

Central Lancashire Authorities

Integrated Assessment of the Central Lancashire Local Plan

Pre-Submission Local Plan

Final report

Prepared by LUC

January 2025

Central Lancashire Authorities

**Integrated Assessment of the Central Lancashire Local Plan
Pre-Submission Local Plan**

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Appendix A

Consultation comments

Table A.1 Consultation comments received on the IA Scoping Report (consulted on between August and October 2019)

Note that the CLA response in the final column is the response that the CLAs provided when the final Scoping Report was prepared post-consultation.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
Chorley Councillor (13/8/19)	<p>Public transport concerns;</p> <p>Chorley lacks coordinated bus transport within and around the town;</p> <p>Train use has declined and some services need re-instating;</p> <p>Electric charging points on all new and heavily used car parks needed.</p>	<p>Comments noted.</p> <p>The baseline issues referred to are already covered in the Scoping Report.</p> <p>These comments relate mainly to the Local Plan, rather than the IA Scoping Report and will be addressed through that route.</p> <p>Proposed change: No amendments required.</p> <p>Electric charging points will be picked up through the Local Plan.</p>	<p>No amendments required as this information is reflected in the baseline information contained within the first (August 2019) and second (October 2019) iterations of the IA Scoping Report and has therefore been copied through to the baseline information contained within this IA report (Appendix B).</p> <p>As mentioned by the CLAs, the provision of electric charging points will be addressed within the Local Plan.</p>
United Utilities (21/9/19)	<p>The Plan should:</p> <ul style="list-style-type: none"> - Promote the use of SUDs; - Promote opportunities to extend the green and blue infrastructure; - Apply the surface water hierarchy; - Avoid connecting surface water to the public sewer where possible; - Protection of water quality, including groundwater sources / groundwater protection zones (SPz's); - There are areas to the south of Central Lancs which are within public water supply catchment land. 	<p>This information is useful in establishing the baseline, and will therefore be added to the scoping report baseline data. Specific reference can be made to SUDs, green and blue infrastructure, the surface water hierarchy, and avoiding connections to the public sewer where possible.</p> <p>Proposed change: Additional baseline information added to the Scoping Report baseline (after para 5.6.22).</p> <p>No change to objectives.</p>	<p>A second iteration (October 2019) of the IA Scoping Report was published, in response to the consultation comments received on the first iteration of the IA Scoping Report (August 2019). The information provided by the respondent has therefore been reflected in the updated baseline information contained within the second iteration of the IA Scoping Report and subsequently copied through to the baseline information contained within this IA report (Appendix B).</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<ul style="list-style-type: none"> - A policy should be included in the plan to ensure engagement with the stat undertaker. - Split “flood risk” and “surface water management” into two separate Local Plan policies. - There should be an expectation for proposals to demonstrate discharge rights (it is the landowner of a watercourse who has the discharge rights); - Timing for delivery of proposals should align with the delivery of infrastructure – anticipated delivery should be provided as soon as possible; - All UU assets should be afforded due protection (e.g. avoiding deep rooted shrubs/trees), including public sewers and water mains; - For large sites in multiple ownership, detail should be provided of how they intend to work together to achieve appropriate infrastructure; - Allow for development or expansion of water supply / waste water facilities; - For proposals in close proximity to existing wastewater treatment works (WwTW), sufficient assessments should 	<p>Comments noted.</p> <p>Most of these comments relate to the Local Plan itself, or the planning application stage, rather than the Integrated Assessment scoping report. Wording for certain policies is suggested, but these are relevant for the development of the Local Plan rather than the IA scoping report. Wording for various standard planning conditions is also suggested, but these relate to the planning application stage rather than the plan making stage. Comments about policy development will be used to help inform the development of the Local Plan.</p>	<p>As mentioned already by CLAs, a lot of these comments relate to the Local Plan, not the IA. However, with regard to the point about UU assets being afforded due protection, consideration is given to water quality through IA objective 14 (water) in the IA framework (Table 3.2), as well as water efficiency. Further to this, consideration is given to Source Protection Zones 1, 2 and 3 via IA objective 14 in the site assessment criteria (Appendix C).</p>

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	<p>be provided to mitigate odour and noise; and</p> <ul style="list-style-type: none"> - Ensure water efficiency measures. 		
Highways England (16/9/19)	<p>An ambition of Highways England is to ensure that major roads are more dependable, durable, and most importantly safe. The Strategic Road Network (SRN) should be given more commentary in the document generally. The SRN in the Central Lancashire area comprises the M6, M61, M65 and M55 motorways.</p>	<p>Reference to the SRN can be added to the main relevant aims and objectives on page 13 and to the baseline on page 14.</p> <p>Proposed change: General comments/text added into the scoping report baseline info/PPPSI review. Paras 5.2.3, 5.2.25 and 5.2.26 amended as suggested. Additional data sources also added to the scoping report, and to Annex 1: PPPSI review.</p> <p>No change to objectives.</p>	<p>A second iteration of the IA Scoping Report was published (October 2019) in response to the consultation comments received on the first iteration of the IA Scoping Report (August 2019). The information provided by the respondent has therefore been reflected in the updated baseline information contained within the second iteration of the IA Scoping Report and subsequently copied through to the baseline information contained within this IA report (Appendix B).</p>
	<ul style="list-style-type: none"> - In the Central Lancashire area, seven motorway links are in the worst 10% of the North West motorway network for personal injury collision rate. - Six motorway links are in the worst - 10% of the North West motorway network in terms of congestion (defined as 15 minute periods where speed dropped below 60% of the 90th percentile value for the link). - Fourteen links were in the worst 10% of the North West motorway network in terms of severity of congestion (defined as difference between the peak-time congestion traffic speed and the free-flowing traffic speed). - Taken as a whole, the motorway network within in the Local Plan area 	<p>Motorway data can be added to Central Lancs baseline on page 14.</p>	<p>See previous LUC response.</p>

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	has experienced an average traffic growth of 1% (AADF) per annum in the period between 2015 to 2018.		
	Policy requirements relating to the creation of new junctions on the SRN are set out within the DfT Policy Circular 02/2013: "The strategic road network and the delivery of sustainable development" and the terms of Highways England's Licence from the Secretary of State for Transport.	DfT Circular 02/2013 can be added to the scoping report and Annex 1: PPPSI review.	See previous LUC response.
	Page 15, Para 5.2.3: Traffic flows: There should be a specific reference made to the current performance characteristics of the SRN.	Reference to performance of the SRN can be added.	See previous LUC response.
	Pages 19-20, Paras 5.2.25 & 5.2.26: Key transport infrastructure schemes: Reference should be made to the Roads Investment Strategy (RIS) as being the vehicle for long term strategic planning and funding of the network (including major improvements). Currently, there are no named major schemes within RIS.	An additional para can be added to refer to the RIS.	See previous LUC response.
	The IA objectives (IA3; IA9; IA10; IA12; and IA15) adequately capture and assess the issues most relevant to the SRN.	Noted.	Noted.

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Historic England (19/9/19)	Historic England has produced an advice note "Sustainability-appraisal-and-strategic-environmental-assessment-advice-note", which should be referenced:	The Historic England advice notes can be added to the list of relevant PPPSI's at Chapter 5.5, page 59. Proposed change: Additional legislation added to the scope report and Annex 1: PPSI review.	The Historic England advice note provides guidance on the SA process but does not comprise a plan or policy, and so has been removed from the plans, policies, programmes, strategies and initiatives section.
	Historic England has also produced an advice note: "Site Allocations and the Historic Environment in Local Plans": Site allocations are not referred to within the IA. There is a need to consider the historic environment in any site allocations.	The process of allocating sites is part of the Local Plan process. Potential sites will be subject to SA, and will be assessed using the assessment criteria set out in the IA framework within the IA scoping report.	Noted.
	Conservation, archaeology and urban design colleagues at the local and county level should be engaged in the process to help inform the baseline data.	LCC and local Councils were consulted.	As CLAs have already mentioned, LCC and the local councils were all consulted and engaged in the process to help inform the baseline data.
	Baseline info: The baseline info should include all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. This not only involves undesignated (or local heritage assets) but the potential for unrecorded archaeology, and historic landscape character areas for example.	Noted. Reference can be made to this [all aspects of the historic environment] in the baseline information. Proposed change: Additional baseline information added. Paras 5.5.29; 5.5.30; 5.5.31; 5.5.32; and 5.5.33 all amended, as suggested.	The information provided by the responded has been reflected in the second iteration of the IA Scoping Report (October 2019) and has subsequently been copied through to the baseline information contained within this IA report (Appendix B).
	The importance of local character and identity including the landscape and	Noted.	Noted.

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	townscape of an area is an important consideration, as well as referring to the historic environment.		
	<p>Relevant PPPSIs: The following legislation for the historic environment including listed buildings and scheduled monuments at an international level (Florence, Granada and Valetta Conventions) should be included, and at a national level (Planning (Listed Buildings and Conservation Areas) Act 1990, Ancient Monuments and Archaeological Areas Act 1979) etc.</p>	This legislation can be added to the scoping report relevant PPPSIs, and to Annex 1 PPPSI review.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	It is important that the role the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural, economic and environmental benefits is recognised.	The text can be amended to emphasise the importance of the historic environment.	See previous LUC response.
	The historic environment underpins sustainable development and therefore, it may warrant including in other objectives including the need for specific reference to landscape character.	Specific reference can be made to landscape character.	See previous LUC response.
	<p>IA objective 16 This is welcomed. For consistency with the assessment criteria, reference should be made to "<i>local character and distinctiveness</i>" (not just "<i>character</i>").</p>	The assessment criteria for IA objective 16 can be amended to refer to "local character and distinctiveness" as suggested (not just "character").	This change has been reflected in the second iteration of the IA Scoping Report (October 2019) and has subsequently been copied through to this IA report.

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		Proposed change: Objective IA16 amended to say “..local character and distinctiveness..” rather than just “.. character..”.	When LUC was commissioned to carry out the remaining stages of the IA, a review of the IA objectives was carried out, which resulted in a minor refinement to the original IA framework – IA objective 16 was divided into two parts (a and b) so that the topics of landscape and heritage could be considered separately. IA objective 16a seeks to "Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area" and IA objective 16b seeks to "Conserve and/or enhance heritage assets and their setting".
Fylde Council planning Policy (25/9/19)	The sequence of the topic papers is not reflected in the sequence of the Integrated Assessment Framework.	Due to the large degree of overlap/inter-linked issues, it is not possible to accurately reflect the order of the topic papers when compiling IA objectives/assessment criteria.	There is no requirement for the things like topic papers to be reflected in the sequence of the Integrated Assessment framework. The IA objectives comprising the IA framework were established through the review of plans, policies, programmes, strategies and initiatives, and the key sustainability issues identified by the baseline review.
	There is no indication as to how the baseline data from the topic papers will be used to judge against the indicators.	The baseline data identified the relevant aims and objectives, from which the IA objectives and assessment criteria were identified. These social, economic and environmental assessment criteria set out the issues that the emerging Local Plan will need to address as it progresses.	It is not clear what indicators the respondent is referring to, but the SEA Regulations require the responsible authority (in this case the Central Lancashire Authorities) to monitor the significant environmental effects of the implementation of the plan. Table 8.1 in the IA sets out a number of suggested indicators for monitoring the potential sustainability effects of implementing the Local Plan.
	Chapter 5.2: Accessibility: The need for open spaces to be accessible to all members of the community regardless of age or disability needs to be fully addressed.	Para 5.2.26 can be amended to refer to accessibility to open spaces.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.

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	Chapter 5.2: Main aims & objectives identified: Bullet points 1-2: These are vague. An integrated approach to development and accessibility to key facilities (GPs, community facilities, schools) by walking, cycling and public transport should be emphasized.	Bullet points 1-2 can be amended to provide greater clarity.	See previous LUC response.
	Page 14, Para 5.2.1: The 4 motorways should be identified.	The names of the 4 motorways can be added to the baseline information. Proposed change: Alterations and additional text added to the baseline information where appropriate.	See previous LUC response.
	Page 14, Bullet point 1: Seems contradictory to some of the other main indicators. Instead of working to accommodate the expected rise in vehicular traffic, a modal shift is required.	This aim at bullet point 1 can be amended, but do not agree that providing better roads and increasing capacity where there is existing congestion (particularly as population is expected to increase), is contradictory to seeking a modal shift. Preston and South Ribble Councils are signed up to City Deal, which will facilitate growth and relieve existing congestion.	See previous LUC response.
	Page 19: There is no mention to the various assets within Central Lancashire that could be promoted and better utilised. The Leeds Liverpool Canal and the Lancaster Canal provide opportunity for walking, cycling and water related activities for example.	A sentence can be added to para 5.2.8 on page 19 to refer to canals.	See previous LUC response.

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	Chapter 5.4: Quality of life: There is a large quantity of baseline data, but it isn't clear within the objectives how this will be utilised to improve or monitor quality of life.	The SA is not a monitoring tool – it is an assessment tool to ensure the policies being developed in the emerging Local Plan take account of social, environmental, and economic issues. The SA identifies data sources available to us, which will then be used to inform and develop the monitoring framework for the Local Plan.	The SEA Regulations require the responsible authority (in this case the Central Lancashire Authorities) to monitor the significant environmental effects of the implementation of the plan. Table 8.1 in the IA sets out a number of suggested indicators for monitoring the potential sustainability effects of implementing the Local Plan.
	Page 32, Main aims and objectives, Bullet points 4-7 These do not read as aims or objectives.	Main aims and objectives (bullet points 4-7) can be amended slightly to be clearer.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	Page 39-40, Figures 8, 9 & 10: The figure titles say they go up to 2017, but they only go up to 2015.	The figure titles of 8, 9 & 10 are correct.	See previous LUC response.
	Page 43, para 5.4.32: The figure references are incorrect.	Para 5.4.32 can be amended to refer to the correct figure references.	See previous LUC response.
	Chapter 5.5: Buildings and heritage There are opportunities for enhancing the tourism potential of heritage assets across Central Lancashire.	Text can be added to reflect the opportunities for tourism potential.	See previous LUC response.
	It is important to ensure that the wider historic landscape is protected and not missed within the document. Non-designated heritage and archaeological sites and resources should be considered.	Text can be amended slightly to ensure the wider historic landscape is protected.	See previous LUC response.
	Page 70, Bullet point 1: Needs to be re-worded.	Bullet point 1 can be corrected (minor correction).	See previous LUC response.

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	Page 70, Bullet point 3: Should refer to the sequential test from the NPPF.	Text can be amended to include reference to a sequential approach and the NPPF.	See previous LUC response.
	Page 73, Para 5.6.10 and 5.6.15 The text on the river Wyre should be deleted as it is not in Central Lancashire. There are also other rivers such as the Yarrow, Darwen and Lostock that are not mentioned.	Although the River Wyre is not in Central Lancs, its surface water management catchment is. However, the text can be amended to clarify that the River Wyre itself is not in Central Lancs, and to refer to other watercourses.	See previous LUC response.
	Page 74, para 5.6.21 This para concerns air quality, but is in the middle of paras that concern flood risk. It would be better placed in a section on air pollution/quality (in the baseline paras starting at 5.6.1?).	The para about air quality can be moved to a more appropriate place in the air quality section.	See previous LUC response.
	Chapter 5.8: Natural Environment (Relevant aims and objectives identified) The relevant aims and objectives identified should include 'Net Gain' in Biodiversity for all new development as this will soon be mandated in law, and is already included in Planning Practice Guidance.	The Environment Bill has not yet gained assent and has not yet become law. However, text can be added to the relevant aims and objectives to refer to the relevant main aims of the Environment Bill.	The Environment Bill has since become the Environment Act 2021. References to the Environment Act 2021 have been added to the IA, in addition to biodiversity net gain where relevant.
	Page 89, Para 5.8.2 This mentions the River Yarrow. However, the river Yarrow was not mentioned in the rivers section in the chapter on Climate Change (ie page 73,	Reference to the River Yarrow can be added.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.

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	Para 5.6.10 and 5.6.15). At present, the text appears to be rather vague.		
	<p>Page 112, para 5.8.47 Canal banks are mentioned. The Lancaster Canal in Preston is extremely biodiverse with Kingfishers and Herons found well within the urban area. The Leeds Liverpool Canal will also provide a wide range of habitats.</p> <p>Canals should also be valued as cycling, walking and running routes, and for fishing and boating.</p>	Reference to canals can be added to the accessibility and the natural environment sections.	See previous LUC response.
	<p>Chapter 5.9: Land and natural resources This section mentions minerals. The NPPF definition of minerals includes On Shore Oil and Gas which should be mentioned if this document is going to cover minerals.</p>	<p>Minerals and waste are dealt with by the County Council. This section only refers to land minerals and is just for information.</p> <p>Oil and gas areas are not mapped and are governed by the Oil and gas Authority (OGA) through Petroleum Exploration and Development Licences (PEDL's) which are subject to change if licences are revoked or time expire. Changes to the MSAs will be picked up as the Local Plan progresses.</p>	See previous LUC response.
	The document does not mention the emerging Joint Minerals and Waste Local Plan Site Allocations and Development Management Development Plan Document.	The emerging Minerals & Waste Local Plan can be added to the baseline info and to Annex 1: PPPSIs.	See previous LUC response.
	Page 119, para 5.9.10	The figures at para 5.9.10 refer to wind and solar.	See previous LUC response.

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	It is not clear within paragraph 5.9.10 whether these figures are for wind or solar.		
	Should reduction of traffic congestion not be an objective (or indicator)?	Traffic congestion is covered under IA9.	See previous LUC response.
	Objective IA1 (Housing) - The term “objectively assessed need” needs to be changed, as it no longer appears in the Framework. [Is the aim to meet the minimum local housing need, or some other figure (eg a housing requirement figure yet to be determined?)]	Objective IA1 can be amended to say “identified need” to reflect the wording of the Framework. Further detail in terms of housing requirements for the sub-region will be set out in the Central Lancashire Housing Study, which is currently being prepared as a key evidence document for the emerging Local Plan.	See previous LUC response.
	- Should an “appropriate” quantity and quality of housing land not be a “sufficient”?	“Appropriate” is considered a suitable word in this context, going above and beyond “sufficient”, to meet specific needs.	The word 'appropriate' has been retained.
	- The objective refers to “locations” but the assessment criteria do not. There needs to be a criterion that ensures that the CLLP delivers a distribution of sites across the plan area that meets local needs.	“Local demand” is referred to in the assessment criteria for IA1	There is no requirement for the assessment criteria to use the same wording as the overall objective. A number of the questions comprising the assessment criteria refer to local need.
	- No mention of housing needs for specific groups other than affordable housing. NPPF and PPG require this to be considered and it is of utmost importance in the social sustainability of the plan. There is a need for an indicator (at least one) to ensure that the needs of specific groups, most	Assessment criteria can be added to refer to the needs of specific groups, as set out in the Framework. Detailed indicators to ensure that the needs of specific groups are met will be developed for the Local Plan. The IA framework as set out in the IA scoping report is	See previous LUC response.

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	notably the elderly but also others, are provided for.	a means of assessing the Local Plan and its policies as it develops.	
	- The mix should relate to need rather than demand and the data source used to measure the need for various types should be referred to.	Objective IA1 relates to housing need. However, local demand based on the type of property required and where that is needed will be used to assess that this need is being met properly. Policies within the local plan will specify local housing need.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	- The pricing level in the rental market is not within the control of the CLLP, so this indicator should be deleted.	Affordable housing is something that can be included in Local Plan policies.	Affordable housing is a sustainability issue and therefore should be included in the IA.
	- Housing land should not just be “well-connected”, but should be well-connected on foot, by bicycle and by quick and frequent public transport with employment land, centres, main transport nodes and green space.	IA objectives IA3 and IA9 refer to transport connectivity. Connectivity is not just specific to housing and will be addressed through a number of policies in the Local Plan.	The term 'well-connected' refers to all types of travel modes.
	Objective IA2 (Economy) - The indicator should meet needs over the plan period (which should be assessed within the evidence base), not “demand” (paragraph 81 of the Framework).	The assessment criteria of IA2 can be amended as suggested to refer to “need” rather than “demand”.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	- There needs to be an indicator that aims to ensure that employment land is distributed to a broad range of locations across the plan area each of which should be well connected on foot, by bicycle and by quick and frequent public	IA objectives IA3 and IA9 refer to transport connectivity. Connectivity is not just specific to employment and will be addressed through a number of policies in the Local Plan.	The term 'connectivity' refers to all types of travel modes.

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	transport to housing, centres and main transport nodes (not just “well-connected”).		
	Objective IA3 (Transport and Utilities) For the purposes of sustainability over the plan period, should there be a specific mention to public transport within this indicator?	Public transport is referred to in IA objective IA9. No amendment necessary.	As noted by the CLAs, reference is already made to public transport. Reference to crime has been added to the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	Objective IA4 (Reducing deprivation, disparity and crime) This is a very broad objective with two significant aspects. The assessment criteria does not reference crime specifically. Reducing levels of crime may be better placed as a separate objective with its own assessment criteria.	Crime is not referred to specifically, but it is inferred under the last criteria of this objective. However, a reference to crime can be added for clarity.	These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	Objective IA6 (Health and wellbeing) There should be an indicator concerning the promotion of social inclusion, especially considering the increase in the over 80's (para 5.4.2) and the high black and minority ethnic populations in Preston (5.4.5). These populations are at higher risk of social isolation within their community.	Additional text can be added to the assessment criteria, to reflect social inclusion of groups and communities.	See previous LUC response.
	Objective IA16 (Heritage assets, etc) The importance of tailored land management is picked up on in para 5.5.31. As risks to heritage can be	Some additional text can be added to refer to appropriate land management in the assessment criteria of IA16. The IA	See previous LUC response.

