and April, using data which includes:
- Current and previous years' school census numbers
 - Inward and outward migration (or movement) of pupils between areas and schools
 - School net capacity assessment of buildings
 - Schools' published admission numbers (PAN)
 - Birth data
 - Local authority supplied planned housing data for the next 5 years.
- 5.17 The School Place Planning Team, within LCC, and the CLAs have worked collaboratively to apply an evidence-based approach to forecast future additional gross need for school places across the plan period, taking account of the housing supply identified for the CLLP.
- 5.18 There is work ongoing between the parties to identify the net deficit in school places for the plan period, taking account of consented housing sites where developer contributions (either as capital sums or the provision of land) will already have been identified and secured through the planning process. .
- 5.19 The parties also agree that the Local Plan policy HC3 **Community, Health and Education Facilities** includes, at point 3, the allocation of nine sites for the provision of new education facilities (listed below) and that this policy is not exclusive, and other educational sites may come forward in the plan period for determination under policy HC3 (1). Policy HC3 sets out the following list of sites as safeguarded for the expansion or provision of new education facilities.

- HC3.1 Land to the East of Wigan Road, Clayton-le-Woods
 - HC3.2 Cottam Hall (Merry Trees Lane/Tom Benson Way)
 - HC3.3 Higher Bartle (Maxy Lane/Sandy Lane/Tabley Lane)
 - HC3.4 Tabley Lane (Northwest Preston Masterplan)
 - HC3.5 Former Whittingham Hospital
 - HC3.6 Land to the south of William Young Way
 - HC3.7 Land at Bartle
 - HC3.8 Pickerings Farm, Flag Lane
 - HC3.9 Aston Way, Leyland
- 5.20 Officers at LCC have been consulted on the draft of Policy HC3: Community, Health, and Education Facilities. The parties agree that the wording contained within the policy will seek to address the shortfall of education provision in the central Lancashire area, at least in part, and is sound. The parties agree that the above listed sites will be safeguarded for education uses until such a time that the parties agree otherwise.
- 5.21 It is agreed that in some school planning areas, the scale of housing development planned coupled with the limited scope for expansion of existing schools means that it may be necessary for more land to be identified for a new school. This will be as the Local Plan progresses to the next stage and therefore any new schools' sites would be progressed via the development management process (and considered against the policies in the emerging plan).
- 5.22 The forecast of gross future need for education infrastructure for each of the three districts is included at Appendix One.
- 5.23 The parties agree that a specific piece of work involving officers, and the Council officers is required prior to examination to distil the identified need into the net need generated by (unconsented) development generated from the Local Plan. This is part of the ongoing liaison between the two Councils on plan-making and planning application decisions, which the policies in the emerging Local Plan, specifically policy HC3 and ID2 will seek to address over the plan period, as applications come in and land becomes available.
- 5.24 The parties agree that details of this work may be requested by the Planning Inspector and will be presented jointly and in collaboration as required.

Strategic Matter 3: Economic Development

- 5.25 Throughout the years that the CLLP has been prepared, there has been cooperation and discussion between the CLAs and LCC over strategic employment need and sites within the Plan. Through detailed conversations, Central Lancashire has been identified as an area for significant employment growth by LCC. This ambition reflects the significance of the area in terms of taking forward Lancashire's overall growth ambitions, as identified in the forthcoming Lancashire Growth Plan. Lancashire's growth ambitions seek to support and deliver the Government's aims

and priorities. In particular, the Central Lancashire area hosts significant sector strengths which have the potential to grow and develop new, nationally significant high-value capabilities in digital, cyber, technology, knowledge-based industries and advanced engineering and manufacturing. In order to realise these opportunities, site allocation and assembly is critical in providing a strategic pipeline to respond to demand.