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	<p>reduced by good land management, could there be an aim or objective concerning appropriate management?</p>	<p>assessments ensure Local Plan policies are developed which are fit for purpose.</p> <p>Most of the comments made relate more to the Local Plan process than the IA scoping report. The SA is not a monitoring tool – it is an assessment tool to ensure the policies being developed in the emerging Local Plan take account of social, environmental, and economic issues. The SA identifies data sources available to us, which will then be used to inform and develop the monitoring framework for the Local Plan.</p>	
<p>The Wildlife Trust for Lancashire (30/9/19)</p>	<p>“<i>Forest</i>” is used inaccurately throughout the document to refer to woodland – whether ancient, secondary or planted.</p> <p>“<i>Forest</i>” has principally come to mean “<i>woodland (especially plantation woodland) principally managed for timber production and/or amenity</i>”.</p>	<p>“Forest” can be replaced with “woodland” where relevant.</p> <p>Proposed change: Additional/amended text and sources of information added to the baseline information and Annex 1: PPSI review.</p> <p>No amendments required to the objectives.</p>	<p>A second iteration (October 2019) of the IA Scoping Report was published, in response to the consultation comments received on the first iteration of the IA Scoping Report (August 2019). The information provided by the respondent has therefore been reflected in the updated baseline information contained within the second iteration of the IA Scoping Report and subsequently copied through to the baseline information contained within this IA report (Appendix B).</p>
	<p>“<i>Farmland</i>”, “<i>Pasture</i>” and “<i>Upland</i>” are described throughout as separate land uses. However, they are not in the same category class.</p> <p>‘<i>Farmland</i>’ (farmed land) is an overarching category for land in agricultural production; ‘<i>Pasture</i>’ is an agricultural land use type; and ‘<i>Upland</i>’ is a topographical description.</p>	<p>“Farmland”, “Pasture” and “Upland” can be clarified within the baseline information.</p>	<p>See previous LUC response.</p>

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	<p>Within Central Lancashire, “<i>farmland</i>” is overwhelmingly either:</p> <ul style="list-style-type: none"> - “<i>Pastoral</i>” (grazed to produce milk and/or meat products); - “<i>Arable</i>” (used to produce crops – mainly cereals, usually by tilling); or - “<i>Market gardening</i>” (tilled to produce vegetables or flowers, sometimes under glass or in poly-tunnels). <p>Pastoral farming (Pasture) in Central Lancashire primarily produces:</p> <ul style="list-style-type: none"> - Upland areas: lamb-meat; - Lowland areas: beef, or cows’ milk. <p>Arable and market gardening production in Central Lancashire is now almost exclusively confined to lowland farmland, west of the central urban “spine”.</p>	A para can be added to the baseline info to reflect the types of farming within Central Lancashire.	See previous LUC response.
	Lowland raised bog is now a very rare habitat in Central Lancashire, with just one identified lowland raised bog Local Wildlife Site (“Biological Heritage Site”) remaining: Much Hoole Moss, in South Ribble Borough.	A para can be added to the baseline info about lowland raised bog.	See previous LUC response.
	Page 112, Para 5.8.46 The current value of the majority of Central Lancashire’s farmland to the sub-region’s biodiversity resources is markedly exaggerated in the scoping report (most of the Central Lancashire	Text can be added to the baseline info to reflect these comments and clarify the value of the majority of Central Lancashire’s farmland.	See previous LUC response.

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	<p>sub-region's farmland is not currently a "natural asset" but is a depleted and degraded ecological network). Most of Central Lancashire has been farmed very intensively for many decades and now mainly supports a narrow range of robust and opportunistic species.</p> <p>Semi-natural habitats characteristic of less intensively farmed land – whether pastoral, arable or market-gardened - have become rare and fragmented. Most – aspirationally all – within Central Lancashire are identified as Local Wildlife Sites (Biological Heritage Sites) or biological Sites of Special Scientific Interest.</p>		
	<p>This is not a crisis unique to Central Lancashire. The UK has become one of the most nature-depleted countries in the world, ranked 189th out of 218 countries in 2016 (<i>State of Nature Report, 2016, RSPB, The Wildlife Trusts et al</i>). The loss of semi-natural habitat to agricultural intensification has been the principal driver of that depletion.</p>	<p>Noted.</p>	<p>Noted.</p>
	<p>There needs to be effective incentives to farmers and growers to maintain, restore and expand the ecological network as part of the UK Government's projected Nature Recovery Network for England, a</p>	<p>A para can be added to the scoping report, and added to Annex 1: PPPSIs, to refer to the 25-Year Plan for the Environment (in particular "biodiversity net gain") and the Environment Bill.</p>	<p>These changes have all been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<p>concept introduced in the UK 25-Year Plan for the Environment.</p> <p>(The identification and delivery of that network, through 'biodiversity net gain' and 'public payment for public goods' is proposed to be underpinned by an Environment Bill, the former scheduled to be brought forward in the current Parliament (2016 – 2021) and the latter in the Agriculture Bill, currently before Parliament).</p>		
Preston City Council Equalities Section (4/10/19)	The IA has captured the essence of the law and evidenced that a thorough (Equalities Impact) assessment will be undertaken.	Noted.	Noted.
	<p>Section 2.14 – 2.16</p> <p>Looks fine but one typo in bullet points - should be "effects" rather than "effect"?</p>	<p>Correction can be made.</p> <p>Proposed change: Minor correction made to text.</p>	This change has been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	Perhaps refer to the Gunning consultation principles?	<p>No need to refer to the Gunning principles in the IA scoping report. They are not specific to the IA.</p> <p>Proposed change: No amendments required to objectives.</p>	There is no requirement to use the Gunning principles in IA.
Member of the public (4/10/19)	<p>Para 2.7</p> <p>Should be linked to the construction of 'wildlife friendly' housing developments including bat and swift boxes, the retention of greenspace and the</p>	These wildlife issues will be addressed through policies in the Local plan. IA objective IA11 sets out the assessment criteria in relation to enhancing biodiversity. No amendment required.	Things like bat and swift boxes, retention of greenspace and the planting of orchards are decided at planning application stage and do not relate to the IA, which is a high-level appraisal of the Local Plan.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<p>planting of orchards as well as hedgehog highways among the many measures taken to ensure wildlife thrives throughout the area.</p> <p>Wildlife should be considered at the start of the design process. https://www.rspb.org.uk/our-work/conservation/projects/kingsbrook-housing/#tT2Opik4Wy9MC1Ex.99</p> <p>This should be linked to the Local Plan as the template for the future large housing developments (and indeed current).</p>	<p>Proposed change: Only minor amendments to the baseline info made.</p> <p>No amendments to the objectives required.</p>	
	<p>Accessibility - Para 5.2 on page 13 Does not mention the introduction of trams in Preston, for example.</p>	<p>Should trams in Preston become a realistic proposal this would be picked up through the Local Plan and through the IA scoping report.</p>	<p>This relates more to the Local Plan than it does the IA Scoping Report.</p>
	<p>Para 5.2.1 (Central Lancashire Baseline) There is no mention of the re-opening of Midge Hall Railway Station near Leyland and Coppull Railway Station in the Chorley area for passenger use (closed as a result of the Beeching report in the 1960s) creating railway hubs in their localities, considerably reducing car use/traffic congestion/air pollution and generally speaking improving the quality of life for local people (in the case of Midge Hall, providing for new devt at Leyland Test Track).</p>	<p>The scoping report sets out the baseline. The Local Plan will pick up the need for public transport including bus and rail networks. Cycle provision will also be addressed in the Local Plan.</p>	<p>Consideration is given to sustainable transport in the IA framework, namely IA objectives 3: transport and utilities and 9: sustainable transport.</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	There should be cycle hubs at both stations when they are re-opened.		
	5.2.12 (Public Transport) Overall the Scoping report is not ambitious nor innovative enough in terms of 21st century ideas for sustainable transport. Trams can ease congestion and parking problems and provide cleaner and greener travel.	This is not the purpose of the Scoping report. The scoping report sets the baseline for which policies will be assessed against and identifies issues which the Local Plan needs to address. All the points above have been picked up through this process.	The purpose of the IA Scoping Report is to set out the baseline information and key sustainability issues facing an area, and to develop an IA framework for which the policies and sites contained within the Local plan will be assessed against.
	Para 5.2.18 The proposed HS2 might never go ahead.	Noted	Noted.
	Para 5.2.30 Congestion and air quality will not be solved by road building.	Noted	Noted.
	Paras 5.2.36, 37 & 38 Need to provide greatly improved bus services; introduce trams and re-open Coppull and Midge Hall Stations. But no more road building as it is too damaging to the natural environment.	Public transport, highway infrastructure, and the natural environment are all covered in the IA scoping report.	The IA framework gives consideration to congestion and air quality through IA objectives 9: sustainable transport and 10: air quality.
	Housing - Para 5.3. Relevant aims and objectives require a true definition of affordable housing, the key trends in the affordability of different tenure types. Local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, including affordable housing, and planning for different age groups and	IA objective IA1 addresses the need for affordable housing. Detailed info on affordable housing will be set out in the Local Plan. A policy will be developed to address this requirement.	IA objective 1 addresses affordable housing and as mentioned by the CLAs, a policy on affordable housing will be developed for inclusion within the Local Plan.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	family groupings. This should include all types of dwellings, especially true bungalows, as in Longton, there is a waiting list for them.		
	Para 5.3.19 Among nomadic communities, there is a shortage of authorised sites for them to set up. A 2018 report by the charity Friends, Families and Travellers found that there had been only a 2% increase in socially rented pitches up to 2017, so they had nowhere to stop and access to basic water and sanitation.	The need for nomadic communities is identified in the scoping report, through the review of the GTAA (2019). The Local Plan will have a policy to address this.	This comment relates to the Local Plan, not the IA. Any policy on meeting the needs of Gypsies, Travellers and Travelling Showpeople will be appraised in the IA.
	Biodiversity and Ecology In relation to rivers and tributaries in the Central Lancashire region, it is important for all interested parties in development matters, to be aware of Riparian Responsibilities in relation to protection of wildlife species in and around rivers; flood risk and protection of watercourses during any development process.	This will be addressed in the Local Plan, where there will be a policy about biodiversity net gain. There is reference to biodiversity net gain in the IA scoping report. However, it is noted that the Environment Bill has not become law yet. Most of the comments made relate to issues that will need to be picked up by the Local Plan. The IA sets out the assessment criteria by which the policies of the Local Plan will be assessed. The majority of issues raised will be used to help develop policies in the Local Plan.	This comment relates to the Local Plan, not the IA.
The Coal Authority (7/10/19)	No specific comments to make.	No amendments required.	No amendments required.
Natural England (7/10/19)	Table 10: Past and Present Condition Report for Central Lancashire SSSI Sites	Table 10 can be updated to include the Wrightington Bar Pasture SSSI.	This information has been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.

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	We note there is no reference to Wrightington Bar Pasture SSSI. This runs along/within the Chorley LPA boundary line and should be included.	<p>Proposed change: Amendments made to the baseline where appropriate, using the suggested/additional text.</p> <p>Table 10 updated to include the Wrightington Bar Pasture SSSI.</p> <p>Appropriate alterations made to the assessment criteria of objectives IA6, IA10, IA11, IA12, IA16 and IA17.</p>	
	Marine Conservation Zones (MCZs) There is no reference to the need for a MCZ assessment. If any Local Plan proposals are put forward in Marine Conservation Zones or near to them, screening exercises may be required to assess any likely effects on the protected area, as part of a MCZ assessment.	Text relating to MCZ's can be added to the baseline.	This information has been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	Lancashire Key Species We welcome the reference to steppingstone habitats and avoiding loss of fragmentation, however we would ideally like to see these networks mapped, so that any impacts and enhancements can be quantified.	Noted. Mapping of a habitats network is something that can be developed.	Noted.
	Threats to the Natural Environment Natural England has published a set of mapped Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs). This helpful GIS tool can be used by LPAs and developers to	Noted. The GIS facility can be a useful tool further along the process for site allocations, and also at the planning application stage.	IA objective 11: biodiversity and geodiversity in the site assessment criteria (Appendix C) gives consideration to nationally designated biodiversity and geodiversity sites, which includes SSSIs. Each reasonable alternative site option has therefore been appraised in relation to its proximity to SSSIs.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<p>consider whether a proposed development is likely to affect a SSSI and determine whether they will need to consult Natural England to seek advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated. Further information and guidance on how to access and use the IRZs is available on the Natural England website. The IRZs are available on the Magic Map tool which we advise you utilise in order to aid your screening of any proposed allocations as there is a vast array of information that is relevant to the environment including designated sites, protected species licences, priority habitats to name a few.</p>		<p>Engagement with Natural England's National Planning Delivery Team in July 2024 led to the conclusion that the SSSI IRZs dataset is not appropriate for use in IA. The dataset has been designed for use at the planning application stage and on a site-by-site basis, rather than for strategic-level assessment such as IA. In any case, recent updates to the dataset have rendered it unsuitable for use in this type of GIS analysis as it no longer includes data attributes in the shapefiles (instead loading a webpage where relevant criteria are listed).</p>
	<p>Some of the designated sites within the Central Lancashire plan boundary are sensitive to some of the following; recreational disturbance, air quality, water quality, water quantity, and impacts on functionally linked land. We suggest that the threats to the environment section is updated to include these.</p>	<p>Additional text can be added to the baseline info to reflect the threats to the environment.</p>	<p>This information has been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.</p>
	<p>For example regarding West Pennine Moor SSSI it supports an array of upland breeding birds including Twite, Curlew, Redshank and Golden plover as well as nationally important numbers</p>	<p>Additional text can be added to refer to threats to designated sites such as the WPM SSSI, including Recreational Disturbance, Hydrological Impacts and Air Quality.</p>	<p>The IA Scoping Report was updated to refer to these additional environmental threats – all of which are contained within the second iteration of the IA Scoping Report (October 2019). This information has therefore been copied through to the baseline</p>

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	<p>of breeding Black-headed gulls and Mediterranean gulls. The diverse mosaic of upland habitats includes vast expanses of blanket bog, fens, heathland, wet woodlands, wet flushes, upland hay meadows and wet grassland. The lower slopes also include reservoirs, streams and ponds.</p> <p>Therefore the Local Plan needs to consider the following key areas for the WPM SSSI; Recreational Disturbance, Hydrological Impacts and Air Quality.</p>		<p>information contained within this IA report (Appendix B).</p> <p>The Habitats Regulations Assessment (HRA), separate to the IA, will give consideration to breeding birds and things like recreational disturbance, water quantity/quality and air pollution.</p>
	<p>Peat is an important habitat within your local plan area. All deep peat (40cm or deeper) is understood by Natural England to be Blanket Bog. Blanket bog is an irreplaceable habitat and should be carefully considered when preparing your Local Plan.</p> <p>We advise that additional assessment criteria should be included:</p>	<p>Additional text can be added to the baseline info to refer to peat and blanket bog.</p>	<p>This information has been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.</p>
	<p>Objective IA6 We advise that the assessment criteria is updated to include access to the natural environment as a key indicator of health and wellbeing.</p>	<p>Reference to the importance of access to the natural environment can be added to the assessment criteria of IA6.</p>	<p>See previous LUC response.</p>
	<p>Objective IA10 The assessment criteria currently only covers human health, it is of note that some of the designated sites are air</p>	<p>The threats to designated sites which are air quality sensitive can be added to the assessment criteria of Objective IA10.</p>	<p>See previous LUC response.</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	quality sensitive and therefore we advise this is updated to include the natural environment.		
	Objective IA 11 We would like to see the inclusion of biodiversity net gain in the assessment criteria.	The Environment Bill has not yet become law. The Local Plan policies will ensure the delivery of biodiversity net gain.	The Central Lancashire Authorities updated the IA framework to refer to biodiversity net gain in the second iteration of the IA Scoping Report (October 2019). This addition to the IA framework was therefore copied through to the IA framework contained within subsequent iterations of the IA. The IA provides a high-level appraisal of all reasonable alternative site options. The site assessment criteria (Appendix B) do not refer to biodiversity net gain, as this is a figure calculated at planning application stage to determine whether a development results in net gains in biodiversity or not.
	Objective IA12 The assessment criteria for this objective does not provide enough detail on what basis resilience to climate change will be assessed. We advise that some additional assessment criteria is added.	There is some overlap here with IA13, IA14, and IA15, which refer to flood risk, water quality & availability, and energy efficiency/low carbon generation, etc. However, additional assessment criteria can be added to encourage appropriate masterplanning, and to strengthen the natural environment including enhancement of the existing green infrastructure and introducing new spaces and features in urban areas and buildings.	This information has been reflected in the second iteration of the IA Scoping Report (October 2019) and subsequently copied through to this IA report.
	Objective IA16 We advise that reference to The Forest of Bowland AONB is included in the assessment criteria.	Additional text relating to The Forest of Bowland AONB can be added to Objective IA16.	The Central Lancashire Authorities added additional criteria to the IA framework, which have been copied through to the IA framework within subsequent iterations of the IA.

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	<p>Objective IA17 We advise that the assessment criteria is updated to include the conservation of peat.</p>	<p>Additional text relating to the conservation of peat can be added to Objective IA17.</p>	<p>See previous LUC response.</p>
	<p>Indicators: The following indicators may be considered appropriate:</p> <p>Biodiversity: - Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance. - Percentage of major developments generating overall biodiversity enhancement. - Hectares of biodiversity habitat delivered through strategic site allocations.</p> <p>Green infrastructure: - Length of greenways constructed. - Hectares of accessible open space per 1000 population.</p>	<p>All suggested indicators noted. These will be picked up when developing indicators for the Local Plan.</p>	<p>The suggested indicators have been added to the monitoring table, which lists numerous indicators for monitoring the potential sustainability effects of implementing the Local Plan.</p>
	<p>Monitoring: As set out in Planning Practice Guidance, you should be monitoring the significant environmental effects of implementing the current Local Plan. This should include indicators for</p>	<p>The Local Plan will ensure a detailed set of monitoring indicators are established. The suggested indicators will be picked up when developing indicators for the Local Plan. The Local Plan will ensure that detailed set of monitoring indicators are established.</p>	<p>The monitoring table lists the monitoring indicators to be used to monitor the potential sustainability effects of implementing the Local Plan. The suggested indicators have been added to the table.</p>

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	<p>monitoring the effects of the plan on biodiversity (NPPF para 119).</p> <p>The natural environment metrics in the baseline information are largely driven by factors other than the plan's performance. They are thus likely to be of little value in monitoring the performance of the Plan. It is important that any monitoring indicators relate to the effects of the plan itself, not wider changes. Bespoke indicators should be chosen relating to the outcomes of development management decisions.</p>		
Gladman's (7/10/19)	<p>The IA must follow the appropriate legal requirements, in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004.</p> <p>The SA is a systematic process that should be undertaken at each stage of the Plan's preparation, assessing the effects of the Local Plan's proposals on sustainable development when judged against reasonable alternatives. The results of the SA process must clearly justify its policy choices. In meeting the development needs of the area, it should be clear from the results of the assessment why some policy options have been progressed and others have been rejected. Undertaking a comparative and equal assessment of each reasonable alternative, the Councils' decision making, and scoring</p>	<p>Noted.</p> <p>The SA will inform the policies and allocations made through the Local Plan, and the process will be undertaken in a clear and transparent manner.</p> <p>Proposed change: No amendments required.</p>	Noted.

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	<p>should be robust, justified and transparent. Specifically, it should be clear from the SA process why some policy options have been progressed and others rejected. The Councils must take account of all reasonable alternatives when assessing and selecting their preferred policy choices. It is integral that each reasonable alternative is assessed to the same degree of detail as the preferred option and should only be rejected after a fair and comparable assessment of its sustainability credentials.</p>		
	<p>The Local Plan needs to consider matters which affect demographic behaviour including employment growth and affordability. This is acknowledged in paras 5.3.5 – 5.3.6 which recognise that household projections do not reflect the levels of growth expected as part of the delivery of the City Deal for Preston and South Ribble. The Local Plan must ensure that the housing requirement aligns with the growth ambitions of the area to ensure continued and sustained economic growth over the plan period.</p>	Noted.	Noted.
LCC Highways (7/10/19)	No comments.	<p>Noted. Proposed change: No amendments required.</p>	Noted.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
Homes England (7/10/19)	Agree in principle with the objectives and sub-objectives.	Noted.	Noted.
	Consideration could be given to the new National Design Guide (MHCLG, October 2019); referenced as an additional national policy guidance document relevant to the assessment while adding further weight to the ambitions for design set out within the Central Lancashire Design Guide SPD.	Reference to the Design guide can be added to the scoping report baseline and to Annex 1: PPPSIs. The PPPSIs will continue to be updated as and when necessary. Proposed change: National Design Guide (MHCLG, October 2019) added to the baseline information and to Annex 1: PPPSIs. No amendments required to the objectives.	The Central Lancashire Authorities updated the baseline information contained within the IA Scoping Report to refer to the National Design Guide. This baseline information has been copied through to this IA report (Appendix B).
Whittingham Parish Council (7/10/19)	Strongly support the objective in Para 5.3, page 25 requiring that the local plan must ensure that the infrastructure is in place or planned for alongside any future housing developments so it is provided for at the right time in order for communities to thrive.	Noted. Proposed change: No amendments required.	Noted.
	This is a serious problem with current planning policy in Preston and Whittingham PC would support the development of an infrastructure masterplan for NW Preston to support housing development in the area. Support the objective that the local council should be responsive to local circumstances and plan housing development to reflect local needs. Concerned that this will be an aspiration only - without addressing the 5yr housing supply issue, the wrong	Noted.	Noted.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	housing will be built in the wrong areas, such as rural villages like Whittingham.		
	<p>Para 5.3.16 This quotes the 5yr supply in Preston at 3.8yrs using the figure 507 per year. This target remains unsustainable and is causing rural villages like Whittingham to be swamped by unsustainable housing development applications.</p>	Noted.	Noted.
	How and why has the joint approach with Preston, Chorley and South Ribble been determined?	The commitment of the Central Lancashire Authorities to produce a single Local Plan was first made at the meeting of the Joint Advisory Committee on 30th January 2018, where a commitment was made to work in collaboration on a single Central Lancashire Local Plan and to share the staffing and non-staffing costs to support this.	This comments relates to the decision to work jointly and therefore does not relate to the IA.
	<p>Whittingham Parish has close ties with Longridge (in Ribble Valley). There is unplanned increase in new housing development on the Whittingham / Longridge boundary.</p> <p>Para 5.26 and 5.27 (page 16) Refers to the high number of commuters between the existing 3 Central Lancs authorities.</p> <p>Given the above development and the growth of the East Preston employment area, what research has been carried</p>	<p>Relevant research that has been undertaken has been specified in the IA scoping report.</p> <p>New evidence will come forward in future studies and the IA and the Local Plan will take this into consideration.</p>	The Central Lancashire Authorities undertook research to inform the baseline information section of both iterations of the IA Scoping Report. The baseline information has been copied through to this IA report, and includes data on commuter flows.

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	<p>out to assess the commuter demographics between Longridge and Preston?</p>		
	<p>Objective 1A1 (Table 14, p126) Talks about the need to ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand and relevant to community requirements and ensure adequate infrastructure is planned alongside this.</p> <p>- Whittingham PC believes that Preston CC will not be able to adhere to this objective based upon current planning practice and the unsustainable housing supply target.</p>	<p>Noted.</p>	<p>Noted.</p>
	<p>Objective 1A3 Talks of the need to ensure that the transport network can support and enable the anticipated scale and spatial distribution of developments.</p> <p>- Whittingham PC believes that the current scale of housing development proposed and in progress in Whittingham already makes this objective unachievable.</p>	<p>Noted.</p>	<p>Noted.</p>
	<p>Objective 1A9 Wishes to promote sustainable modes of transport.</p>	<p>Noted.</p>	<p>Noted.</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<p>- Whittingham PC again forms the view that this is unachievable due to the scale of proposed development in the area.</p>		
	<p>Objective 1A16 Talks of the need to respect, maintain and strengthen the local character and distinctiveness</p> <p>- Whittingham PC believes that the current scale of housing development across Whittingham will have destroyed the local character of the village area by the time the local plan comes into effect.</p>	Noted.	Noted.
	<p>Objective 1A17 Talks of the need to support the development of previously developed land and other sustainable locations</p> <p>- Whittingham PC strongly supports this and believes the Whittingham Hospital site more than fulfils this objective for Whittingham</p>	Noted.	Noted.
Woodplumpton Parish Council (7/10/19)	Query how all 3 Local Plans can be incorporated into one document and whether this will lead to the loss of Policies protecting the rural nature of Individual villages.	The commitment of the Central Lancashire Authorities to produce a single Local Plan was first made at the meeting of the Joint Advisory Committee on 30th January 2018, where a commitment was made to work in collaboration on a single Central Lancashire Local Plan and to share the staffing and non-staffing costs to support this.	This comment relates to the Local Plan, not the IA.

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	Concerned that the new Central Lancashire Local Plan will create further delay and confusion regarding when and where Traveller sites should be located.	The Central Lancashire authorities now have an up-to-date evidence base on the need for Gypsy and Traveller sites across the sub-region.	This comment relates to the Local Plan, not the IA. Any policy on meeting the needs of Gypsies, Travellers and Travelling Showpeople will be appraised in the IA.
	All 3 authorities have different housing targets - if a Central Plan is proposed, will all 3 Authorities still have their own housing targets - or will there be one figure for all 3 authorities to meet? How will the new Local Plan work in practice?	Further detail in terms of housing requirements for the sub-region will be set out in the Central Lancashire Housing Study, which is currently being prepared as a key evidence document for the Local Plan.	This comment relates to the Local Plan, not the IA.
	No comments on the scope of the IA Objectives, which appear to cover the key issues already identified in the Core Strategy.	Noted. Proposed change: No amendments required.	Please see previous LUC response.
Grimsargh Parish Council (9/10/19)	The IA Framework and Objectives are welcomed by the Parish Council.	Noted.	Noted.
	Objective IA1 The Parish Council would like see included that where Parishes have Neighbourhood Plans, we would like to ensure that these are taken into account so that villages/areas are provided with the types of houses needed and identified in the plans.	Neighbourhood plans can be added to Annex 1: PPSIs. Requirements of the Neighbourhood Plan will be picked up through the Local Plan. Reference to Neighbourhood plans can be added to Chapter 4.	The changes suggested by the respondent are reflected in the second iteration of the IA Scoping Report (October 2019) and have subsequently been copied through to this IA report.
	Objective IA9 The Parish Council would also like to see included in that section, transport	Public transport improvements will be set out in the Local Plan. Transport planning is not under the control of the Local Plan, but we are	Please see previous LUC response.

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	which is accessible to all and fairly priced.	<p>working closely with LCC preparing an updated transport plan for Central Lancs to address these issues. The price of public transport is outside the scope of the Local Plan. However, “accessible” can be added to the assessment criteria of Objective IA9.</p> <p>Proposed change: Minor alterations made to the baseline info and to Annex 1: PPPSIs, to include reference to Neighbourhood plans.</p> <p>Minor alteration made to Objective IA9, to also refer to accessibility / inclusivity.</p>	
Environment Agency (11/10/19)	<p>Paras 5.4.75-5.4.77: No reference to any United Utilities work in relation to public utilities infrastructure – is this an omission?</p>	<p>A Para can be added about UU, and their Wastewater Management plan (2019)</p> <p>This can also be added to Annex 1: PPPSIs</p> <p>Proposed change: Amendments made to the baseline information where appropriate.</p> <p>Minor alterations made to the assessment criteria of IA Objectives IA11, IA13 and IA14.</p>	The changes suggested by the respondent are reflected in the second iteration of the IA Scoping Report (October 2019) and have subsequently been copied through to this IA report.
	<p>Paras 5.4.76 & 5.4.87: If electricity demand is forecast to increase, are there any measures that the Local Plan could take to help reduce demand from new development (without replicating mandatory standards in Building Regs)?</p>	<p>A comment can be added to reflect these comments.</p>	Please see previous LUC response.
	<p>Para 5.6: Relevant Aims & objectives identified Bullet point 6 – doesn't make sense and not sure what the objective relates to –</p>	<p>Bullet point 6 can be amended to provide greater clarity.</p>	Please see previous LUC response.

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	<p>is it seeking to avoid development in flood risk areas or carefully manage development in flood risk areas? Either way, it would be better to have an objective that seeks to avoid inappropriate development in flood risk areas.</p>		
	<p>Bullet point 7 – the production of a FRA in itself would not prevent inappropriate development in a flood zone. Developers can submit applications for development in inappropriate locations and try to justify it through a FRA (which would be a mandatory part of the application anyway). It is the application of national and local policies which will prevent inappropriate development. This objective needs to be reviewed.</p>	<p>Bullet point 7 can be amended to provide greater clarity.</p>	<p>See previous LUC response.</p>
	<p>Bullet point 8 – clarification required – where the LPA has to allocate sites in a flood zone, they need to ensure compliance with the Sequential Test and Exception Test in the NPPF such that development cannot be accommodated elsewhere in the plan area and that it has wider sustainability benefits and will be safe for its lifetime.</p>	<p>Bullet point 8 can be amended to provide greater clarity.</p>	<p>See previous LUC response.</p>
	<p>Bullet point 9 – say that SUDS will be required and that wider flood risk in the catchments should be managed using Natural Flood Management techniques</p>	<p>Bullet point 9 can be amended to provide greater clarity.</p>	<p>See previous LUC response.</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	to reduce flood risk downstream. Hard engineering options in surface water drainage systems should be the exception, not the rule...		
	Bullet point 10 – Which new development should be able to deal with a severe flood event? Is this justifiable without being more specific?	Bullet point 10 can be deleted.	See previous LUC response.
	<p>Para 5.8: Relevant aims and objectives identified: There is no reference to the provision of net gain in any of the objectives (as an objective of the government's 25 yr environment plan) – preserving and halting habitat and species loss will not facilitate any net gains. Guidance on net gain delivery is likely to be forthcoming during the preparation of this plan so build it in early and be ambitious rather than delaying it and being challenged at a later date for not being bold? The value of an undeveloped site before development could be quantified such that net gains proposed through development can be demonstrated. If on-site provision is not possible, provision off-site options for small sites or sites where on-site net gain cannot be delivered is an option?</p>	Para 5.8 can be amended to reflect these comments and in particular to refer to biodiversity net gain.	<p>The Central Lancashire Authorities updated the IA framework to refer to biodiversity net gain in the second iteration of the IA Scoping Report (October 2019). This addition to the IA framework has therefore been copied through to the IA framework contained within this IA report (Table 3.2).</p> <p>The IA provides a high-level appraisal of all reasonable alternative site options. The site assessment criteria (Appendix C) do not refer to biodiversity net gain, as this is a figure calculated at planning application stage to determine whether a development results in net gains in biodiversity or not</p>
	Para 5.8.33:	An additional para can be added after para 5.8.33 to clarify that development must still	The changes suggested by the respondent are reflected in the second iteration of the IA Scoping

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<p>The mitigation of harm to plants, animal and habitats as a consequence of development should not be confused with the provision of net gain. Development must still ensure that any impacts it may have on the natural environment are adequately mitigated in addition to the provision of environmental net gain as part of the development. The end result should be the creation of a better environment than that that existed prior to the development commencing.</p>	<p>ensure that any impacts it may have on the natural environment are adequately mitigated, in addition to the provision of environmental net gain as part of the development.</p>	<p>Report (October 2019) and have subsequently been copied through to this IA report.</p>
	<p>Para 5.9.4: While water demand has tended to reduce, will climate change have any potential impacts on this and in particular, water resource availability? Is this something that needs to be accounted for?</p>	<p>Text can be added to refer to the uncertainty over climate change and whether this could impact water resource availability.</p>	<p>IA objective 14 in the IA framework (Table 3.2) seeks to "Protect and improve the quality and availability of water resources". Further to this, the site assessment criteria (Appendix C) for this objective give consideration to Source Protection Zones 1, 2 and 3.</p>
	<p>Objective IA11: there is no sub-objective that refers to securing net gains to the environment through development. The NPPF and NPPG promote net gain now, and an ambitious local plan should be looking to secure net gains through policies. Need to include an objective that references net gain.</p>	<p>Text can be added to the assessment criteria of Objective IA11 to refer to net gain.</p>	<p>IA objective 11 in the IA framework (Table 3.2) seeks to "Conserve and enhance biodiversity, green infrastructure and geodiversity assets". As mentioned above, the CLAs updated the IA framework to refer to biodiversity net gain in the second iteration of the IA Scoping Report. This addition to the IA framework has therefore been copied through to the IA framework contained within this IA report.</p>
	<p>Objective IA13: Suggest rewording sub-objective from "Restrict the development of property in areas of</p>	<p>The wording of the assessment criteria of Objective IA13 can be amended as suggested.</p>	<p>The suggested wording was incorporated into the IA framework in the second iteration of the IA Scoping</p>

Respondent	Representation	Central Lancashire Authorities' response	LUC's response
	<p>flood risk, or ensure sufficient mitigation measures are put in place?" to two separate sub-objectives, i.e.</p> <p>"Has any inappropriate development been allowed in areas of flood risk?";</p> <p>..Prevent inappropriate devt taking place?</p> <p>and</p> <p>"Where no alternative sites are available, does development in an areas of flood risk have sufficient mitigation measures in place?"</p> <p>Further, suggest re-wording of "Ensure that development does not increase flood risk due to increased run-off rates?" to "Ensure that development does not increase flood risk due to increased run-off rates and the use of SUDS are prioritised?"</p>		<p>Report (October 2019) and therefore carried through to this IA report (Table 3.2).</p>
	<p>Objective IA14: compliance with WFD is mandatory where it applies, so this sub-objective needs to be reworded, i.e.</p> <p>"Ensure development complies with the Water Framework Directive"</p> <p>Further, the sub-objective relating to protecting water sources should be tightened up, i.e. "Promote management practices that will protect surface and groundwater from pollution?"</p>	<p>The wording of the assessment criteria of Objective IA14 can be amended as suggested.</p>	<p>See previous LUC response.</p>

Table A.2 Consultation comments received on the IA of Development Site Options – Summary Report (consulted on between December 2022 and February 2023)

Site	Representation	Response
<p>CH/HS1.8 19C394a Camelot, Charnock Richard</p>	<p>The scoring in the IA should be reconsidered. The ratings given for the site in response to Integrated Assessment Objectives 7 “Ensure access to and provision of appropriate social infrastructure” and 9, “Promote sustainable modes of transport” are questionable. The site scores ‘minor negative’ in relation to IA7 because the site is not adjacent to or within any settlement. We cannot understand how this can be scored as anything other than a significant negative for this category. The site scores ‘mixed minor positive and minor negative’ for IA9 because the site is within 800m of a railway station or 400m of a bus stop but is not within any settlements. The site is located close to a bus stop on Park Hall Road however the bus services that operate through that stop are not frequent enough or at times conducive to commuting to reduce reliance on the private car. Overall, we consider that there are significantly more negatives than positives of developing the site and question why this site has been chosen above other reasonable alternatives.</p>	<p>The site has been appraised in line with the site assessment criteria, which ensure consistency in the SA of numerous site options. It is recognised that some bus stops may not be as frequently served as others; however data on the current levels of service at each bus stop were not available spatially in order to inform the assessment.</p>
<p>CH/HS1.14 19C241x Crosse Hall Lane, Chorley</p>	<p>The Chorley Assessment criteria appears to be flawed in that many points that are described as ‘not relevant or applicable’ for Assessment are instead Assessed as ‘Negligible’.</p> <p>The first example but many follow being 1A2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation. The detailed comment confirming: ‘Residential sites will have no employment land supply and job creation.’</p> <p>However, like many other points the Chorley Assessment is ‘Negligible’ which is fundamentally incorrect.</p>	<p>For sites in all parts of the plan area, N/A has been shown instead of an effect for IA objectives 3, 12 and 15. That is because, as per the site assessment criteria, those objectives have been scoped out of the assessment for all sites as effects cannot be determined on the basis of site boundary lines.</p> <p>For IA2, effects depend on the use of the site but the objective is scoped into the assessment. Therefore, a negligible effect is shown where no effect will occur because of the particular use of the site.</p>

Site	Representation	Response
	I would also point out that 1A12 and 1A15 are both correctly described in this manner as N/A which I presume is Not Applicable.	
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A1: With an anticipated population that a density of 70.75 dwellings can be achieved. This Assessment has a categorisation of a minor positive for inclusion that the site will deliver under 500 homes being of a sustainable supply of housing land including an appropriate mix of sizes, types and tenures. To meet housing need and support economic growth. Firstly considering the assumed density of 70.75 dwellings or is it 76 in 2.83h as quoted in the local plan? In the previous building application considerable time and effort was expended to utilise what amounts to a large proportion of the available land (0.64h) taking into account the considerable gradient, poor access and adjacent land including the M61 motorway and environmental considerations. The result being that space for just FOUR dwellings was proposed suitable for building with sufficient access for the properties, supporting infrastructure (refuse collection/delivery/post office etc) and emergency vehicles. Therefore the validity of inclusion in the proposal being based on a figure of not FOUR in 0.64h but over SEVENTY in 2.83h (proportionally this would make it 17 dwellings?) properties is questionable! Secondly, the proposal objective must surely be considerably constrained on space and consequently very limited in its ability to fulfil this description. In this consideration, surely the site must have a considerable negative rating rather than positive.	The minor positive effect identified is correct in accordance with the site assessment criteria.
CH/HS1.14 19C241x	1A2: The consideration is for residential land only. Please see 'Flawed Assessment Criteria'. This should be Assessed as 'Not Applicable' not 'Negligible.'	See response above.

Site	Representation	Response
Crosse Hall Lane, Chorley		
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A3; Why has this been apparently 'scoped out' regarding sufficient coverage and capacity of transport and utilities to support growth and development? When the Pre-planning advice that has previously been sought regarding Transport (reference document DTTC Transport dated July 2012) which confirmed it should be "strongly discouraged on highway grounds." The Planning Rejection and Refusal also raised the poor access. This must mean Assessment as significantly negative?	The SA considers the likely effects of the site options at a strategic level and the assessment has been undertaken using spatial data. The reason for scoping out this IA objective for all sites are set out in the site assessment criteria (Appendix C).
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A4: Please see 'Flawed Assessment Criteria'. This should be Assessed as 'Not Applicable' not 'Negligible.'	See response above.
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A5: Please see 'Flawed Assessment Criteria'. This should be Assessed as 'Not Applicable' not 'Negligible.'	See response above.
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A6: How can building on this land support improving the health of and well-being of the population and reduce health inequalities? The current Assessment is 'Mixed uncertain significant positive and uncertain significant negative. The land represents an adjoining but integral aspect of the amenity of the locality and is used for recreational purposes for the majority of the time. It's loss representing a visual impact to the lower reaches of Healey Nab and the two local grade II listed buildings	The effect identified is correct in accordance with the site assessment criteria.

Site	Representation	Response
	<p>besides an unsatisfactory constraint on the local population. Occasional use as agricultural grazing land which has taken place in the past can continue without the unacceptable strain that development would put on the surrounding infrastructure and ecology. The people of Chorley led by the Planning Authority have carefully considered and come to a conclusion on the preferred development sites where this site has previously been excluded. Planning consent has already been rejected and refused to confirm this original decision. Utilisation of the existing facilities without any further investment or extension to support approximately 168 individuals (70 x average 2.4 people per household) new potential users will obviously be a negative factor in terms of usage. That is, unless the existing service is presently under used which has not been tested or confirmed in anyway. It is assumed that services are planned and provided to meet existing demand. In other words this can again be considered significantly negatively.</p>	
<p>CH/HS1.14 19C241x Crosse Hall Lane, Chorley</p>	<p>1A7: This category is assigned to ensure access to and provision of appropriate social infrastructure and Assessed as significantly positive. In other words utilisation of the existing facilities without any further investment or extension to support approximately 168 individuals (70 x average 2.4 people per household). So the new potential users will obviously be a negative factor in terms of usage. That is, unless the existing service is presently underused which has not been tested or confirmed in anyway. It is assumed that such infrastructure services are anyway planned and provided to meet existing demand. It is not possible to understand how this can be described in the Chorley Assessment as a 'significant positive' but must rate as a significant negative. (That is unless also describing the investment to take place in the supporting social infrastructure (a further negative perhaps?)</p>	<p>The effect identified is correct in accordance with the site assessment criteria.</p>

Site	Representation	Response
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	<p>1A8: Support improved educational attainment and skill levels for all. Assessed as uncertain minor positive. Again, it is not clear how the proposed building of 70 properties can bring about improved educational attainment and skill levels for all. The Chorley Assessment of Uncertain minor positive being based on “local open space, in some cases, a GP surgery and hospital, in addition to being 400m of a walking or cycling path” etc. It also states site is within 800m of at least a primary or secondary school without knowing the capacity? Firstly, I really find it hard to correlate how the open space, GP surgery, hospital and paths can contribute to supporting improved educational attainment and skills level for all? Secondly, what validity can be Assessed against unknown schools without knowing which and their capacity. So I seriously question the award of an uncertain minor positive but as with previous points would suggest that a further 168 individuals using these ‘educational’ facilities is unlikely to improve them. In the circumstances, this cannot be anything but a negative unless a substantial financial investment in services is also planned. (As previously mentioned that would mean an additional negative aspect though!)</p>	<p>As per the site assessment criteria, effects on this IA objective are determined by the proximity of sites to existing educational facilities. Proximity to open space, GP surgeries and walking and cycle paths are taken into consideration under the separate IA objective 6 which relates to health and wellbeing.</p>
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	<p>1A9: Promote sustainable modes of transport. Chorley have assessed this as a significant positive! As it has already been established that the highway is not suitable for additional vehicle traffic reference: DTPC Transport dated July 2012 This document is a key document where prior to submitting the planning application, pre application inquiries were made with the planning and highway officers and the following feedback received from Chandra Dholakia, Senior Engineer Development Support, Area South Public Realm: “For these reasons I am of the opinion further development in this area is to be strongly discouraged on highway grounds.” To promote sustainable modes of transport to gain this significant positive assessment, the 168 individuals must therefore be encouraged to walk to the nearest destination</p>	<p>The site has been assessed in accordance with the site assessment criteria. As is noted in the IA document, there are some limitations associated with the use of distances including some of those noted by the consultee. However, the IA is a strategic assessment and gives a proportionate indication of the ability of residents to make use of active travel based on distances. The IA also recognises that infrastructure improvements may be made as part of new developments.</p>

Site	Representation	Response
	<p>such as schools, bus service or main road allowing access to the town centre and train station.</p> <p>The only access road for this is to walk along Crosse Lane however:</p> <ul style="list-style-type: none"> ■ The assessment fails to take account that there are no usable footpaths for the length of the Crosse Hall Lane access road. ■ Already a considerable number of Individuals, prams, children, recreation users including dog walkers and the disabled must all use the road! ■ Regular pedestrian/vehicle conflicts are the normal each day. ■ There is extensive traffic associated with a working farm using the road and indeed the allotments part way along the road. ■ There are no defined passing places for vehicles. ■ There is a considerable gradient on the road particularly on the east of the humpback bridge. This means that to pedestrians and drivers alike the road has significant blind spots from the steep gradient and direct sunshine. ■ More importantly, consideration should be made for ready access by emergency vehicles where the delay in navigating the single lane access could be a life or death matter. ■ Crosse Hall Lane is not adopted so has to be privately maintained with no applicable speed limit signs or sufficient lighting. <p>In summary, the promotion of sustainable modes of transport cannot practically and safely be achieved and therefore must be viewed significantly negatively.</p>	

Site	Representation	Response
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	<p>1A10: Improve air quality is rated as negligible as the site is not within close proximity of an AQMA. The assessment by Chorley fails to mention how close the nearest AQMA is located. It is clear and defined in the Chorley publication 'Actions to Improve Air Quality' produced to fulfil the requirements of the Local Air Quality Management process as set out in the Environment Act (1995). It is therefore surprising that having mentioned in the publication that elevated concentrations are heavily influenced by transport emissions. Indeed, AQMA are specifically located next to motorways – for example, please see the strategy for Salford. That no mention is made in the Assessment that for all of its length, the proposed site for inclusion is located adjacent to the motorway M61. Taking into account the published paper, this location surely cannot be considered to be negligible being so near to a major motorway just because there is no local AQMA site to measure it? It can only realistically be assessed as a significant negative, especially when such an extensive building plan is being considered which will mean the removal of any natural barriers.</p>	<p>The effect identified is correct in accordance with the site assessment criteria.</p>
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	<p>1A11: This aspect is assessed as an 'Uncertain Significant Negative (--?) and covers the conservation and enhancement of biodiversity, green infrastructure and geodiversity. In this case, I would refer to the Extended Phase 1 Habitat Survey & Baseline Ecological Impact Assessment - Land off Crosse Hall Lane, Chorley dated August 2012. Regarding Biodiversity and Geological Conservation, whilst all three parts of the question are answered negatively, the supporting report confirms that there is a likelihood that there will be impact. So I would suggest that from the report, it is not "uncertain" but a likelihood that significant negative impact will take place.</p>	<p>Noted. The IA cannot assess the likely impacts of new development on biodiversity with any certainty at this strategic level of assessment as effects will be strongly determined by the specific proposals for sites including their design.</p>

Site	Representation	Response
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A12: The resilience of communities, developments and infrastructure to global warming has been taken out of scope and not formally Assessed.	Noted. It is not possible to assess this on a spatial basis.
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	<p>1A13: Reduce the risk of flooding to people and property has been Assessed as a significant negative. As I assume the objective should always be to reduce the risk of flooding? So, the building of 70 properties should if it is possible, positively do something towards this objective? In this case, if the building of the 70 properties has a significant negative impact as Assessed, it appears to mean that the risk of flooding will increase? Surely this is not correct? Perhaps, reference should be made to the following:</p> <ol style="list-style-type: none"> 3. Preliminary Risk Assessment dated November 2011. In the assessment of flood risk it is stated in the supporting documents that the proposed site is located just 20M from a water course, approximately. 4. Proposed Development for Housing Use of a Site at Cross (sic) Hall Lane Chorley Lancs – Flood Risk Assessment) dated September 2011. This states specifically that flooding in Crosse Hall Fold particularly at the Southern end is already prevalent and any increase in surface water as described in the application from the development will increase this to an unacceptable level. 5. Separately in point 1A15, the Assessment also states that the 'Site is on greenfield land and partially or entirely located within Flood Zone 3 and/or at high risk (1 in 30 year) probability of surface water flooding. <p>IN VIEW OF THESE CONFIRMATIONS, CAN THE ASSESSMENT NOW MORE ACCURATELY REFLECT THE</p>	As the consultee notes, the site has already been assessed as having a likely significant negative effect on flood risk. There is no greater effect that can be identified in the IA.