- 5.26 The CLAs commissioned an Employment Land Study to review the potential future employment land supply of the three local authorities, in the light of changing market conditions. The study also provides an Objectively Assessed Needs (OAN) for the CLLP. The Study separates need by industry, providing requirements for office land and industrial and warehouse uses. The combined OAN for the CLAs as per the most recent Employment Land Study is outlined in the table below:

Table 2: Combined Employment OAN for the CLAs

Authority	Combined Employment Use OAN
Chorley	41.45 ha
Preston	74.43 ha
South Ribble	56.99 ha
Total	172.87 a

- 5.27 The CLAs are confident that the Plan's employment need will be met within the borders of Central Lancashire, with more land than required to meet the OAN being allocated. The table below outlines the supply that will be delivered during the Plan period:

Table 3: CLLP Employment Supply

	Chorley (ha)	Preston (ha)	South Ribble (ha)
Requirement			
Local Plan requirement 2023-2041	41.45	74.43	56.99
Supply			
Completions 2023/24	3.82	7.77	2.11
Allocations	20.34	136.50	71.06
Non-allocated existing commitments at 1 st April 2024	17.95	55.69	10.03
TOTAL Supply	42.11	199.96	83.20
NET SUPPLY/ CONTINGENCY	+0.66	+125.53	+26.21

- 5.28 LCC had expressed a desire for the CLAs to allocate specific strategic sites of the right kind in the right place to meet the growth needs they foresee in the area. However, it is now agreed that the proposed allocations in the plan are aligned to the identified OAN and to the strategic objectives within the CLLP not least the regeneration of Preston and use of existing brownfield land.

- 5.29 Through the Preferred Options consultation and later Duty to Cooperate meetings, LCC had requested the CLAs maintain existing strategic allocations and consider the allocation of new strategic employment sites and to take into account the lead in time for preparing new strategic sites for development. The CLAs considered this, however, were of the view it is not required at this stage given the available supply of employment land and the principles of the Spatial Strategy and Strategic Objective 2 to support growth in the existing main urban areas to regenerate the City and Town centres and make the best use of existing land.
- 5.30 LCC will continue to monitor the take-up of employment opportunities at the Enterprise Zone in Samlesbury and future demand from specialised businesses looking to co-locate with existing businesses in the area. and are committed to working with the CLAs to ensure the timely preparation of evidence for the next local plan.
- 5.31 It is agreed that a timely review of the CLLP post adoption supported by a comprehensive review of long term strategic employment need across the three boroughs, including specialist sectors will be important as LCC believes that the Enterprise Zone in Samlesbury is likely to reach capacity early in the plan period and the future local plan will be supporting specialised sector growth and innovation in the medium to longer term.

Strategic Matter 4: Flood Risk Management

- 5.32 LCC is the Lead Local Flood Authority for the Plan area and as such, has been closely consulted throughout the plan preparation process. Officers from LCC have been involved in meetings with JBA, the flood risk consultant undertaking the Strategic Flood Risk Assessment (SFRA) for the Plan. LCC has also been consulted during the site selection process to ensure that any known sites of concern were appropriately assessed.
- 5.33 The parties have agreed that the outcomes of the Level 1 SFRA are appropriate and sufficient to base the assessments of proposed site allocations, in relation to matters of surface water flood risk and surface water sustainable drainage. The parties agree that any sites which require a Level 2 SFRA will receive one and will have a site-specific flood risk policy if required.
- 5.34 It was agreed that LCC be consulted for comments on the draft flood risk policies in the Plan. The CLAs worked jointly to produce policy EN10: Development and Flood Risk, in consultation with the Lead Local Flood Authority on matters of surface water flood risk and surface water sustainable drainage.
- 5.35 The parties have agreed that the wording of policy EN10 is robust and appropriate for the Plan, insofar as it relates to matters of surface water flood risk and surface water sustainable drainage.

Strategic Matter 5: Public Health

- 5.36 The CLAs and LCC have worked collaboratively when drafting policies related to public health for the Plan. Several topics were discussed such as hot food take-aways, adaptable housing and active design.
- 5.37 Officers from LCC presented to members and officers at a JAC meeting in June 2023 to outline the evidence base for a hot food take-aways policy. It was agreed at that meeting that the CLAs would work closely with LCC to draft a policy for the Plan.
- 5.38 The CLAs and LCC agree that a policy related to hot food take-aways which supports LCCs ambitions should be in the CLLP.
- 5.39 There were in-depth discussions and meetings held between the parties. The draft hot food take-aways policy was amended and it was agreed that the CLAs will use most of the proposed wording provided by LCC. In doing so, it was also agreed that officers from LCC and the CLA's would jointly represent the CLLP at examination for matters related to the hot food take-aways policy. It was also agreed that LCC officers would present and defend the policy at any future planning appeals.