Site	Representation	Response
	INCREASED FLOOD RISK TO AN UNACCEPTABLE LEVEL THAT SUCH A DEVELOPMENT WILL CREATE, PLEASE!	
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A14; To protect and improve the quality and availability of water resources. As the site does not fall within a Source Protection Zone, it is Assessed as negligible. Please see 'Flawed Assessment Criteria'. This should be Assessed as 'Not Applicable' not 'Negligible.' Whilst it does not relate directly to a groundwater source. Can I please confirm that from the following report that no foul sewerage currently exists at the proposed site. Proposed Development for Housing use at a site at Cross (sic) Hall Lane, Chorley, Lancs, Foul Drainage Assessment dated 23rd September 2011)Foul Sewerage is stated as existing, supporting document makes it clear that this will be left up to United Utilities to arrange as part of their statutory obligations with no conclusive proposal offered. Therefore, the assessment of the applicability of the site should reflect this additional risk related to the quality and availability of water resources, please?	See earlier response in relation to the use of N/A and negligible effects. The site has been assessed correctly in accordance with the site assessment criteria. As noted in the IA, infrastructure improvements may be made as part of new developments.
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A15: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions is assessed as N/A with the IA scoped out. Although this stated there follows a description of distances to railway stations and bus stops where these represent the very nearest point of the proposed site. Whilst the site is quoted as greenfield however, it has been confirmed in reports as follows: Proposed Development for Housing Use of a Site at Cross (sic) Hall Lane Chorley Lancs – Flood Risk Assessment) dated September 2011.) Existing use is stated as rough grazing land, whilst supporting documentation confirms the site as “grassland used for grazing and recreational purposes.	Reference to distance to sustainable transport links are made in relation to other IA objectives – as the consultee notes, this objective is scoped out for all sites. The site uses referred to by the consultee do not comprise built development and the site is correctly categorised as a greenfield site.
CH/HS1.14	1A16a: Conserve and /or enhance landscape, township, in addition to the local character and distinctiveness of the CLLP	The effect identified is correct in accordance with the site assessment criteria.

Site	Representation	Response
19C241x Crosse Hall Lane, Chorley	area. This has been assessed as an 'uncertain negligible.' Besides the visual impact to the lower reaches of Healey Nab and the two local grade II listed buildings. The severe gradient of the site represents the historic nature of the no longer present, Crosse Hall Manor House and associated tiered gardens mentioned in the National History Museum documents which now form the proposed development site. The remnants being the stone wall and water trough. Arboricultural Report Impact Assessment & Method Statement dated October 2011. Supporting documentation confirms there to be an extensive range of trees and hedges on the development site. In the circumstances, there appears to be no uncertainty and a significant negative impact would result.	
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A16b: Conserve and/or enhance heritage assets and their setting. This has been assessed as an 'uncertain negligible'. Separately, the Assessment clearly sets out the close proximity of two Grade II Listed Buildings. It also even confirms that one would be directly impacted should the development take place and an adverse effect likely to the other. In the circumstances, there appears to be no uncertainty and a significant negative impact would result.	The IA identifies a potential minor negative effect on this IA objective, in accordance with the site assessment criteria.
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, whilst reducing land contamination. Uncertain significant negative assessment. The proposed greenfield agriculture Grade 3 land represents a good to moderate quality land capable of consistently producing moderate to high yields of a narrow range of arable crops. It is therefore agreed that development of the land for housing would represent a significant negative impact.	Noted.

Site	Representation	Response
CH/HS1.14 19C241x Crosse Hall Lane, Chorley	1A18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy. Please see 'Flawed Assessment Criteria'. This should be Assessed as 'Not Applicable' not 'Negligible.'	See response above.
PC/HS1.6 19P027 Land at Glencourse Drive, Preston	<p>Having read the Integrated Assessment for this land, the evidence to support the judgement that this land is suitable for development is flawed. In summary, the land is currently Public Open Space with a number of public footpaths and a recent Tree Preservation Order applied. The land, particularly the most northerly section, has significant biodiversity that would be permanently harmed by developing the land for housing. In reference to the specific assessment, I should highlight the following sections:</p> <p>IA4 - there would be a negative impact here as the homes on Kingsmuir Avenue/Glencourse Drive are difficult to 'cut through.' By developing the land to the east and north would provide significant opportunity for opportunistic burglaries.</p> <p>IA6 - this would be a significant negative impact. Previous letters have been submitted as part of the previous local plan assessment from dozens of local residents who use this public open space and also as access to the adjoining nature reserve. If this land is redeveloped, local residents would have significant barriers to access the nature reserve.</p> <p>IA8 - this is a significant negative. Whilst there are local schools, they are heavily oversubscribed. Additional housing in this area, without expansion of local school provision, would add to the existing issues.</p> <p>IA11 - this is a certain significant negative. As identified in the criteria, this land is adjoining the nature reserve and part of the land (the most northerly section) is part of the nature reserve. In</p>	The site has been assessed correctly in accordance with the site assessment criteria. The IA notes that current capacity at existing schools cannot be assessed spatially, and that effects on biodiversity are uncertain for all sites as effects will be strongly influenced by the specific design of sites.

Site	Representation	Response
	<p>the 5 years that I have lived here, I have seen a wide range of wildlife that reside in the reserve ranging from deer, owls, buzzards, hedgehogs, etc. Development of this land would have a significant impact on the biodiversity.</p>	
<p>CH/HS1.34 19C260x Out Lane, Croston</p>	<p>Having read relevant section of the Central Lancashire Local Plan: Integrated Assessment November 2022 Appendix B Chorley: Site Proformas I fail to see how this particular site qualifies for inclusion based on the results across the measures set out in the document. Having put together a simple spreadsheet your own results give me a negative overall score. Furthermore if one or more of the measures deemed to be 'out of scope' were to be included and scored this would further count against this particular site being included. The 'out of scope' measure of greatest concern is IA3 regarding coverage and capacity of transport and utilities which I believe would be scored a Significant Negative making my overall score an even bigger negative number.</p> <p>QUESTION: Who specifically deemed IA3 to be 'out of scope' and why?</p>	<p>The SEA Regulations require reasonable alternative site options to be subject to SEA (which forms part of the IA) and this site is considered by the Councils to be a reasonable option, which it is why it is included in the IA. The IA findings will be taken into account by the plan makers along with other factors to inform decisions about which sites are taken forward for inclusion in the Plan. Not all options that are subject to IA will be allocated. The reasons for scoping out IA objective 3 for all sites are explained in the site assessment criteria.</p>
<p>PC/HS1.38 19P292 Dixons Lane, Grimsargh</p>	<p>I base my response in relation to the "Central Lancashire Local Plan integrated assessment" document prepared by LUC and specifically the integrated assessment framework – table 2.</p> <p>Objective IA1 - Sustainable Housing Supply Grimsargh has experienced considerable major housing development over the past 10 years including two developments adjacent to Cow Hill, Elston Park, Preston Road (Storey Homes), Places for People (Preston Road), Churchfields, as well as an approved plan for a retirement village in the centre of the village. Within 2 miles of the allocated site there is a major housing development of 950 houses ongoing at the old Whittingham</p>	<p>Noted. Cumulative effects, including on particular settlements, will be considered later in the IA process.</p>

Site	Representation	Response
	<p>Hospital Site. In addition, the consultation report wrongly in my view, makes no reference to the proposed, ongoing and completed housing developments in the Ribble Valley District and specifically around Longridge whose boundary is within a mile of Grimsargh Village Centre. Taken together these developments amount to several thousand homes. The village of Grimsargh is losing its identity as a village and unlike NW Preston there is no infrastructure masterplan to deal with the scale of development. At present Preston BC can demonstrate a 14.6 years housing supply based upon the current 512 per year housing supply target in the current local plan. The new proposed target of 490 houses per annum will easily be met over the new local plan life cycle from existing allocated sites around Preston. The key phrase in this objective is “meeting local housing need”. The amount of development ongoing in the Grimsargh area is such that there is an influx of people from well beyond Preston coming to this desirable location. As the village has very limited shopping and health facilities, residents have become very car dependent to reach these facilities to the extent that any significant further development such as the Dixons Lane site is totally unsustainable.</p>	
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA2 – Sustainable Supply of Employment This objective is not relevant to the Dixons Lane site allocation.	N/A
PC/HS1.38 19P292	Objective IA3 – Sufficient coverage and capacity for transport and utilities Quite simply the village of Grimsargh and the local environment including the Dixons Lane site is semi-rural in nature and is	IA objective 3 has been scoped out of the IA for all sites, as explained in the site assessment criteria. Proximity to a railway station is considered under IA9. This site has been identified as having a minor positive effect on that objective due to the proximity of a bus stop to the site.

Site	Representation	Response
Dixons Lane, Grimsargh	genuinely struggling to cope with existing traffic volumes with queueing traffic at peak times (including the school run) through the village either towards Longridge or more especially due to the build-up of traffic heading to Red Scar and the motorway. There is a complete absence of any infrastructure masterplan for the amount of development already ongoing in the Grimsargh/Longridge/Whittingham areas. The proposed Dixons Lane site will add to the problem of the current unsustainable traffic and utilities infrastructure that ongoing developments are already creating. The LUC assessment wrongly implies that there is a railway station within 800 metres which is absurd.	
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA4 – Reduce levels of deprivation, disparity and crime. The development of 196 houses on the Dixons Lane site which is currently greenfield open space, will without doubt attract criminal elements to the location not seen at present. Existing neighbouring houses will be put at more risk from the potential increase in crime.	The site has been assessed against this IA objective in accordance with the site assessment criteria. There is no evidence to assume that new development on a greenfield site will result in criminal activity.
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA5 – Promote equality of opportunity No comment	N/A
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA6 – Support health and wellbeing of the population The current pressure on health services is well known. In relation to Grimsargh there is no health clinic/doctors surgeries/NHS dentists which means those wishing to make appointments and get to them especially the elderly, are already struggling to cope. Existing ongoing developments are adding to the problems of	The site has been assessed against this IA objective in accordance with the site assessment criteria. New development may result in new provision of healthcare facilities/increased capacity, although this cannot be assessed at this strategic level of assessment or on a spatial basis.

Site	Representation	Response
	<p>long waiting times at the nearest available surgeries in Longridge. The proposed Dixons Lane site will make the problem worse in Grimsargh and accessing health services particularly Royal Preston Hospital is car reliant. The Dixons Lane site has a public footpath running through it and is a peaceful greenfield site with wonderful views of local fells and wildlife. This has a positive mental and physical effect upon the many users of the public footpath which would be lost by the proposed site allocation.</p>	
<p>PC/HS1.38 19P292 Dixons Lane, Grimsargh</p>	<p>Objective IA7 – Ensure access to and provision of social infrastructure Access to health care facilities is covered under objective IA6 above. The key concern here is the effect the proposed Dixons Lane site will have upon the existing two primary schools in the village already having to cope with additional placements needs resulting from the hundreds of new homes already completed in the village in the past 10 years (with very little additional class room facilities) The main concern is that the nearest high schools from the proposed site are 3 miles away in Longridge which are already at full capacity from major development around Longridge. The Dixons Lane site is unsustainable for High School placements without additional provision at these schools.</p>	<p>The site has been assessed against this IA objective in accordance with the site assessment criteria. New development may result in new provision of educational facilities/increased capacity, although this cannot be assessed at this strategic level of assessment or on a spatial basis.</p>
<p>PC/HS1.38 19P292 Dixons Lane, Grimsargh</p>	<p>Objective IA8 – Support improved educational attainment See comments for objective IA8 above</p>	<p>See above.</p>

Site	Representation	Response
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA9 – Promote sustainable modes of transport Dixons Lane site incorrectly identified as within 800 metres of a railway station.	This site has been identified as having a minor positive effect on IA objective 9, due to the proximity of a bus stop to the site.
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA10 – Improve air quality The Dixons Lane site has been incorrectly assessed as negligible under this objective in my opinion. As the present site is open greenfield, the addition of nearly 200 new homes would likely incur an additional 400 vehicles entering or leaving the site on a daily basis plus the increase in delivery and service vehicles. This would clearly worsen the local pollution levels of nitrous oxides and particulates. The local village green is very close to the proposed site and increased pollution would be sensitive and potentially harmful to users of the village green especially children.	The site has been assessed against this IA objective in accordance with the site assessment criteria.
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA11 – Conserve and enhance biodiversity, green infrastructure and geodiversity assets Without doubt this is the most important consideration for the proposed Dixons Lane site. The location is an area of open fields outside the boundary of the village. Any development would mean the loss of arable land that is used for haymaking, cattle and sheep rearing. The site is crossed by mature hedgerows and trees providing habitat for many species of birds and other wildlife. There is a public footpath well used by local people and walkers that crosses the site, giving much needed public access to clean air, green space and unprecedented views of Beacon Fell, Fair Snape and Parlick Fells, Totteridge Fell and further views to Pendle Hill. It is without doubt a wonderful vista with probably the best views from Grimsargh village. The proposed	The site has been assessed against this IA objective in accordance with the site assessment criteria. A potential significant negative effect has been identified.

Site	Representation	Response
	<p>site lies adjacent to the Grimsargh Wetlands which is a local nature reserve and an important area for local biodiversity. The proposed site is used as a feeding area for the many visitors to the wetlands and also acts as a natural wildlife corridor to and from the wetlands site. On the 11th February 2023, 12 curlews (an at-risk species) were observed feeding on the site and in 2022, 3 pairs of curlews were observed to be nesting. On the site there is a resident population of brown hares and up to 10 hares have been observed together on the site. Also observed on the site over the past 3 years are – barn owls, pipistrelle bats, hedgehogs, deer, lapwings, oyster catchers, sparrow hawks, kestrels, geese (Greylag and Canada) flocks of terns and redwings, starling murmuration's, herons, swans and hedgerow birds such as thrushes, wrens and dunnocks. Please find attached to this e-mail photographic examples of wildlife observed on the proposed Dixons Lane site over the past 3 years. The site can truly be described as a poster for a David Attenborough film.</p>	
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA12 - Resilience to Climate Change No Comments	N/A
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA13 – Reduce risk of flooding to people and property The proposed site has been observed to flood regularly during heavy rain	Noted. A significant negative effect is identified for this site against IA objective 13.
PC/HS1.38	Objective IA14 – Protect and improve the quality and availability of water resources	The site has been assessed against this IA objective in accordance with the site assessment criteria.

Site	Representation	Response
19P292 Dixons Lane, Grimsargh	The proposed Dixons Lane site allocation slopes slightly and forms a natural water resource for Savick Brook. Development may increase the risk of pollution to the brook and/or increase run off without compensating infrastructure to mitigate.	
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA15 – Increase energy efficiency, reduce greenhouse gas emissions. The potential development of a greenfield site with nearly 200 houses will reduce the natural environment’s ability to absorb greenhouse gases in this locality, at the same time increasing greenhouse gas emissions from new energy consumption and vehicle use.	For the reasons explained in the site assessment criteria, this IA objective has been scoped out for all site options.
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA16a – Conserve and/or enhance landscape Please refer to comments given in objective IA11 above	See above.
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA6b – Conserve and/or enhance heritage assets and their setting Dixons Farmhouse is a Grade 2 listed building which clearly has open and unobstructed views and lies close to the proposed site	The site has been assessed against this IA objective in accordance with the site assessment criteria. A potential minor negative effect is identified in the IA.
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA17 - Ensure that land uses are allocated and used in a sustainable and efficient manner Over many years much good quality farmland has been lost to development. The attached photograph shows that the proposed site is good farmland and actively used as such. Government policy promotes the use of brownfield sites over greenfield. The loss of this greenfield site would further diminish the distinctive character of Grimsargh as a village.	The site has been assessed against this IA objective in accordance with the site assessment criteria. A potential significant negative effect is identified in the IA.

Site	Representation	Response
PC/HS1.38 19P292 Dixons Lane, Grimsargh	Objective IA18 - Promote sustainable use of resources No comments	N/A
PC/HS1.38 19P292 Dixons Lane, Grimsargh	In conclusion I would add that this site was proposed and rejected 12 years ago when the last local plan for Preston was being prepared. Since then, considerable development has been completed in Grimsargh which is now in danger of losing its identity as a village. There is no identified local housing need for the Dixons Lane site allocation to be taken forward and for the reasons given above it should be rejected at the next stage of Central Lancashire local plan development process.	This comment relates to the Councils' decision making rather than the IA.

Appendix B

Review of policies, plans and programmes and baseline information

B.1 The research areas for this IA have been condensed into the below eight topics, as originally presented in the IA Scoping Report (2019)¹.

- Accessibility;
- Housing;
- Improving quality of life;
- Buildings and heritage;
- Climate change;
- The economy;
- The natural environment; and
- Land and natural resources.

B.2 It is acknowledged that there will be some degree of overlap between these topics. For each topic, the relevant policies, plans, programmes, strategies and initiatives at international, national, regional and local level were reviewed to establish the current and future baseline for Central Lancashire, and to identify key aims and objectives and highlight key sustainability, health and equalities issues and implications.

Accessibility

Relevant policies, plans, programmes, strategies and initiatives

International

B.3 The Glasgow Pact (UN Framework Convention on Climate Change) (2021)² is a package of decisions comprising a range of agreed items, including strengthened efforts to build resilience to climate change, to curb greenhouse gas emissions and to provide the necessary finance for both. Nations reaffirmed their duty to fulfil the pledge of providing \$100 billion annually from developed to developing countries. And they collectively agreed to work to reduce the gap between existing emission reduction plans and what is required to reduce emissions. They also agreed to phase down unabated coal power and inefficient subsidies for fossil fuels.

B.4 United Nations Declaration on Forests and Land Use (COP26 Declaration) (2021)³ is an international commitment to halt and reverse forest loss and land degradation by 2030 while delivering sustainable development and promoting an inclusive rural transformation.

B.5 The 2030 Agenda for Sustainable Development (2015)⁴ is an initiative adopted by all United Nations Member States that provides a shared blueprint for peace and prosperity for people and the planet and

¹ Central Lancashire Authorities (2019) [Integrated Assessment Scoping Report](#)

² United Nations (2021) [Glasgow Climate Pact](#)

³ United Nations (2021) [Land Use, Land-Use Change and Forestry \(LULUCF\)](#)

⁴ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 9: Industry, Innovation and Infrastructure;
- SDG 11: Sustainable Cities and Communities; and
- SDG 13: Climate Action.

B.6 The United Nations Paris Climate Change Agreement (2015)⁵ is an international agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

B.7 The United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002)⁶ sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

National

B.8 The new Labour Government recently consulted on a new version of the National Planning Policy Framework (NPPF). As this updated version of the NPPF has not yet been published at the time of writing and the Local Plan is prepared under the December 2023 NPPF, the 'National' sections throughout this appendix only refer to that version of the NPPF.

B.9 The **NPPF (2023)⁷** requires that “transport issues should be considered from the earliest stages of plan-making”. The scale, location and density of development should reflect “opportunities from existing or proposed transport infrastructure”. To help reduce congestion and emissions and improve air quality and public health the planning system should focus significant development “on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.” The revised framework also requires that planning policies support an appropriate mix of uses across an area to further help reduce the need to travel as well as the provision of high-quality walking and cycling network.

B.10 While the framework promotes the use and development of sustainable transport networks it also requires that “where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development” should be identified and protected.

B.11 The NPPF is supported by Planning Practice Guidance relating to:

- **Transport evidence bases in plan making and decision taking (2015)⁸**: Provides guidance to help local authorities assess and reflect transport needs in Local Plan making.
- **Travel Plans, Transport Assessments and Statements (2014)⁹**: Provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

B.12 The **Levelling Up and Regeneration Act (2023)¹⁰** sets out the direction for planning and makes provisions to support the levelling-up agenda. It seeks to streamline the planning process while attaching greater weight to development plans. It also aims to improve infrastructure delivery with a new levy system, improve alignment between plans to address cross-boundary issues, and will introduce added protection for heritage assets. The Act also states that existing EU-generated systems of SEA, HRA and EIA will eventually be replaced by a simpler process known as ‘Environmental Outcomes Reports’.

B.13 **The Plan for Drivers, 2023¹¹** was published under the 2022 to 2024 Sunak Conservative Government, setting out how the Government will improve the experience of driving and services provided for motorists. It

⁵ UNFCCC (2015) [Adoption of the Paris Agreement](#)

⁶ United Nations (2002) [Johannesburg Declaration on Sustainable Development](#)

⁷ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

⁸ Ministry of Housing, Communities and Local Government (2015) [Transport evidence bases in plan making and decision taking](#)

⁹ Ministry of Housing, Communities and Local Government (2014) [Travel Plans, Transport Assessments and Statements](#)

¹⁰ Department for Levelling Up, Housing and Communities (2022) [White Paper Levelling Up the United Kingdom](#)

¹¹ Department for Transport (2023) [The Plan for Drivers](#)

focuses on five key issues and includes a list of actions that the Government will pursue with local authorities and others to ensure drivers get a fair deal alongside other road users. The key issues are:

- smoother journeys;
- stopping unfair enforcement;
- easier parking;
- cracking down on inconsiderate driving; and
- helping the transition to zero emission driving.

B.14 Future of Transport: Supporting Rural Transport Innovation (2023)¹² shows how innovative and emerging transport technologies could address some of the major challenges in rural communities. It highlights the importance of transport to everyday life and rural life, and provides guiding principles for the introduction of new technologies and services.

B.15 The Future of Freight Plan (2022)¹³ vision is to create a freight and logistics sector that is cost-efficient, reliable, resilient, environmentally sustainable and valued by society. It identifies the main challenges, objectives and actions that need to be taken in the following five priority areas:

- National Freight Network (NFN);
- Enabling the transition to net zero;
- Planning;
- People and skills; and
- Data and technology.

B.16 The Cycling and Walking Investment Strategy Report to Parliament (2022)¹⁴ sets out the objectives and financial resources for cycling and walking infrastructure. It states the Government's long-term ambition is to make walking and cycling the natural choices for shorter journeys. It aims to double cycling by 2025, increase walking activity, increase the percentage of children that usually walk to school and reduce the number of cyclists killed or seriously injured on England's roads.

B.17 The Environment Act 2021¹⁵ sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water and resource efficiency and waste reduction. It also establishes the Office for Environmental Protection which acts as an impartial and objective body for the protection and improvement of the environment. The Act sets out legislation which covers local air quality management frameworks and the recall of motor vehicles.

B.18 Decarbonising Transport: A Better, Greener Britain (2021)¹⁶ (Decarbonising Transport Plan (DTP)) sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. It follows on from the Decarbonising Transport: Setting the Challenge report published in 2020. The DTP commits the UK to phasing out the sale of new diesel and petrol heavy goods vehicles by 2040, subject to consultation, in addition to phasing out the sale of polluting cars and vans by 2035. The DTP also sets out how the government will improve public transport and increase support for active travel, as well as creating a net zero rail network by 2050, ensuring net zero domestic aviation emissions by 2040, and a transition to green shipping.

B.19 Bus Back Better (2021)¹⁷ published under the 2019 to 2022 Conservative government, this is a national strategy that sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered. The strategy seeks to increase bus use by ensuring they are an attractive alternative to the car by increasing their service

¹² Department for Transport (2023) [Future of Transport: supporting rural transport innovation](#)

¹³ Department for Transport (2022) [Future of freight plan](#)

¹⁴ Department for Transport (2022) [The Cycling and Walking Investment Strategy Report to Parliament](#)

¹⁵ HM Government (2021) [Environment Act 2021](#)

¹⁶ Department for Transport (2021) [Decarbonising Transport](#)

¹⁷ Department for Transport (2021) [Bus back better](#)

frequency, making them faster and more reliable, ensuring they are affordable and that they are comfortable and easy to use, in addition to being greener. In the strategy, the Government states that they will support the introduction of at least 4,000 more zero emission buses.

B.20 Decarbonising Transport: Setting the Challenge (2020)¹⁸ sets out the strategic priorities for the new Transport Decarbonisation Plan (TDP), published in July 2021. It sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP takes a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

B.21 Gear Change: A Bold Vision for Cycling and Walking (2020)¹⁹ sets out the Government's vision and actions to transform the UK's transport system. The vision is "England will be a great walking and cycling nation: Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030." This vision is supported by four main themes:

- Better streets for cycling and people;
- Putting cycling and walking at the heart of transport, place-making, and health policy;
- Empowering and encouraging local authorities; and
- Enabling people to cycle and be protected when they cycle.

B.22 The Road to Zero (2018)²⁰ sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

B.23 The Transport Investment Strategy²¹ (2017) sets out four objectives that the strategy aims to achieve:

- Create a more reliable, less congested, and better connected transport network that works for the users who rely on it.
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities.
- Enhance our global competitiveness by making Britain a more attractive place to trade and invest.
- Support the creation of new housing.

B.24 The Highways England Sustainable Development Strategy and Action Plan (2017)²² is designed to communicate the company's approach and priorities for sustainable development to its key stakeholders. Highways England aims to ensure its action in the future will further reduce the impact of its activities seeking a long-term and sustainable benefit to the environment and the communities it serves. The action plan describes how Highways England will progress the aspirations of their Sustainable Development and Environment Strategies. It describes actions that will enable the company to deliver sustainable development and to help protect and improve the environment.

¹⁸ Department for Transport (2020) [Decarbonising Transport](#)

¹⁹ Department for Transport (2020) [Gear Change A bold vision for cycling and walking](#)

²⁰ Department for Transport (2018) [The Road to Zero](#)

²¹ Department for Transport (2017) [Transport investment strategy](#)

²² Highways England (2018) [Highways England Sustainable Development Strategy and Action Plan](#)

B.25 Door to Door: A Strategy for Improving Sustainable Transport Integration (2013)²³ focuses on four core areas which need to be addressed so that people can be confident in choosing greener modes of transport. There are as follows:

- Accurate, accessible and reliable information about different transport options.
- Convenient and affordable tickets.
- Regular and straightforward connections at all stages of the journey and between different modes of transport.
- Safe and comfortable transport facilities.

B.26 The strategy also includes details on how the Government is using behavioural change methods to reduce or remove barriers to the use of sustainable transport and working closely with stakeholders to deliver a better-connected transport system.

B.27 Rights of Way Circular (1/09) (2011)²⁴ provides advice to local authorities on recording, managing and maintaining, protecting and changing public rights of way.

Regional/Sub-regional

B.28 Strategic Transport Plan for the North 2024²⁵ sets the vision, strategic ambitions and the North's long term strategic transport priorities up to 2050, creating a consistent framework for work with government, local transport bodies and delivery bodies. The plan focuses on improving road and rail networks, enhancing connectivity between cities and rural areas, and promoting sustainable transport options. The plan seeks to boost economic growth, create jobs, and improve quality of life by investing in better transport links, reducing journey times, and increasing capacity on key routes.

B.29 Lancashire's Highways and Transport Strategy 2023-2025²⁶ focuses on developing better links, and improving journey times and reliability, between areas of economic opportunity and their workforce, with the provision of sustainable forms of travel a priority. In particular, the strategy seeks to deliver bus priority and other service improvements to make public transport the preferred choice of travel in Lancashire, and prioritise walking and cycling. The strategy also commits Lancashire County Council to work with bus operators to establish a comprehensive network of bus rapid transit corridors potentially linked to and supported by Park and Ride sites at locations where demand is most evident. A new 'parkway' rail station is proposed in the Cottam area of Preston.

B.30 Lancashire County Council, in partnership with Blackpool Council, has developed seven Local Cycling and Walking Infrastructure Plans (LCWIPs)²⁷ which cover six sub-areas of the county, each of which includes one or more districts. The LCWIPs, published in 2024, identify key areas and routes for cycling and walking within each sub-area, providing interventions to improve the walking and cycling network. Broadly, the seven LCWIPs highlight key areas for improvement, noting that major A roads, railways, and natural barriers limit active travel by dividing local networks and creating hostile conditions for pedestrians and cyclists. Additionally, limited road networks in rural areas restrict east-west connectivity and access between villages, town centres, and other destinations. The LCWIPs outline interventions and improvements to be delivered as both individual improvement schemes and as part of wider, scheduled programmes of maintenance work. This includes:

- Introduction of two-way cycle tracks and shared use paths.
- Provision of one-way cycle tracks for uphill cyclists and advisory cycle lane for downhill cyclists by reallocating space from the carriageway.

²³ Department for Transport (2013) [Door to Door: A strategy for improving sustainable transport integration](#).

²⁴ Department for Environment, Food and Rural Affairs (2011) [Rights of way circular \(1/09\)](#)

²⁵ Transport for the North (2024) [Strategic Transport Plan](#)

²⁶ Lancashire County Council (2023) [Highways and transport strategy 2023 – 2025](#)

²⁷ Lancashire County Council (2024) [Local Cycling and Walking Infrastructure Plans](#)

- Improvements to existing footpaths including widening, resurfacing, installing street lighting, and adding new wayfinding signage to better accommodate cyclists.
- Introduction of traffic restraints and pedestrian-priority areas.
- Providing new or revising existing carriageway crossings to improve safety.
- Provision of 30mph speed limits.

B.31 Central Lancashire Core Strategy²⁸ has been developed by the Central Lancashire Authorities (Preston City Council, South Ribble Borough Council and Chorley Council), with support from Lancashire County Council. As a crucial component of Central Lancashire's Local Development Framework, the Core Strategy aims to guide development in the region, fostering increased investment and employment opportunities. Primarily, it serves as a policy document that promotes sustainable, managed growth while safeguarding and enhancing green spaces and access to open countryside.

B.32 Central Lancashire Core Strategy Monitoring Report, 19/20²⁹ is the seventh Monitoring Report of the performance indicators of the Core Strategy, containing data for Chorley, Preston, and South Ribble Councils for the period April 2019-March 2020. The strategy monitors performance against policies for housing, economic growth, transport, and environmental protection, which shape sustainable development across Central Lancashire.

B.33 Growth Deal Implementation Plan³⁰ aims to realise the growth potential of Lancashire's economy, building on key local economic assets including the Lancashire's universities and colleges, the Lancashire Advanced Manufacturing and Energy Cluster (LAMEC), the Preston, South Ribble and Lancashire City Deal, and the high value business clusters in Central and East Lancashire, and Blackpool and the Fylde coast which are a key component of the Growth Deal. The plan sets out the arrangements for the Growth Deal implementation outlining critical financial and project delivery milestones and risks, and the management mechanisms in support of government monitoring and reporting processes.

B.34 Actively Moving Forward: A Ten Year Strategy for Cycling and Walking³¹ sets out a vision and targets for active travel by 2028, including:

- Doubling the number of people cycling.
- 10% increase in the number of people walking (with a focus on children aged 5-10 walking to school).
- Level of physical inactivity in every Lancashire district brought below the national average.

B.35 Highway Management Plan³² outlines how Lancashire County Council manages its highway network, ensuring safety, accessibility, and sustainability. Key elements include:

- Maintenance Strategies;
- Asset Management;
- Safety;
- Sustainability and Environmental Impact; and
- Public Accessibility and Service Levels.

B.36 Highways Decarbonisation Strategy³³ focuses on reducing carbon emissions from the county's transport infrastructure and operations as part of the broader goal to achieve net-zero emissions. This includes the promotion of low carbon approaches in the procurement of goods and services, and the purchase of green energy.

²⁸ Preston, South Ribble, and Chorley, Central Lancashire (2012) [Central Lancashire Adopted Core Strategy](#)

²⁹ Central Lancashire authorities (2022) [Core Strategy Monitoring Report 19/20](#)

³⁰ Lancashire Enterprise Partnership (2018) [Key Initiatives / Growth Deal / Growth Deal Implementation Plan](#)

³¹ Lancashire County Council (2018) [Local Cycling and Walking Infrastructure Plans](#)

³² Lancashire County Council (2019) (most recent amendment May 2023) [Highways Asset Management Plan](#)

³³ Lancashire County Council (2022) [Highway Decarbonisation Strategy](#)

B.37 Lancashire Strategic Transport Prospectus³⁴ identifies long-term strategic transport requirements and the opportunities and constraints on growth over the next twenty years, as well as the more immediate interventions needed to stimulate Lancashire's latent potential.

B.38 Lancashire Growth Deal³⁵ is a key part of the Northern Powerhouse initiative, which will deliver £320 million of government funding through the Lancashire Enterprise Partnership to support economic growth in the area. The Growth Deal is helping to generate up to 11,000 new jobs, create 3,900 new homes and attract £1.2 billion of additional public and private investment for Lancashire.

B.39 The Lancashire Growth Deal is focused on four themes:

- Releasing Growth Potential;
- Renewal of Blackpool;
- Growing the local Skills and Business Base; and
- Innovation and Manufacturing Excellence.

B.40 Central Lancashire Highways & Transport Masterplan³⁶ represents the Lancashire County Council's priorities for future investment in highways and transport across central Lancashire and the start of a delivery programme for the next 13 years which will see new road space built, public transport prioritised along key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.

B.41 Road Safety Strategy for Lancashire 2025-2027³⁷ provides an overview of the purpose and role of the Lancashire Road Safety Partnership (LRSP), outlining the current setup of the partnership; implementation of the outcomes of the peer review; an update on the strategy; and changes to reporting speed concerns.

B.42 Economic Strategy 2023-2025³⁸ outlines Lancashire County Council's approach to supporting economic growth over the next three years, complementing the broader sub-regional strategy, Lancashire 2050. While not a statutory responsibility, the council has identified 'supporting economic growth' as one of its four key priorities. The staff resource, budgets and business parks which the council has to deploy in this policy area, mean that it is amongst the best placed local actors to lead in this space and enable economic growth. Additional, aligned functions including planning, environment and transport also strengthen this focus on Economic Prosperity.

B.43 Preston City Transport Plan³⁹ is a 20-year vision for movement and connectivity in Preston, focusing on travel to, from, and within the city centre. The Plan seeks to reduce congestion, provide greater public transport, and transform the city's streets and spaces, which will help Preston to become an 'accessible' city.

B.44 Lancashire Rights of Way Improvements Plan 2015-2025⁴⁰ sets out how the County Council intends to manage and improve Lancashire's public rights of way network in order to give better provision for walkers, cyclists, equestrians and people with mobility problems.

B.45 Preston, South Ribble and Lancashire City Deal⁴¹, is an agreement between the UK Government and four local partners: Lancashire County Council, Lancashire Enterprise Partnership, Preston City Council, and South Ribble Borough Council. This deal aims to drive significant economic transformation in the region, with £434 million in new investment to expand and improve transport infrastructure. The City Deal is expected to create 20,000 new jobs, 17,420 new homes, and boost the local economy by £1 billion over the next decade.

³⁴ Lancashire Enterprise Partnership (2016) [The Lancashire Strategic Transport Prospectus](#)

³⁵ Lancashire Enterprise Partnership (2014) [Growth Deal Implementation Plan](#)

³⁶ Lancashire County Council (2013) [Central Lancashire highways and transport masterplan](#)

³⁷ Lancashire County Council (2023) [Lancashire Road Safety Partnership](#)

³⁸ Lancashire County Council (2023) [Economic Strategy 2023 – 2025](#)

³⁹ Lancashire County Council (2019) [Preston City Transport Plan](#)

⁴⁰ Lancashire County Council (2016) [Lancashire Rights of Way Improvement Plan, 2015-2025](#)

⁴¹ Preston City Council (2013) [Preston and Lancashire City Deal](#)

B.46 Preston, South Ribble and Lancashire City Deal Infrastructure Delivery Plan 2017-2020⁴² includes a £334 million Infrastructure Delivery Programme including:

- Inclusion and retention of land values uplift on named HCA assets, up to a maximum of £37m.
- Inclusion of £72m of DfT (Department for Transport) 'local major' transport funding.
- Inclusion of local partner funding of £145.2m.
- Inclusion of private sector funding of £80m.
- Use of £51m of repayable funds from the HCA land receipts as a cash flow support to the Infrastructure Delivery Programme.

B.47 Transforming Cities Fund Preston City Region Centre⁴³ aims to fill in the gaps between the rail station, bus station and the University of Central Lancashire (UCLan) campus to create a coherent, highly-walkable, appealing and integrated transport network.

Local

B.48 South Ribble Local Plan Monitoring Report, 2022/23⁴⁴, reviews the implementation and progress of the borough's Local Plan policies during the year. The report fulfils the following purposes:

- Report progress on the Local Development Scheme;
- Report key contextual indicators for the South Ribble Local Plan 2015;
- Report on core output indicators; and
- Report on the South Ribble Local Plan Monitoring Framework 2015.

B.49 Chorley Local Plan Monitoring Report, covering the period April 2019-March 2020⁴⁵, assesses the progress and effectiveness of Chorley's local planning policies. It tracks key areas such as housing development, employment, and infrastructure delivery against the targets set in the Local Plan. The report highlights progress on new housing developments, assesses employment land take-up, and reviews infrastructure improvements.

B.50 Chorley Town Centre Public Realm Proposals and Masterplan 2017⁴⁶ seeks to enhance the quality of Chorley town centre. Key aims include improving pedestrian movement in the town centre, especially to transport hubs; creating a sense of arrival; reducing the dominance of traffic and parking; and increasing the amount of cycle parking in the town centre through the creation of cycle hubs.

B.51 Preston City Living Prospectus⁴⁷ developed by Preston City Council and Invest Central Lancashire, outlines plans to transform Preston into a vibrant, modern urban living destination. The prospectus focuses on attracting new residents and investors by promoting high-quality housing developments, revitalising the city centre, and enhancing amenities.

B.52 Chorley Town Centre Public Realm Proposals and Masterplan⁴⁸ sets out to show a vision of how all the new developments can be linked together and make improvements to the whole town centre, to ensure that Chorley has a vibrant and thriving town centre. Proposed developments include:

- Public realm is enhanced along Market Street from Pall Mall to St Georges Street;
- The Bolton St/Pall Mall junction is improved alongside the ASDA development; and
- The Flat Iron car park site being developed to extend the Market Walk shopping centre.

⁴² Preston City Council (2013) [Preston and Lancashire City Deal](#)

⁴³ Lancashire County Council (2018) [Transforming Preston city region](#)

⁴⁴ South Ribble Borough Council (2023) [South Ribble Local Plan Monitoring Report 2022/2023](#)

⁴⁵ Chorley Council (2021) [Chorley Local Plan Monitoring Report](#)

⁴⁶ Lancashire County Council (2017) [Chorley Town Centre Public Realm Proposals and Masterplan](#)

⁴⁷ Invest Preston (2017) [City Living development opportunities](#)

⁴⁸ Chorley Council (2017) [CHORLEY TOWN CENTRE PUBLIC REALM PROPOSALS AND MASTERPLAN](#)

B.53 South Ribble Corporate Strategy 2023/24-2024/25⁴⁹ is committed to making sure that South Ribble Council continues to understand the community and work with partners to provide healthy communities, with opportunities for everyone. The strategy seeks to ensure that investment is improving the borough, including through a choice of decent affordable housing, and delivery of high performing services that represent value for money. The plan pledges to deliver the biodiversity strategy, implement the economic development strategy, and work with partners to join up public services for early years provision.

B.54 Chorley Council Corporate Strategy 2023/2024⁵⁰ is committed to making sure that Chorley Council continues to support the borough to thrive, delivering excellent services and a thriving economy to ensure that residents are able to succeed. The strategy sets out four key priorities for the council:

- Housing where residents can live well;
- A green and sustainable borough;
- An enterprising economy with vibrant local centres in urban and rural areas; and
- Healthy, safe and engaged communities.

B.55 In relation to accessibility, the strategy seeks to increase access to sustainable public transport routes to support connectivity across the borough and rural villages. The strategy seeks to continue to deliver improvements to Chorley's bus shelter network and introduce green shelters to enhance biodiversity. The strategy also seeks to develop and deliver a plan to improve Chorley Bus Station.

B.56 Achieving Preston's Priorities – Budget and Policy Proposals 2023/24⁵¹ outlines the financial and policy strategies for Preston City Council for the fiscal year 2023/24. The document details how the council plans to allocate its budget to meet key priorities, including improving local services, supporting economic development and enhancing community well-being. It presents specific proposals for expenditure and policy changes aimed at addressing the city's needs and achieving its strategic goals.

B.57 South Ribble Council Green Links Programme⁵² is an initiative aimed at enhancing green spaces, recreational routes, and outdoor connectivity throughout the district, specifically aiming to improve accessibility, enhance green spaces, and encourage active lifestyles.

Relevant aims and objectives identified

- Ensure an integrated approach to development, including accessibility to key facilities (GPs, community facilities, schools, etc.) by walking, cycling and public transport.
- Promote sustainable development, and a sustainable transport infrastructure which encourages a modal shift while ensuring the infrastructure keeps up with housing delivery and employment.
- Locate new development at higher densities, in accessible sustainable locations close to existing or new planned transport routes and employment, including city living.
- Enhance links, connectivity and accessibility across all modes of travel throughout the Central Lancashire area and beyond, with improved and attractive travel choices and a fully integrated transport system.
- Reduce the need to travel, and the number and length of journeys, by encouraging home working, super-fast broadband, car sharing, travel plans, and monitoring of car parking provision and charging schedules, etc. There is an over-reliance on the car and traffic levels are expected to rise. Fewer cars on the road will reduce congestion and delay, reduce carbon emissions and improve air quality.
- Provide better roads and increase capacity in the most congested transport corridors (to accommodate the expected increase in vehicular traffic) and improve highway links and junctions. Major roads should be more dependable, durable, and safe.