Strategic Matter 6: Minerals and Waste

- 5.40 LCC is the Minerals and Waste Authority for the Local Plan area and as such the responsibility for preparing minerals and waste specific policies rests with LCC.
- 5.41 The Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD was adopted in February 2009. The Joint Lancashire Minerals and Waste Local Plan Site Allocation and Development Management Policies was adopted in September 2013.
- 5.42 Work is underway to prepare a review of draft revised Joint Lancashire Minerals and Waste Local Plan, with a consultation on a draft plan held in late 2018. A separate SoCG is being prepared to address the specific strategic issues associated with the review of the Joint Lancashire Minerals and Waste Local Plan.
- 5.43 When site allocations were considered the CLAs had regard to the current Minerals and Waste Local Plan; in particular, the presence of mineral safeguarding areas underlying allocated sites. The potential impact of existing minerals and waste operations upon allocated sites, and vice versa the impact of those allocations upon the existing minerals and waste operations was also considered so as to protect future residents, and existing commercial operations.

6. Signatories

Lancashire County Council

Jonathan Edwards

Jonathan Edwards, Director of Environment and Planning

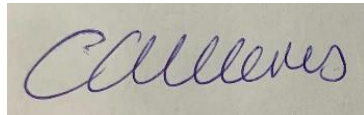
Central Lancashire Authorities

Chorley Council



Zoe Whiteside, Head of Spatial Planning

Preston City Council



Carolyn Williams, Planning Policy Manager

South Ribble Borough Council



Elizabeth Thornber, Head of Planning and Enforcement

Appendix One

Central Lancashire Local Plan Education Requirement South Ribble Summary of Need (12th June 2025)

Updated June 2025 Position					
Primary Planning Area Summary	Planning Area Total Dwellings from Site Allocations & HLS	PPA DfE Primary Yield (0.29)	FE required	DfE Secondary Yield (0.16)	FE required
Leyland - 760 + 1134 (HLS) =	1894	549	3FE		
Walton Le Dale, Bamber Bridge & Samlesbury - 1010 +218 (HLS) = 1228	1228	356	2FE		
Rural South Ribble - 473 +164 (HLS) = 637	637	185	1FE		
Penwortham - 310 +1427 (HLS) = 1737	1737	504	2.5FE		
				5496	
Total - CLLP Site Allocation (2553) + HLS (2943) (0-20Yrs) = 5496	5496	1594	8.5FE	879	6FE

In May 2025 the need for additional land in both Leyland and Rural South Ribble of 1 form of entry for each area was identified and submitted. Following this submission additional data was provided and a revised position was undertaken. The predicted scale of demand, which incorporates projected surplus, shows a remaining need for 1 form of entry in Leyland, however this has reduced to a half form of entry for Rural South Ribble submission and the reduction in our need in the updated position in the attached document (Summary of Need on sheet 1), we have identified that the predicted scale of demand together with the projected surplus, we are still showing a shortfall of 1 FE in Leyland and 0.5FE in Rural South Ribble.

The shortfall of half a form of entry in Rural South Ribble could be accommodated at Pickering's Farm, however there is still an identified shortfall of 1 Form of Entry in Leyland. This cannot be address by expansion, so the additional 1Form of Entry will require provision of land in Leyland.

Central Lancashire Local Plan Education Requirement
Chorley Update (16th June 2025)

Updated June 2025 Position (Needs Updating)					
Primary Planning Area Summary	Planning Area Total Dwellings from Site Allocations & HLS	PPA DfE Primary Yield (0.39)	FE required	DfE Secondary Yield (0.18)	FE required
Chorley Central 1390 + 508 (HLS) = 1898		740	3.5FE		
Chorley Rural North 67 = 189 (HLS) = 256		100	0.5FE		
Chorley Rural West 263+ 150 (HLS) = 413		161	1FE		
Clayton le Woods 968 + 125 (HLS) = 1093		426	2.5FE		
Coppull 304+ 43(HLS) = 347		135	1FE		
Euxton = 141 +370 (HLS) = 511		199	1FE		
Rivington & Adlington 310 + 34(HLS) = 344		134	1FE		
				4862	
Total - 4862 - CLLP Site Allocation (3443 + HLS (1419)) (0-20Yrs)	4862	1896	10.5FE	875	6FE

Following submission to the CLLP in May 2025 and provision of additional data Lancashire Council have reviewed their position of need.