⁴⁹ South Ribble Borough Council (2023) [Corporate Strategy 2023/24-2024/25](#)

⁵⁰ Chorley Council (2023). [Corporate Strategy 2023/2024](#)

⁵¹ Preston City Council (2023) [Achieving Preston's Priorities - Budget and Policy Proposals 2023/24](#)

⁵² South Ribble Council (2019). [Green Links Programme](#)

- Facilitate/encourage the transition to electric cars / hybrids, and the installation of electric charging points for all new developments and in public locations/car parks.
- Apply a hierarchy of road users that prioritizes accessibility by pedestrians, cyclists and public transport at the expense of the car (pedestrians and cyclists first; then public transport; and then car shares). Improve pedestrian movement and attractiveness in town and city centres and key arrival points including bus and train stations and reduce the amount and dominance of traffic.
- Promote active travel (cycling and walking) as part of people's everyday lives, increasing the number of all people regularly participating in walking or cycling. Encourage walking or cycling as the natural choice of travel for short trips (including children travelling to school), and as part of longer multi-modal journeys. Cycle hubs, parking, storage, and other facilities in town and city centres and other key/popular destinations will make cycling a more attractive option for residents, visitors, and employees, etc.
- More space should be given over to pedestrians and cyclists on existing and new roads, and cycle routes should be well publicised/signposted, convenient, accessible, inclusive, inter-connected, safe and attractive.
- Make public transport an attractive, affordable, viable, reliable, safe and inclusive alternative to the car. Bus and rail travel should see improved journey times, increased capacity/frequency, and improvements to accessibility/connectivity within the Central Lancashire area and beyond (particularly bus services and supporting infrastructure in rural areas, and where new development is taking place).
- Support bus-only lanes/priority routes along key corridors into Preston, and between Leyland and Chorley, etc., and reducing journey times.
- Support park and rides with rapid bus services, a comprehensive network of bus rapid transit corridors, and better public space/public realm/arrival experience at bus stations/transport hubs, etc.

Baseline information

B.58 Geographically, Central Lancashire is well placed with excellent road links. The Strategic Road Network (SRN) in the Central Lancashire area comprises the M6, M61, M65 and M55 motorways. The M6 forms a key north-south link, and plays an important role in supporting the distribution of goods and strategic traffic from the Midlands through the North West, and onwards to Scotland, and is vital to the national economy. The M65 and M55 provide key connectivity to the M6 route and into the East Lancashire and Fylde areas respectively, with the M61 providing an important link between the economic centres of Preston and Greater Manchester (and indeed the wider SRN). There are also good rail links to surrounding areas, such as Liverpool and Manchester (and London). However, provision is focused north to south with east to west not being as well served. The Leeds and Liverpool Canal and the Lancaster Canal offer an alternative choice of travel, and there is a good and developing cycling network. Public realm/pedestrian facilities are also being improved, including town and local centres. However, the most popular choice of travel in Central Lancashire remains the car.

B.59 There are high levels of road congestion at peak times in certain areas (such as the main routes into/out of Preston, for example), and high emissions/poor air quality can occur as a result of this. The highway network is reaching capacity in a number of places, and traffic levels are expected to rise. Therefore, sustainable transport infrastructure needs to keep up with housing delivery and employment.

B.60 In the Central Lancashire area, seven motorway links are in the worst 10% of the North West motorway network for personal injury collision rate.

B.61 Six motorway links are in the worst 10% of the North West motorway network in terms of congestion (defined as 15 minute periods where speed dropped below 60% of the 90th percentile value for the link).

B.62 Fourteen links are in the worst 10% of the North West motorway network in terms of severity of congestion (defined as difference between the peak-time congestion traffic speed and the free-flowing traffic speed).

B.63 Taken as a whole, the road network within Lancashire has experienced an average traffic growth of 1.68% (VMT⁵³) per annum in the period between 2016 to 2023⁵⁴.

Traffic flows

B.64 Traffic flow statistics published by Lancashire Insight⁵⁵ indicate that motor vehicle usage is back on a long-term upward trajectory following a temporary decline between 2020 and 2021; primarily attributed to the COVID-19 pandemic. The Central Lancashire Core Strategy Monitoring Report⁵⁶, covering the period 2019-2020, refers to traffic monitoring by the Department for Transport in six locations selected in Chorley, Preston and South Ribble. Traffic levels dropped at one location in Chorley, none in Preston and one in South Ribble, while traffic rose at other points in Chorley, Preston and South Ribble, particularly in relation to the A6, over the period 2019/2020. As development in the region continues, traffic levels are expected to increase. It is vital that appropriate sustainable transport infrastructure, including promoting active travel (cycling and walking) is put in place to try and reduce the number of cars on the road. More vehicles mean more emissions and air quality will suffer, with associated impacts on human health and well-being and climate change.

B.65 Based on 2021 Census data⁵⁷, 50,786 people work within the Chorley. This includes 24,457 people who work from home, 12,843 people who travel to work from within Chorley, and 13,486 who commute into Chorley from other local authority areas. In terms of outflow, 3,170 of Chorley residents commute to Preston for work, 5,264 commute to South Ribble, and 2,140 to the Metropolitan Borough of Bolton.

B.66 According to the 2021 Census data, 75,677 people work within Preston. This includes 25,193 people who work from home, 24,686 who travel to work within this area, and 25,798 people who commute into this area from other local authority areas. In terms of outflow, the largest outflow of commuters from Preston is to South Ribble, with 4,741 residents travelling to this borough for work. This is followed by the Borough of Fylde with an outflow of 1,665 people, and Ribble Valley Borough with an outflow of 1,398 people,

B.67 54,815 people work within South Ribble. This includes 22,983 people who work from home, 12,507 who travel to work from within this area, and 19,325 people who commute into this area from other local authority areas. In terms of outflow, the largest outflow of commuters from South Ribble is to Preston, with 7,200 South Ribble residents travelling to Preston for work. This is followed by Chorley with an outflow of 3,627 people, and the Borough of Fylde with 905 residents commuting for work.

Access to a private motor vehicle

B.68 Statistics from the 2021 Census⁵⁸ show that 14.6% of households in Chorley and 14.3% of households in South Ribble do not own a car or van – both significantly below the national average of 23.3%. In contrast, 27.7% of households in Preston were without a car or van, higher than both the regional average of 20.4% and the national average of 23.3%. Across all three local authority areas over 30% of households owned two cars or vans, highlighting the variation in vehicle ownership between these areas.

Methods of travel to work

B.69 The 2021 Census⁵⁹ also showed that motorised forms of transport, usually car or van, were by far the most frequently used means of travel to work, and there is no evidence to suggest this trend has changed recently. Lancashire recorded an average of 54.6% of the resident population who commuted by driving a car or a van to work, which is much higher than the national average of 44.5%. A further 4.9% were car/van passengers. There has been a noticeable shift towards working from home during and in the aftermath of the COVID-19 pandemic, with 25% of the resident population in employment in Lancashire working mainly from home, although this is lower than the regional average of 31.5%. Both Chorley and South Ribble were

⁵³ Total vehicle miles travelled

⁵⁴ Department for Transport (2023) [Local authority Lancashire](#)

⁵⁵ Lancashire County Council (2023) [Lancashire Insight](#)

⁵⁶ Chorley Council, Preston City Council, South Ribble Borough Council (2021) [Central Lancashire Core Strategy Monitoring Report](#)

⁵⁷ Office for National Statistics (2023) [Workplace flow data](#)

⁵⁸ Office for National Statistics (2023) [Census Maps](#)

⁵⁹ Office for National Statistics (2021) [Build a custom area profile](#)

significantly higher than the county and national average in relation to residents who commuted by driving a car or a van to work, with the highest percentage in South Ribble (56%). At 6.3%, travel by bus, minibus or coach in Preston was higher than the England average of 4.3%.

B.70 There are a high number of people both living and working in the Central Lancashire area (although there are commutes out of the Central Lancashire area to Manchester, for example). A high number of commuters travel into Preston from within Central Lancashire, particularly from South Ribble. The 2021 Census revealed the largest commuter flow between two authorities in Lancashire was 7,200 South Ribble residents travelling to work in Preston. 5,264 residents moved between Chorley and South Ribble; 4,741 from Preston to South Ribble; 3,627 from South Ribble to Chorley; and 3,170 from Chorley to Preston.

B.71 In total, 45,621 or almost 41.1% of South Ribble residents commute distances less than 10km. This coincides with the commute distance to Preston. Chorley recorded 4.3% of workers commuting between 30 and 40km (people commuting to Manchester from Chorley fall within this category). The rural nature of much of South Ribble and Chorley and the high levels of commuting to elsewhere is likely to be a major contributing factor for the relatively high car ownership. The number of people travelling by car, particularly for short journeys, needs to be reduced.

Active travel (i.e. walking and cycling)

B.72 To encourage people to not use their cars, there needs to be a realistic alternative. There is already an existing /expanding network of pedestrian and cycle routes in Central Lancashire, including the well-used Guild Wheel in Preston (a 21 mile loop) and many Public Rights of Way and Bridleways. Central Lancashire is following the national average and people are walking less, but cycling further compared to ten years ago. Two fifths of adults walk for travel at least once a week and one in eight adults cycle for any purpose at least once a week.

B.73 Based on the 2020 Sport England Active⁶⁰, a total of 75.7% of residents in the Lancashire-12⁶¹ area were estimated to have had one or more continuous walks for at least 10 minutes over November 2020. The average was 77.9% for Chorley, 77.8% for South Ribble and 74.8% for Preston. This compares with an average of 73.4% for the North West, and 74.9% nationally.

B.74 A total of 13.2% of residents in the Lancashire-12 were estimated to have cycled over the previous month. The average was 17.7% for Chorley, 13.8% for South Ribble and 16% for Preston. This compares with an average of 13.9% for the North West and 16.1% nationally. To encourage more cycling, there needs to be a network of safe, attractive, accessible/connected routes, ideally separated from and/or with priority over vehicular traffic.

B.75 Access to these routes should be convenient and direct to reduce distance and travel times. Routes also need to be advertised appropriately, including signposting. There also needs to be cycle hubs and safe and secure cycle storage/facilities. Cycling and walking should be safe and accessible and be the natural choice of travel for short trips and as part of longer multi-modal journeys. Routes need to be well publicised, accessible and inclusive. The use of travel plans by employers can also encourage people to car share and/or leave their cars at home.

Public transport

B.76 Public transport covers a range of different modes of travel and can have public and private sector involvement (e.g. different network operators; public/private ownership of fleet and facilities; local authority taxi licensing, etc). In addition to bus and rail (covered in more detail below), voluntary and community initiatives can also help those who struggle to access public transport, such as Central Lancashire Dial a

⁶⁰ Lancashire County Council (2022) [Walking and cycling](#)

⁶¹ Lancashire-12 refers to 12 local authorities contained within the Lancashire County Council boundary. This area is comprised of Burnley Council, Chorley Council, Fylde Council, Hyndburn Borough Council, Lancaster City Council, Pendle Borough Council, Preston City Council, Ribble Valley Borough Council, Rossendale Borough Council, South Ribble Borough Council, West Lancashire Borough Council and Wyre Council.

Ride, which provides a door to door mobility friendly minibus service, community cars, group transport, and day trips, etc.

B.77 To be considered a realistic alternative to the car, there needs to be a fully integrated public transport system, with an investment in improving/maintaining good accessibility, connectivity, affordability, frequency, reliability, journey times, safety, facilities, attractiveness and the public realm.

Bus

B.78 The bus network coverage is comprehensive in most urban areas, but services need improving particularly in rural areas, and where new development is taking place. Services are within easy reach of most people's homes, with regular bus services operating to/from main urban centres. However, there are remote and peripheral areas that are less well served. This affects people living in rural villages and those wishing to access employment areas on the outskirts of urban areas. A number of people, especially those with mobility issues such as the elderly, suffer from poor accessibility to normal bus service options. Poor access to public transport also affects businesses and industrial estates located in peripheral urban areas and rural areas, for example. Some established bus routes have also seen cuts in frequency and services due to lack of profit/viability.

B.79 The largest bus station in Central Lancashire is Preston bus station, which is located in central Preston, approximately 800m away from the city's railway station. It has benefitted from recent investment and has seen improvements to customer facilities and the public realm. Chorley interchange serves Chorley town centre, located in close proximity to the town's railway station.

B.80 Bus and light rail (tram) passenger numbers saw a significant decline between 2009/10 and 2022/23, from 61.3 million journeys taken in the Lancashire-12 area between 2009/10, to 36.2 million journeys taken between 2022/23, displaying a drop of 25.1 million passenger journeys. However, this figure has somewhat bounced back from the COVID-19 low of 15.9 million journeys in 2019/20, showing a gradual recovery as public transport usage increases post-pandemic⁶².

B.81 Park and Ride facilities help to provide a choice of transport modes, encouraging the use of public transport and helping to reduce the number of cars on the highway network and associated congestion. However, these facilities need to be linked to an appropriate rapid bus service, or they will not be an attractive alternative to the private car. Likewise, they also need to provide sufficient free parking for those who need to travel to the station from areas not served by public transport.

Rail

B.82 Travel by rail has seen significant growth over recent years in Lancashire, while bus passenger numbers have recorded some decline. In relation to the Lancashire-12 area, rail passenger numbers have risen from around 12 million in 2021/22 to 14 million in 2022/23. For the 62 stations in the wider Lancashire-14 area⁶³, numbers rose from 16.3 million in 2021/22 to 17.8 million in 2022/23.

B.83 Work to electrify more rail routes in the North West to provide better/faster and more reliable services has been completed. The electrification of the Blackpool North to Preston route was completed in early 2018, and the Manchester to Euxton section of the Northern Hub scheme was finished in early 2019. These upgrades enable faster, more reliable electric trains on local services passing through Lancashire. Further to this, improvements to suburban services in the West Midlands, including electrification to Lichfield, Bromsgrove and Rugeley, along with the introduction of more frequent, regular and faster services has underpinned faster passenger growth here than in the rest of the country, with further heavy rail and light rail improvements planned⁶⁴.

B.84 Preston is an important station on the West Coast Mainline with connections at the station to other lines such as the Preston-Blackpool Line, the East Lancashire Line and the Preston-Manchester Line. Passenger

⁶² Lancashire City Council (2024) [Bus and tram passenger journeys](#)

⁶³ The Central Lancashire-14 area comprises the twelve local authorities that fall within the Lancashire County Council administrative boundary, as well as the two additional unitary authorities of Blackburn with Darwen and Blackpool.

⁶⁴ West Lancashire Borough Council, South Ribble Borough Council, Chorley Council, and WSP (2020) [Central and West Lancashire Rail Options](#)

usage figures have risen steadily over recent years, helped by significant speed and capacity improvements. Preston station handles the most passengers outside of Liverpool and Manchester in the North West. While the proposed London to Manchester section of the High Speed 2 (HS2) was cancelled in October 2023, a new initiative called Network North has been announced. This plan allocates £36 billion to various transport projects in the northern regions, though none appear to be focused on Lancashire. Despite the HS2 track being limited to Birmingham, new high-speed trains will continue to use the existing West Coast Main Line all the way to Glasgow.

B.85 Chorley and South Ribble also have a number of stations (with Chorley and Leyland being the busiest). Although parking charges apply at Preston station, it had 4,236,536 entries and exits during 2022-2023 (an increase of 1.7% from the previous year); Chorley had 560,136 (an increase of 13.6% from the previous year) and Leyland had 333,266 (an increase of 6.7% from the previous year)⁶⁵.

Parks and green spaces

B.86 Natural environments, open informal green spaces and parks when integrated into the urban fabric, provide opportunities for greater connectivity and active travel. Many of the area's protected parks or biodiverse green spaces are within close proximity to developed areas. These spaces offer pathways between developments away from roads and as such promote active travel, and wider health and wellbeing benefits. National Cycle Route 55, for instance, passes through Cuerden Valley Park, linking settlements in Chorley to South Ribble. The Green Links project⁶⁶ seeks to provide green infrastructure that is connected and accessible to all.

B.87 The presence of these sustainable, active routes in green spaces has wider positive effects for the public. Access to green spaces can help improve/maintain good health and wellbeing. Open spaces should be accessible to all members of the community, regardless of age or disability. Rates of health inequality across the UK can be associated with access – or not – to green spaces. Locally grown farmland create opportunities for local people to forage from community orchards, which can offset poorer quality produce in the given retail offer of an area.

B.88 There is an inequality of access to green spaces that active, sustainable travel networks can resolve. People who live in the most deprived communities in England are ten times less likely to live in the greenest areas than people who live in the least deprived communities⁶⁷. Areas where lighting, upkeep and access of greenspaces in built-up areas is poor, limits the accessibility of them to vulnerable or disabled groups and may mean they are less likely to visit them⁶⁸.

B.89 The Central Lancashire Open Space Assessment⁶⁹ identifies 798 open space sites covering 2,281ha, with the largest contributor to provision being natural and semi-natural (1,260 hectares). The assessment notes a high overall quality of these spaces, with 74% of sites exceeding the quality threshold. Green corridors and allotments typically rate above the quality threshold, while amenity greenspaces often score lower due to a lack of ancillary facilities. There are 59 parks and gardens in Central Lancashire, with the majority meeting the quality threshold, although 19 sites, like Brookfield Park and Sion Park score lower due to a lack of ancillary features. Additionally, there are 136 natural and semi-natural greenspace sites, totalling over 1,339ha of provision. The majority of these natural and semi-natural greenspaces are observed as having excellent access, with well-maintained pathways, good signage, as well as levels of personal security.

B.90 There are various assets within Central Lancashire that could be promoted and better utilised. For example, the Leeds Liverpool Canal and the Lancaster Canal both provide opportunities for walking, running, cycling and water-related activities. A comprehensive Local Plan should aim to make travel pathways through green and open spaces safe and accessible (wheelable and walkable) for all ages and abilities, to encourage active and sustainable travel.

⁶⁵ Office of Rail and Road (2023) [Estimates of Station Usage 2022-2023](#)

⁶⁶ South Ribble Council (2019) [Green Links Capital programme](#)

⁶⁷ Public Health England (2020) [Improving Access to Green Spaces](#)

⁶⁸ Natural England (2013) [Monitor of Engagement with the Natural Environment: The national survey on people and the natural environment - Annual Report from the 2012-13 survey](#)

⁶⁹ Knight, Kavanagh & Page Ltd (2019) [Central Lancashire Open Space Assessment Report](#)

Key transport infrastructure schemes

B.91 The Roads Investment Strategy (RIS) is the vehicle for how the long-term strategic planning and funding of the SRN (including major improvements) are set out. Major schemes under construction, in relation to Central Lancashire, include the upgrade of the M62 to a smart motorway between junctions 20 and 25. Alongside other smart motorway initiatives in Lancashire and Yorkshire, these upgrades will create a full smart motorway link between Manchester and Leeds, and between the M1 and the M6. Additionally, de-trunking of the A585 from the M55 to Fleetwood is committed for RP2. The responsibility for maintain and managing this road will be transferred from the national level to Lancashire County Council⁷⁰.

B.92 The Central Lancashire Highways and Transport Masterplan (2013) highlights the economic and growth potential of Central Lancashire and the infrastructure required to facilitate that. A delivery programme to 2026 will see new transport infrastructure, improvements to public transport (including priority along key corridors into Preston, and between Leyland and Chorley) and public realm improvements in city, town and local centres. Key schemes identified in Central Lancashire include:

- Better roads – including major new road schemes and upgrades to existing routes to create more capacity: Broughton By-pass (now complete); a major new road linking Preston and southern Fylde to the M55 and associated link roads (now complete); capacity upgrades to existing routes to accommodate more traffic along the A582 between Cuerden and the A59 at Penwortham (now complete), and the completion of the Penwortham Bypass with a direct link between the A582 Broad Oak roundabout and A59 west of Penwortham (now complete).
- Better public transport – including improvements to the main railway stations, bus corridors and dedicated road space for public transport (several of these corridors could also see road space reallocated to public transport and the introduction of more bus-only lanes). Improvements to rail stations at Preston, Leyland and Chorley will make them more attractive and expand capacity (some works complete, some ongoing/yet to commence), and a new ‘parkway’ station is planned to serve North West Preston at Cottam (work not yet commenced, although planning permission was granted in September 2023).
- Better public space – including making walking, cycling and public transport an easy and obvious way to travel in the future. More space to be given over to pedestrians and cyclists, improvements to prioritise and promote walking and cycling along existing/new roads, and greening of public spaces, etc. (various public realm improvements are ongoing, such as Chorley town centre, while other schemes have now been completed, such as Fishergate in Preston City Centre, and Station Road in Bamber Bridge).

Preston baseline

B.93 Preston is strategically well located, and for many people the commute to work is relatively short. The 2021 Census indicates that 68,095, or 46.1% of Preston's working residents travel less than 10km to work. Preston has an issue regarding relatively poor air quality in the urbanised central core area, but this is not as serious as can be found in other parts of the county. Total carbon dioxide emissions in Preston are not excessive in comparison to the UK average when measured in terms of tonnage per resident.

B.94 Preston has a major rail station and bus station in the city centre (providing access to the West Coast Main Line, the Preston-Blackpool Line, the Preston-Manchester Line and the East Lancashire Line).

B.95 City living is encouraged in Preston City Council's Living Prospectus⁷¹, which priorities a green and sustainable borough, by promoting sustainable transport and infrastructure, particularly through the conversion of existing commercial and heritage buildings, and the proposed transformation of Friargate North and Ring Way, which will make it easier for pedestrians to move between Preston's university quarter and the city centre.

⁷⁰ Department for Transport (2020) [Road Investment Strategy 2: 2020–2025](#)

⁷¹ Invest Preston (2017) [City Living development opportunities](#)

South Ribble baseline

B.96 South Ribble has good motorway links, but suffers from peak time congestion in certain areas, and parts of Leyland have the worst air quality in the county. Total carbon dioxide emissions in South Ribble when measured by tonnes per resident reveal a rate that is above the national average.

B.97 South Ribble has a high level of commuters travelling elsewhere (particularly to Preston). Work started in May 2014 to improve the A582 in South Ribble, one of the main routes into Preston. The aim is to upgrade the road to a dual carriageway along its full length between Cuerden and Preston City Centre, including the B5253 south to Longmeanygate. Penwortham Bypass will help reduce congestion through Penwortham into the City centre. South Ribble has three railway stations (Leyland on the West Coast Main Line, and Bamber Bridge and Lostock Hall on the East Lancashire Line), with Leyland being the busiest.

B.98 The A582, which is a key route between South Ribble and Preston, finished works in 2019 to upgrade the road through the creation of a new bypass, John Horrocks Way in Penwortham⁷². The bypass has helped to reduce congestion through Penwortham into the town centre. The proposed creation of a dual carriageway between Cuerden and Preston City Centre still remains an aspiration, with new proposals in 2024, in relation to the A582, seeking to improve journeys between Preston and the M65, and provide better provision for buses, walking, and cycling between Preston and Lostock Hall⁷³.

Chorley baseline

B.99 Peak time congestion is a problem on some routes, and one area within the urban core central area of the district, which is close to the M61 motorway has an air quality result amongst the worst in the county, however the area has not been designated as an AQMA. Total carbon dioxide emissions in Chorley are higher than the national average when measured by tonnage per person.

B.100 Chorley has a high level of commuters travelling elsewhere. There are five railway stations in the authority (Chorley and Buckshaw Parkway on the Manchester-Preston Line, Euxton Balshaw Lane on the Preston-Liverpool Line, Adlington on the Chorley-Bolton Line and Croston on the Ormskirk Branch Line), with Chorley being the most important.

B.101 There have been various improvements to the public realm in the last few years, including improvements to the bus and rail stations and the main city centre shopping street (Fishergate), as well as other areas. Major work to the public realm is also outlined in the University of Central Lancashire masterplan⁷⁴.

B.102 Chorley is a member of the 'Northern Power Towns' Group, which represents the interests of seven north west towns along the M6 corridor and promotes investment priorities where growth can be delivered. The Group seeks to promote the benefits of a new junction on the M6 motorway, Junction 27a, to be located at the current Charnock Richard Services.

Housing

Relevant policies, plans, programmes, strategies and initiatives

International

B.103 The **2030 Agenda for Sustainable Development** (2015)⁷⁵, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 1: No Poverty;

⁷² Lancashire County Council (2020) [PENWORTHAM BYPASS/ JOHN HORROCKS WAY SOCIAL VALUE CASE STUDY](#)

⁷³ Lancashire County Council (2024) [A582 and Leyland Road updated proposals](#)

⁷⁴ Invest Preston (2024) [University of Central Lancashire \(UCLan\) Masterplan](#)

⁷⁵ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

- SDG 2: Zero Hunger;
- SDG 3: Good Health and Well-being;
- SDG 4: Quality Education;
- SDG 5: Gender Equality;
- SDG 10: Reduced Inequalities; and
- SDG 11: Sustainable Cities and Communities.

B.104 The United Nations Paris Climate Change Agreement (2015)⁷⁶ is an international agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

B.105 The United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002)⁷⁷ sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

National

B.106 The NPPF (2023)⁷⁸ includes as part of its social objective the promotion of “strong, vibrant and healthy communities” by: “ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural wellbeing.” Additionally, planning policies and planning decision making should “aim to achieve healthy, inclusive and safe places”.

B.107 The document states that strategic policies should set out the pattern, scale and quality of development and make sufficient provision for “housing (including affordable housing) ... [as well as] community facilities (such as health, education and cultural infrastructure).” Policies should reflect “the size, type and tenure of housing needed”. This policy approach is to include but should not be limited to housing requirements relating to affordable homes, families with children, older people, students, people with disabilities, service families, travellers, those who rent their homes and people wishing to commission the construction of their own homes. Major developments that involve the provision of new housing planning policies and decisions should expect at least 10% of the total number of homes to be delivered for affordable home ownership subject to conditions and exemptions.

B.108 To help to diversify opportunities for builders, promote a better mix of site sizes and increase the number of schemes that can be built-out quickly to meet housing need, the NPPF states that at least 10% of the sites allocated for housing through a local authority’s plan should be half a hectare or smaller.

B.109 Where there is an identified need, development of sites not already allocated for housing to provide entry-level homes suitable for first-time buyers is to be supported by local planning authorities unless such need is already to be met at other locations within the authority area. These sites should comprise of entry-level homes that offer one or more types of affordable housing.

B.110 The document also promotes a theme of enhancing healthy and safe communities which is to be achieved by creating places which “promote social interaction (and) enable and support healthy lifestyles.”

B.111 As part of this approach social, recreational and cultural facilities and services that the community needs should be provided guided by planning policies which:

- “plan positively provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services;

⁷⁶ UNFCCC (2015) [Adoption of the Paris Agreement](#)

⁷⁷ United Nations (2002) [Johannesburg Declaration on Sustainable Development](#)

⁷⁸ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

- support the delivery of local strategies to improve health, social and cultural wellbeing for all sections of the community;
- help prevent unnecessary loss of valued facilities and services.”

B.112 Plan making through the guidance of the NPPF recognises the important role of access to open spaces and other facilities which provide opportunities for sport and physical activity has in terms of health and wellbeing of communities. The importance of delivering a sufficient choice of school places to meet the needs of existing and new communities is also recognised in the document and local planning authorities should take a “proactive, positive and collaborative approach to meeting this requirement”.

B.113 The NPPF also sets out that the standard method provided in national planning guidance should be used to undertake a local housing need assessment identifying the minimum number of homes needed. The **Housing Delivery Test Measurement Rule Book** (2018)⁷⁹ provides this standard method allowing for calculation of objectively assessed housing need using government household forecasts adjusted for local house prices and local earnings. Unmet need from neighbouring areas will also need to be taken into account as part of the calculation.

B.114 The NPPF is supported by planning practice guidance relating to:

- **Housing needs of different groups** (2021)⁸⁰ provides advice on planning for affordable, private rented, self-build, student and rural housing needs.
- **Healthy and safe communities** (2022)⁸¹ provides guidance on achieving healthy, safe and inclusive communities, estate regeneration and school place provision.
- **Housing supply and delivery** (2024)⁸² sets out guidance on five-year land supply and Housing Delivery Test.
- **Housing for older and disabled people** (2019)⁸³ provides guidance on preparing planning policies for accessible and adaptable housing and inclusive design.
- **Noise** (2019)⁸⁴ advises on how planning can manage potential noise impacts in new development.
- **Light pollution** (2019)⁸⁵ advises on how to consider artificial light within the planning system.
- **Open space, sports and recreation facilities, public rights of way and local green space** (2014)⁸⁶ provides key advice on open space, sports, recreation, public rights of way, National Trails and Local Green Space designation.

B.115 The **State of the Environment: Health, People and the Environment** (2023)⁸⁷ focuses on the relationship between human health and people's access to and connection with a clean, high quality natural environment. It presents information on England's environment, and people's exposure to environmental pollutants, flooding and climate change in relation to human health. It highlights environmental inequalities that contribute to differences in health outcomes for people in England.

B.116 The **Levelling Up and Regeneration Act** (2023)⁸⁸ sets out the direction for planning and makes provisions to support the levelling-up agenda. It seeks to streamline the planning process while attaching greater weight to development plans. It also aims to improve infrastructure delivery with a new levy system, improve alignment between plans to address cross-boundary issues, and will introduce added protection for

⁷⁹ Ministry of Housing, Communities and Local Government (July 2018) [Housing Delivery Test Measurement Rule Book](#)

⁸⁰ Ministry of Housing, Communities and Local Government (2021) [Housing needs of different groups](#)

⁸¹ Ministry of Housing, Communities and Local Government (2022) [Healthy and Safe communities](#)

⁸² Ministry of Housing, Communities and Local Government (2024) [Housing supply and delivery](#)

⁸³ Ministry of Housing, Communities and Local Government (2019) [Housing for older and disabled people](#)

⁸⁴ Ministry of Housing, Communities and Local Government (2019) [Noise](#)

⁸⁵ Ministry of Housing, Communities and Local Government (2019) [Light pollution](#)

⁸⁶ Ministry of Housing, Communities and Local Government (2014) [Open space, sports and recreation facilities, public rights of way and local green space](#)

⁸⁷ Environment Agency (2023) [State of the environment: health, people and the environment](#)

⁸⁸ UK Parliament (2023) [Levelling Up and Regeneration Act](#)

heritage assets. The Act also states that existing EU-generated systems of SEA, HRA and EIA will eventually be replaced by a simpler process known as 'Environmental Outcomes Reports'.

B.117 The Building Regulations etc. (Amendment) (England) Regulations 2023⁸⁹, including recent amendments, seek to protect people's safety, health and welfare, in addition to setting standards for accessibility, water use, energy use and security in construction amongst other things.

B.118 Build Back Better: Our Plan for Health and Social Care (2021)⁹⁰ sets out the Government's new plan for health and social care. It provides an overview of how this plan will tackle the elective backlog in the NHS and put the NHS on a sustainable footing. It sets out details of the plan for adult social care in England, including a cap on social care costs and how financial assistance will work for those without substantial assets. It covers wider support that the government will provide for the social care system, and how the government will improve the integration of health and social care. It explains the government's plan to introduce a new Health and Social Care Levy.

B.119 National Design Guide (2021)⁹¹ sets out the Government's priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

B.120 COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021)⁹² sets out the Government's plan to prevent, mitigate and respond to the mental health impacts of the pandemic during 2021 and 2022. Its main objectives are to support the general population to take action and look after their own mental wellbeing; to take action to address factors which play a crucial role in shaping mental health and wellbeing outcomes; and, to support services to meet the need for specialist support.

B.121 A Fairer Private Rented Sector White Paper (2022)⁹³ aims to build upon the vision of the Levelling Up White Paper and reform the Private Rented Sector and improve housing quality. It outlines that everyone deserves a secure and decent home and outlines measures to improve the experience of renters in the Private Rented Sector.

B.122 The Charter for Social Housing Residents: Social Housing White Paper (2020)⁹⁴ sets out the Government's actions to ensure residents in social housing are safe, listened to, live in good quality homes and have access to redress when things go wrong.

B.123 Using the Planning System to Promote Healthy Weight Environments (2020)⁹⁵, **Addendum** (2021)⁹⁶ provides a framework and starting point for local authorities to clearly set out in local planning guidance how best to achieve healthy weight environments based on local evidence and needs, by focusing on environments that enable healthier eating and help promote more physical activity as the default. The Addendum provides updates on the implications for planning for a healthier food environment, specifically on the hot food takeaways retail uses, and sets out recommended actions in light of changes to the Use Class Order (UCO) in England from 1 September 2020.

B.124 Public Health England, PHE Strategy 2020-25 (2019)⁹⁷ identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

B.125 The 25 Year Environment Plan (2018)⁹⁸ sets out goals for improving the environment over the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. The document identifies six key areas upon which action will be focused.

⁸⁹ HM Government (2023) [The Building Regulations etc. \(Amendment\) \(England\) Regulations 2023](#)

⁹⁰ Department of Health and Social Care (2021) [Build Back Better: Our Plan for Health and Social Care](#)

⁹¹ Ministry of Housing, Communities and Local Government (2021) [National Design Guide](#)

⁹² Department for Health and Social Care and Cabinet Office (2021) [COVID-19 mental health and wellbeing recovery action plan](#)

⁹³ Department for Levelling Up, Housing and Communities (2022) [A fairer private rented sector](#)

⁹⁴ Ministry of Housing, Communities and Local Government (2020) [The charter for social housing residents: social housing white paper](#)

⁹⁵ Public Health England (2020) [Guidance and supplementary planning document template for local authority public health and planning teams](#)

⁹⁶ Public Health England (2021) [Addendum: Hot food takeaways use in the new Use Class Order](#)

⁹⁷ Public Health England (2019) [PHE Strategy 2020-25](#)

⁹⁸ HM Government (2018) [A Green Future: Our 25 Year Plan to Improve the Environment](#)

Those of relevance to the topics of population growth, health and wellbeing are 'using and managing land sustainably'; and 'connecting people with the environment to improve health and wellbeing':

- Using and managing land sustainably.
- Embed an 'environmental net gain' principle for development, including housing and infrastructure.
- Connecting people with the environment to improve health and wellbeing.
- Help people improve their health and wellbeing by using green spaces including through mental health services.
- Encourage children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
- 'Green' our towns and cities by creating green infrastructure and planting one million urban trees.

B.126 Homes England Strategic Plan 2023 to 2028 (2023)⁹⁹ provides five interconnected strategic objectives to level up communities across England. These strategic objectives together seek the creation of sustainable high-quality homes in well-designed places that reflect community priorities by taking an inclusive and long-term approach.

B.127 The Environmental Noise Regulations¹⁰⁰ apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

B.128 The Housing White Paper 2017 (Fixing our Broken Housing Market)¹⁰¹ sets out ways to address the shortfall in affordable homes and boost housing supply. The White Paper focuses on the following:

- Planning for the right homes in the right places – Higher densities in appropriate areas, protecting the Green Belt while making more land available for housing by maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements.
- Building homes faster – Improved speed of planning cases, ensuring infrastructure is provided and supporting developers to build out more quickly.
- Diversifying the Market – Backing small and medium-sized house builders, custom-build, institutional investors, new contractors, housing associations.
- Helping people now – supporting home ownership and providing affordable housing for all types of people, including the most vulnerable.

B.129 Planning Policy for Traveller Sites (2015)¹⁰² sets out the Government's planning policy for traveller sites. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

B.130 Select Committee on Public Service and Demographic Change report Ready for Ageing? (2013)¹⁰³ warns that society is underprepared for the ageing population. The report states "longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises". The report highlights the under provision

⁹⁹ Homes England (2023) [Homes England Strategic Plan 2023-28](#)

¹⁰⁰ HM Government (2018) [The Environmental Noise \(England\) Regulations](#)

¹⁰¹ Department for Communities and Local Government (2017) [Fixing our broken housing market](#)

¹⁰² Department for Communities and Local Government (2015) [Planning policy for traveller sites](#)

¹⁰³ Select Committee on Public Service and Demographic Change (2013) [Ready for Ageing?](#)

of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.

B.131 Fair Society, Healthy Lives (2011)¹⁰⁴ investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is “overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities”. **Marmot Review 10 Years On** (2020)¹⁰⁵ revisits Fair Society, Healthy Lives. It found that, since 2010, life expectancy in England has stalled, which suggests society has stopped improving. In addition, there are marked regional differences in life expectancy – the more deprived the area, the shorter the life expectancy. Mortality rates are increasing in those aged 45-49, child poverty has increased and there is a housing crisis and rise in homelessness.

B.132 Laying the Foundations: A Housing Strategy for England (2011)¹⁰⁶, which aims to provide support to deliver new homes and improve social mobility.

B.133 Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)¹⁰⁷, which sets out how our approach to public health challenges will:

- Protect the population from health threats – led by central government, with a strong system to the frontline.
- Empower local leadership and encourage wide responsibility across society to improve everyone’s health and wellbeing and tackle the wider factors that influence it.
- Focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework.
- Reflect the Government’s core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier.
- Balance the freedoms of individuals and organisations with the need to avoid harm to others, use a ‘ladder’ of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.

B.134 Technical Housing Standards – Nationally Described Space Standard (2015)¹⁰⁸ sets out the Government’s new nationally described space standard. The standard deals with internal space within new dwellings and sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home.

B.135 Anti-Social Behaviour Action Plan (2023)¹⁰⁹ sets out a new approach to working with local agencies to tackle anti-social behaviour across England and Wales. The plan intends to change laws and systems to take a zero-tolerance approach and give the police and other agencies the tools they need to discourage anti-social behaviour.

Regional/Sub-regional

B.136 Central Lancashire Memorandum of Understanding (MoU)¹¹⁰ is an agreement between Preston City Council, South Ribble Borough Council, and Chorley Council to coordinate on housing and development strategies across the region. A key part of this agreement is the adoption of the standard method formula to calculate the minimum number of homes needed in Central Lancashire, replacing the outdated housing

¹⁰⁴ Marmot, M (2011) Fair Society, Healthy Lives: The Marmot Review.

¹⁰⁵ Institute of Health Equity (2020) [Health Equity in England: The Marmot Review 10 Years On](#)

¹⁰⁶ HM Government (2011) [Laying the Foundations: A Housing Strategy for England](#)

¹⁰⁷ HM Government (2010) [Healthy Lives, Healthy People: Our strategy for public health in England](#)

¹⁰⁸ Department for Communities and Local Government (2015) [Technical Housing Standards – Nationally Described Space Standard](#)

¹⁰⁹ Department for Levelling Up, Housing and Communities (2023) [Anti-Social Behaviour Action Plan](#)

¹¹⁰ Preston, South Ribble, and Chorley Council (2020) [Memorandum of Understanding and Statement of Co-Operation: Relating to the Provision and Distribution of Housing Land](#)

requirements from the Central Lancashire Core Strategy. As of April 2019, the minimum housing requirement is 1,026 dwellings per year. The agreed distribution of housing is as follows:

- Preston: 40% (410 dwellings per year);
- South Ribble: 32.5% (334 dwellings per year); and
- Chorley: 27.5% (282 dwellings per year).

B.137 This approach ensures that housing growth is balanced across the region and aligns with national policy, forming part of the new Central Lancashire Local Plan.

B.138 Gypsy and Traveller and Travelling Showperson Accommodation Assessment 2022¹¹¹ sets out Gypsy and Traveller and Travelling Showpeople requirements for Central Lancashire over the plan period. The Assessments identifies an overall cultural need for 44 additional Gypsy and Traveller pitches across Central Lancashire over the period 2021/22 to 2035/36, of which 41 is PPTS need and 3 is non-PPTS need.

B.139 Central Lancashire Strategic Housing Market Assessment (SHMA)¹¹² reviews the availability and suitability of land for housing development across Chorley, Preston, and South Ribble. It identifies sites that can accommodate future housing needs and assesses their potential based on factors like location, infrastructure, and environmental constraints. The SHMA aims to provide a comprehensive understanding of housing market dynamics and assess future needs for both market and affordable housing, including the needs of various population groups. It does not set housing targets but offers crucial insights that will inform the setting of housing targets in local plans.

B.140 Central Lancashire Core Strategy¹¹³ has been developed by the Central Lancashire authorities of Preston, South Ribble, and Chorley, with support from Lancashire County Council. As a crucial component of Central Lancashire's Local Development Framework, the Core Strategy aims to guide development in the region, fostering increased investment and employment opportunities. Primarily, it serves as a policy document that promotes sustainable, managed growth while safeguarding and enhancing green spaces and access to open countryside.

B.141 Central Lancashire Core Strategy Monitoring Report, 19/20¹¹⁴ is the seventh Monitoring Report of the performance indicators of the Core Strategy, containing data for Chorley, Preston, and South Ribble Councils for the period April 2019-March 2020. The strategy monitors performance against policies for housing, economic growth, transport, and environmental protection, which shape sustainable development across Central Lancashire.

B.142 Central Lancashire Affordable Housing Supplementary Planning Document (SPD)¹¹⁵ provides detailed guidance on implementing affordable housing policies across Chorley, Preston, and South Ribble. The document defines affordable housing requirements, site thresholds, guidance on the design and integration of affordable housing, as well as mechanisms for securing and delivering affordable housing, including funding sources and partnerships.

B.143 Central Lancashire Design Guide Supplementary Planning Document (SPD)¹¹⁶ provides an overview of the design principles the councils will employ when considering planning proposals. It covers residential, commercial, public realm and shop-front developments as well as proposals for new infrastructure.

¹¹¹ Central Lancashire (City of Preston, South Ribble Borough Council and Chorley Borough Council (2022) [Gypsy and Traveller and Travelling Showperson Accommodation Assessment 2022](#)

¹¹² GL Hearn (2021) [Central Lancashire Strategic Housing Market Assessment Preston, South Ribble and Chorley Councils](#)

¹¹³ Preston, South Ribble, and Chorley, Central Lancashire (2012) [Central Lancashire Adopted Core Strategy](#)

¹¹⁴ Central Lancashire authorities (2022) [Core Strategy Monitoring Report 19/20](#)

¹¹⁵ Preston, South Ribble, and Chorley Councils (2012) [Central Lancashire Affordable Housing Supplementary Planning Document \(SPD\)](#)

¹¹⁶ Preston, South Ribble, and Chorley Councils (2012) [Central Lancashire Design Guide Supplementary Planning Document \(SPD\)](#)

Local

B.144 Five Year Housing Supply Statement for Chorley¹¹⁷ assesses the availability of land to meet housing needs over the period April 2023 to March 2028, providing the current annual housing figure and requirements for the five-year period.

B.145 Housing Land Position for Preston¹¹⁸ assesses the availability of land to meet housing needs over the period April 2023 to March 2028, providing the current annual housing figure and requirements for the five-year period.

B.146 Housing Land Supply Position Statement and update to Strategic Housing Land Availability Assessment for South Ribble¹¹⁹ demonstrates the availability of land to meet housing needs over the period April 2023 to March 2028. The statement provides the current annual housing figure and requirements for the five-year period.

B.147 Chorley Local Plan Monitoring Report, covering the period April 2019 to March 2020¹²⁰, assesses the progress and effectiveness of Chorley's local planning policies. It tracks key areas such as housing development, employment, and infrastructure delivery against the targets set in the Local Plan. The report highlights progress on new housing developments, assesses employment land take-up, and reviews infrastructure improvements.