In Chorley mitigation of the predicted scale of demand for primary education can be accommodated through expansions of existing schools. This is taking account of projected surplus. However, there is still an identified shortfall for secondary school places which cannot be addressed by expansion therefore, land will be required for a secondary school site within Chorley to mitigate the impact of the developments. The demand for places within the plan period is a requirement of 6 Forms of Entry.

Central Lancashire Local Plan Education Requirement
Preston Update (20th June 2025)

Further to previous submissions in relation to education requirements, on 18th June Preston City Council colleagues provided clarified information in relation to the housing allocations included in Lancashire County Council's assessment of education need, specifically details of Over 55 accommodation that is unlikely to yield school place requirements.

Lancashire County Council's School Planning Team have reassessed the requirement projections taking this update into account:

PCC Amended 19th June 2025 Position - Removal of Over 55's					
Primary Planning Area Summary	Planning Area Total Dwellings from Site Allocations & HLS	PPA DfE Primary Yield (0.29)	FE required	DfE Secondary Yield (0.16)	FE required

Central Lancashire Local Plan 2023-2041
Statement of Common Ground with LCC

Goosnargh & Grimsargh 477 + 441 (HLS) = 918	918	266	1.5FE		
Preston Rural 1265 + 802 (HLS) = 2067	2067	599	3FE		
Preston North 193 + 441 (HLS) = 634	634	184	1FE		
Preston West 1865 + 963 (HLS) = 2828	2828	820	4FE		
Preston East 1776+ 401 (HLS) = 2177	2177	631	3FE		
				8624	
Total - CLLP Site Allocation (5576) + HLS (3048) (0-20Yrs) = 8624	8624	2501	12.5FE	1380	9.5FE

PRIMARY

The table below shows the school sites identified and which primary planning area they are located in. It also shows the projected requirement in each planning area and the demand that the identified school sites could mitigate.

Primary				
Planning Area	Projected Requirement	School Sites	Mitigation by school sites identified	Remaining site requirement
Goosnargh & Grimsargh	1.5FE	Whittingham Hospital	2FE	0 FE
Preston Rural	3FE	Land at Bartle	2FE	
		Tabley Lane(NWP)	2FE	
			4FE	0 FE
Preston North	1FE	William Young Way (NWP)	2FE	0 FE
Preston West	4FE	Cottam Hall Or Alternative HE land	1FE 2FE	
			1FE or 2FE	2FE or 3FE See Below
Preston East	3FE			0FE See Below

Preston East

The above table indicates that there is a projected 3FE requirement in Preston East. However, though consideration of the housing projections and potential phasing it has been determined that the 3FE requirement in Preston East could be addressed through expansion of existing local schools, supported by developer contributions, where appropriate.

Preston West

The land identified to date would provide 1FE(Cottam) or 2FE (Eastway) against a projected requirement of 4FE in the Preston West planning area. Although the school site at William Young Way is located in the Preston Rural planning area it is very close to the Preston West planning area boundary and is likely to address some of the Preston West demand.

In Preston Rural planning area, it is anticipated that the 4FE provision identified at Tabley Lane and Land at Bartle sites would be sufficient to meet a significant portion of both the Preston Rural and Preston North demand, allowing places to be made available at the William Young Way school site for Preston West pupils.

Should the Eastway site be able to accommodate two forms of entry there would be sufficient sites to meet projected demand.

SUMMARY - PRIMARY

The site information above indicates that there is 1FE shortfall in relation to Preston West primary planning area. However, the ongoing discussions regarding the land swap of Cottam Hall to Eastway would increase the potential provision from 1FE to 2FE.

Should the Eastway site provide a 2FE provision, LCC believes there would be sufficient primary school land identified to meet projected demand.

SECONDARY

The requirement above has been adjusted to take into account proposed school sites and their potential to meet projected demand:

Secondary				
	Projected Requirement	School Sites	Mitigation by school sites identified	Remaining site requirement
Preston	9.5FE	Maxy Lane	4FE	5.5FE

SUMMARY – SECONDARY

The scale of demand cannot be addressed by expansion of existing schools. LCC working closely with Preston City Council colleagues to identify a secondary school site option.