B.148 South Ribble Local Plan Monitoring Report, 2022/23¹²¹, reviews the implementation and progress of the borough's Local Plan policies during the year. The Report fulfils the following purposes:

- Report progress on the Local Development Scheme;
- Report key contextual indicators for the South Ribble Local Plan 2015;
- Report on core output indicators; and
- Report on the South Ribble Local Plan Monitoring Framework 2015.

B.149 Preston City Living Prospectus¹²² developed by Preston City Council and Invest Central Lancashire, outlines plans to transform Preston into a vibrant, modern urban living destination. The prospectus focuses on attracting new residents and investors by promoting high-quality housing developments, revitalising the city centre, and enhancing amenities.

Relevant aims and objectives identified

- The Local Plan needs to consider the need for all types of housing including affordable housing and those household groups with particular housing requirements.
- The plan will need to provide for a mix of dwelling type for future housing development within each of the three local authority areas to meet the needs of different community groups.
- The Local Plan will need to provide safe, secure homes which are affordable to all and accessible to first time buyers.
- Local Authorities need to plan effectively for the expected growth in their areas and provide an adequate supply of housing land.
- The Local Plan will need to ensure that the infrastructure is in place or planned for alongside any future housing developments, so it is provided for at the right time, in order for communities to thrive.

¹¹⁷ Chorley Council (2023) [Five Year Housing Supply Statement for Chorley](#)

¹¹⁸ Preston City Council (2023) [Housing Land Position](#)

¹¹⁹ South Ribble Borough Council (2023) [Housing Land Supply Position Statement and update to Strategic Housing Land Availability Assessment](#)

¹²⁰ Chorley Council (2021) [Chorley Local Plan Monitoring Report](#)

¹²¹ South Ribble Council (2023) [South Ribble Local Plan Monitoring Report 2022/2023](#)

¹²² Invest Preston (2017) [City Living development opportunities](#)

- Local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, including affordable housing, and planning for different age groups and family groupings.
- Local Authorities should help facilitate development of housing for the rented market for residents in need of affordable rates, this can in turn help reduce the risk of homelessness.
- Secure high-quality design in residential development.

Baseline information

B.150 The UK house price index¹²³ shows that the average house price in Preston has increased by 6.6% in the period June 2023 to June 2024, from £157,689 to £168,075. Chorley has also seen an increase, albeit a smaller increase over the same period, of 1.2%, from £215,426 to £229,442. South Ribble has seen a relatively small increase of 1.8%, from £212,057 in June 2023 to £215,848 in June 2024.

B.151 The average house price in England and Wales is £300,479, which is an increase of 2.4% on the previous year. Overall, prices in the Central Lancashire area grew more than the national average figure.

B.152 The ratio of affordability of median house prices (existing dwellings) to median gross earnings in 2023 for Chorley was 6.13, for Preston 4.58 and for South Ribble 5.96. The ratio of affordability of median house prices (existing dwellings) to median gross earnings is consistent with the county average of 5.49 and the regional average of 5.98, and much lower than the national average of 8.0¹²⁴.

B.153 2019 household projections for Chorley were around 50,140, rising to around 57,780 by 2036, giving a household growth of around 15% between 2019 and 2036. In Preston, the projections were 57,790 in 2019 rising to around 58,710, giving a growth of around 0.7%, and in South Ribble projections rise from 47,620 in 2019 to 49,980 in 2036, giving a growth of around 5%. These projections still show clear growth focused around Chorley and to a lesser extent South Ribble, with little growth expected in Preston.

B.154 This does not reflect the levels of growth expected as part of the delivery of City Deal which covers Preston and South Ribble. The City Deal¹²⁵ commits Preston and South Ribble to delivering 17,000 new homes during the City Deal period (2014/15-2024/25). While some of this requirement will already have been met, there will be a need to reflect the requirements of City Deal in the housing assessment for the area which feeds into the Local Plan.

B.155 As of 2023, the Lancashire-12 area has a total dwelling stock of 570,247, of which 87.7% is owner-occupied or privately rented. This is above the England average of 83.3%, which is because Lancashire has much less accommodation in local authority ownership than the national average¹²⁶. Details on housing tenure for the three individual authorities are shown in the below table.

Table B.1 Dwelling stock by tenure 2023¹²⁷

Geography	Chorley	Preston	South Ribble
Total dwelling stock	52,907	66,025	51,807
Owner-occupied and privately rented	45,627 (86.2%)	53,599 (81.2%)	46,421 (89.6%)
Registered social landlords	7,115 (13.4%)	12,286 (18.6%)	5,386 (10.4%)
Local authority	149 (0.3%)	0 (0%)	5,829 (11.2%)

¹²³ Office for National Statistics (2024) [UK House Price Index Statistical bulletins](#)

¹²⁴ ONS (2024) [House price \(existing dwellings\) to residence-based earnings Ratio](#)

¹²⁵ Preston City Council (2024) [Preston and Lancashire City Deal](#)

¹²⁶ Lancashire County Council (2024) [Dwelling stock by tenure](#)

¹²⁷ Ibid

Geography	Chorley	Preston	South Ribble
Other public sector	16 (0%)	140 (0.2%)	0 (0%)

B.156 The number of dwellings which are owner-occupied or privately rented for Chorley and South Ribble, is much higher than the England average of 83.3%, which corresponds with the Lancashire-12 area average, while the number of dwellings which are owner-occupied or privately rented in Preston is slightly lower than the England average of 83.3%.

B.157 In total, there are 455 caravans or other mobile or temporary structures across the Housing Market Area, the greatest number of which are in Chorley and to a lesser extent South Ribble. There are only 33 caravans in Preston. This is a need which is anticipated will continue to be user-led and not an issue for the Local Plan.

B.158 The size and mix of housing in Central Lancashire is dominated by three bedroom homes which represent almost 46% of the stock in the Housing Market Area. Less than 10% of the total stock are 1-bedroom homes or studios. This compares to 12% nationally but is broadly in line with the North West figure. Preston has the largest proportion of 1-bedroom flats (12.6%), which is above the national comparator (11.8%) and an indication of its urban character.

B.159 Two-bedroom properties represent 26% of the Housing Market Area's stock and are evenly proportioned across the study area. The wider comparator areas considered in general have slightly higher percentages of one and two-bedroom properties and lower percentages of 3+ bedroom properties, compared to the Housing Market Area.

B.160 The housing supply statements for Chorley, Preston and South Ribble^{128,129,130}, respectively, assess the availability of land to meet housing needs over the period April 2023 to March 2028. In relation to Chorley, the current annual housing need figure, derived from the standard method, is 505 dwellings, resulting in a total requirement of 2,525 dwellings for the five-year period, while there is only a 3.2-year supply of deliverable housing land, indicating a shortfall in meeting the required housing targets. The Housing Land Position for Preston shows a significant cumulative oversupply of net dwellings as of March 2023, equating to 827 net dwellings, while there is a 12.6 year supply of deliverable housing land. This suggests that Preston is well-positioned to meet its housing requirements over the coming years. In relation to South Ribble, the total housing requirement is 175.39 dwellings for the five-year period, while there is a 12.97 year supply of deliverable housing land, suggesting that South Ribble is well-positioned to meet its housing requirements over the coming years¹³¹.

Accommodation for Gypsies, Travellers and Travelling Showpeople

B.161 Evidence from the Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA)¹³² sets out Gypsy, Traveller and Travelling Showpeople accommodation requirements for Central Lancashire over the plan period.

B.162 The GTAA study refers to both a "cultural" need and a "PPTS" need, the latter of which stands for Planning Policy for Traveller Sites. At the time the GTAA was produced, the PPTS need did not include Gypsies and Travellers who have temporarily or permanently ceased travelling. The GTAA identified an overall cultural need for 44 additional Gypsy and Traveller pitches across Central Lancashire over the period 2021/22 to 2035/36, of which 41 meet the PPTS need and 3 meet the non-Planning Policy for Traveller Sites need.

¹²⁸ Chorley Council (2023) [Five Year Housing Supply Statement for Chorley](#)

¹²⁹ Preston City Council (2023) [Housing Land Position](#)

¹³⁰ South Ribble Borough Council (2023) [Housing Land Supply Position Statement and update to Strategic Housing Land Availability Assessment](#)

¹³² Central Lancashire (City of Preston, South Ribble Borough Council and Chorley Borough Council (2022) [Gypsy and Traveller and Travelling Showperson Accommodation Assessment 2022](#)

Table B.2 GTAA permanent requirement¹³³

	Chorley	Preston	South Ribble	Central Lancashire
Cultural	10	34	0	44
PPTS	10	31	0	41

B.163 The Government has since updated the PPTS definition of Gypsies and Travellers to also include Travellers who have temporarily or permanently ceased travelling. However, the GTAA was produced prior to this update.

B.164 A potential supply of up to 35 additional pitches was identified in the GTAA study, meeting the 5-year need for both PPTS and non-PPTS requirements. Long-term, there will still be a shortfall of 6 pitches, although PPTS needs will be covered. The GTAA shows an increased annual need for 3 pitches, up from 2.5 in 2015, due to rising household formation driven by a higher number of children on sites.

B.165 For Preston, potential land was identified from a resident on one of the sites with potential for up to 20 pitches. Further information on this has been forwarded to Preston City Council for further discussion and consideration. As there are no public sites in Preston, no turnover is assumed. For Chorley, a site was allocated in the existing Chorley Local Plan (adopted 2015). There are no requirements for any permanent pitches in South Ribble.

B.166 A transit site will also be required to accommodate transit need. Based on historical data, with a maximum of 25 caravans, implementing negotiated stopping arrangements is recommended. This involves agreements with Gypsies and Travellers for temporary stays, with basic amenities provided and adherence to site rules, typically for around 28 days. There are currently no Travelling Showperson yards in Central Lancashire. However, interest in developing yards has been expressed. The councils will be engaging with the Travelling Showperson community as part of Local Plan-making process.

Improving quality of life

Relevant policies, plans, programmes, strategies and initiatives

International

B.167 The **2030 Agenda for Sustainable Development** (2015)¹³⁴, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 1: No Poverty;
- SDG 2: Zero Hunger;
- SDG 3: Good Health and Well-being;
- SDG 4: Quality Education;
- SDG 5: Gender Equality;
- SDG 10: Reduced Inequalities; and
- SDG 11: Sustainable Cities and Communities.

B.168 The **United Nations Paris Climate Change Agreement** (2015)¹³⁵ is an international agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

¹³³ Ibid

¹³⁴ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

¹³⁵ UNFCCC (2015) [Adoption of the Paris Agreement](#)

B.169 Closing the Gap in a Generation: Health Equity Through Action on the Social Determinants of Health (2008)¹³⁶ addresses how health disparities are influenced more by social conditions – such as poverty and unequal living circumstances – than by healthcare distribution alone. It argues that improving social policies, economic arrangements, and political systems can significantly reduce health inequalities. The report emphasises that addressing root social determinants can close health gaps in a generation.

B.170 The United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002)¹³⁷ sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

National

B.171 The NPPF (2023)¹³⁸ includes as part of its social objective the promotion of “strong, vibrant and healthy communities” by:

- “ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and
- by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural wellbeing.”
- Ultimately planning policies and planning decision making should “aim to achieve healthy, inclusive and safe places”.

B.172 The document states that strategic policies should set out the pattern, scale and quality of development and make sufficient provision for “housing (including affordable housing) ... [as well as] community facilities (such as health, education and cultural infrastructure).” Policies should reflect “the size, type and tenure of housing needed”. This policy approach is to include but should not be limited to housing requirements relating to affordable homes, families with children, older people, students, people with disabilities, service families, travellers, those who rent their homes and people wishing to commission the construction of their own homes. Major developments that involve the provision of new housing planning policies and decisions should expect at least 10% of the total number of homes to be delivered for affordable home ownership subject to conditions and exemptions.

B.173 To help to diversify opportunities for builders, promote a better mix of site sizes and increase the number of schemes that can be built-out quickly to meet housing need, the NPPF states that at least 10% of the sites allocated for housing through a local authority’s plan should be half a hectare or smaller.

B.174 Where there is an identified need, development of sites not already allocated for housing to provide entry-level homes suitable for first-time buyers is to be supported by local planning authorities unless such need is already to be met at other locations within the authority area. These sites should comprise of entry-level homes that offer one or more types of affordable housing.

B.175 The document also promotes a theme of enhancing healthy and safe communities which is to be achieved by creating places which “promote social interaction (and) enable and support healthy lifestyles.”

B.176 As part of this approach social, recreational and cultural facilities and services that the community needs should be provided guided by planning policies which:

- “plan positively provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services;
- support the delivery of local strategies to improve health, social and cultural wellbeing for all sections of the community;

¹³⁶ World Health Organization (WHO) (2005) [Closing the gap in a generation](#)

¹³⁷ United Nations (2002) [Johannesburg Declaration on Sustainable Development](#)

¹³⁸ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

- help prevent unnecessary loss of valued facilities and services.”

B.177 Plan making through the guidance of the NPPF recognises the important role of access to open spaces and other facilities which provide opportunities for sport and physical activity has in terms of health and wellbeing of communities. The importance of delivering a sufficient choice of school places to meet the needs of existing and new communities is also recognised in the document and local planning authorities should take a “proactive, positive and collaborative approach to meeting this requirement”.

B.178 The NPPF also sets out that the standard method provided in national planning guidance should be used to undertake a local housing need assessment identifying the minimum number of homes needed. The **Housing Delivery Test Measurement Rule Book (2018)**¹³⁹ provides this standard method allowing for calculation of objectively assessed housing need using government household forecasts adjusted for local house prices and local earnings. Unmet need from neighbouring areas will also need to be taken into account as part of the calculation.

B.179 The NPPF is supported by planning practice guidance relating to:

- **Housing needs of different groups (2021)**¹⁴⁰ provides advice on planning for affordable, private rented, self-build, student and rural housing needs.
- **Healthy and safe communities (2022)**¹⁴¹ provides guidance on achieving healthy, safe and inclusive communities, estate regeneration and school place provision.
- **Housing supply and delivery (2024)**¹⁴² sets out guidance on five-year land supply and Housing Delivery Test.
- **Housing for older and disabled people (2019)**¹⁴³ provides guidance on preparing planning policies for accessible and adaptable housing and inclusive design.
- **Noise (2019)**¹⁴⁴ advises on how planning can manage potential noise impacts in new development.
- **Light pollution (2019)**¹⁴⁵ advises on how to consider artificial light within the planning system.
- **Open space, sports and recreation facilities, public rights of way and local green space (2014)**¹⁴⁶ provides key advice on open space, sports, recreation, public rights of way, National Trails and Local Green Space designation.

B.180 The **State of the Environment: Health, People and the Environment (2023)**¹⁴⁷ focuses on the relationship between human health and people's access to and connection with a clean, high quality natural environment. It presents information on England's environment, and people's exposure to environmental pollutants, flooding and climate change in relation to human health. It highlights environmental inequalities that contribute to differences in health outcomes for people in England.

B.181 The **Levelling Up and Regeneration Act (2023)**¹⁴⁸ sets out the direction for planning and makes provisions to support the levelling-up agenda. It seeks to streamline the planning process while attaching greater weight to development plans. It also aims to improve infrastructure delivery with a new levy system, improve alignment between plans to address cross-boundary issues, and will introduce added protection for heritage assets. The Act also states that existing EU-generated systems of SEA, HRA and EIA will eventually be replaced by a simpler process known as ‘Environmental Outcomes Reports’.

¹³⁹ Ministry of Housing, Communities and Local Government (July 2018). Housing Delivery Test Measurement Rule Book (online) (see <https://www.gov.uk/government/publications/housing-delivery-test-measurement-rule-book>)

¹⁴⁰ Ministry of Housing, Communities and Local Government (2021) [Housing needs of different groups](#)

¹⁴¹ Ministry of Housing, Communities and Local Government (2022) [Healthy and Safe communities](#)

¹⁴² Ministry of Housing, Communities and Local Government (2024) [Housing supply and delivery](#)

¹⁴³ Ministry of Housing, Communities and Local Government (2019) [Housing for older and disabled people](#)

¹⁴⁴ Ministry of Housing, Communities and Local Government (2019) [Noise](#)

¹⁴⁵ Ministry of Housing, Communities and Local Government (2019) [Light pollution](#)

¹⁴⁶ Ministry of Housing, Communities and Local Government (2014) [Open space, sports and recreation facilities, public rights of way and local green space](#)

¹⁴⁷ Environment Agency (2023) [State of the environment: health, people and the environment](#)

¹⁴⁸ UK Parliament (2023) [Levelling Up and Regeneration Act](#)

B.182 Anti-Social Behaviour Action Plan (2023)¹⁴⁹ sets out a new approach to working with local agencies to tackle anti-social behaviour across England and Wales. The plan intends to change laws and systems to take a zero-tolerance approach and give the police and other agencies the tools they need to discourage anti-social behaviour.

B.183 Build Back Better: Our Plan for Health and Social Care (2021)¹⁵⁰ sets out the government's new plan for health and social care. It provides an overview of how this plan will tackle the elective backlog in the NHS and put the NHS on a sustainable footing. It sets out details of the plan for adult social care in England, including a cap on social care costs and how financial assistance will work for those without substantial assets. It covers wider support that the government will provide for the social care system, and how the government will improve the integration of health and social care. It explains the government's plan to introduce a new Health and Social Care Levy.

B.184 National Design Guide (2021)¹⁵¹ sets out the Government's priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

B.185 COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021)¹⁵² sets out the Government's plan to prevent, mitigate and respond to the mental health impacts of the pandemic during 2021 and 2022. Its main objectives are to support the general population to take action and look after their own mental wellbeing; to take action to address factors which play a crucial role in shaping mental health and wellbeing outcomes; and, to support services to meet the need for specialist support.

B.186 Using the Planning System to Promote Healthy Weight Environments (2020)¹⁵³, **Addendum (2021)**¹⁵⁴ provides a framework and starting point for local authorities to clearly set out in local planning guidance how best to achieve healthy weight environments based on local evidence and needs, by focusing on environments that enable healthier eating and help promote more physical activity as the default. The Addendum provides updates on the implications for planning for a healthier food environment, specifically on the hot food takeaways retail uses, and sets out recommended actions in light of changes to the Use Class Order (UCO) in England from 1 September 2020.

B.187 Public Health England, PHE Strategy 2020-25 (2019)¹⁵⁵ identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

B.188 Clean Air Strategy 2019 (2019)¹⁵⁶ sets out the comprehensive action that is required from across all parts of government and society to meet these goals. New legislation will create a stronger and more coherent framework for action to tackle air pollution. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030. The goal is to reduce the harm to human health from air pollution by half.

B.189 The 25 Year Environment Plan (2018)¹⁵⁷ sets out goals for improving the environment over the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. The document identifies six key areas upon which action will be focused. Those of relevance to the topics of population growth, health and wellbeing are 'using and managing land sustainably'; and 'connecting people with the environment to improve health and wellbeing':

¹⁴⁹ Department for Levelling Up, Housing and Communities (2023) [Anti-Social Behaviour Action Plan](#)

¹⁵⁰ Department of Health and Social Care (2021) [Build Back Better: Our Plan for Health and Social Care](#)

¹⁵¹ Ministry of Housing, Communities and Local Government (2021) [National Design Guide](#)

¹⁵² Department for Health and Social Care and Cabinet Office (2021) [COVID-19 mental health and wellbeing recovery action plan](#)

¹⁵³ Public Health England (2020) [Guidance and supplementary planning document template for local authority public health and planning teams](#)

¹⁵⁴ Public Health England (2021) [Addendum: Hot food takeaways use in the new Use Class Order](#)

¹⁵⁵ Public Health England (2019) [PHE Strategy 2020-25](#)

¹⁵⁶ Department for Environment, Food and Rural Affairs (2019) [Clean Air Strategy](#)

¹⁵⁷ HM Government (2018) [A Green Future: Our 25 Year Plan to Improve the Environment](#)

- Using and managing land sustainably.
- Embed an 'environmental net gain' principle for development, including housing and infrastructure.
- Connecting people with the environment to improve health and wellbeing>
- Help people improve their health and wellbeing by using green spaces including through mental health services.
- Encourage children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
- 'Green' our towns and cities by creating green infrastructure and planting one million urban trees.

B.190 The Environmental Noise Regulations¹⁵⁸ apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

B.191 Planning Policy for Traveller Sites (2015)¹⁵⁹ sets out the Government's planning policy for traveller sites. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

B.192 Select Committee on Public Service and Demographic Change report Ready for Ageing? (2013)¹⁶⁰ warns that society is underprepared for the ageing population. The report states "longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises". The report highlights the under provision of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.

B.193 Fair Society, Healthy Lives (2011)¹⁶¹ investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is "overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities". **Marmot Review 10 Years On** (2020)¹⁶² revisits Fair Society, Healthy Lives. It found that, since 2010, life expectancy in England has stalled, which suggests society has stopped improving. In addition, there are marked regional differences in life expectancy – the more deprived the area, the shorter the life expectancy. Mortality rates are increasing in those aged 45-49, child poverty has increased and there is a housing crisis and rise in homelessness.

B.194 Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)¹⁶³ sets out how our approach to public health challenges will:

- Protect the population from health threats – led by central government, with a strong system to the frontline.
- Empower local leadership and encourage wide responsibility across society to improve everyone's health and wellbeing and tackle the wider factors that influence it.

¹⁵⁸ HM Government (2018) [The Environmental Noise \(England\) Regulations](#)

¹⁵⁹ Department for Communities and Local Government (2015) [Planning policy for traveller sites](#)

¹⁶⁰ Select Committee on Public Service and Demographic Change (2013) [Ready for Ageing?](#)

¹⁶¹ Marmot, M (2011). *Fair Society, Healthy Lives: The Marmot Review*.

¹⁶² Institute of Health Equity (2020) [Health Equity in England: The Marmot Review 10 Years On](#)

¹⁶³ HM Government (2010) [Healthy Lives, Healthy People: Our strategy for public health in England](#)

- Focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework.
- Reflect the Government's core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier.
- Balance the freedoms of individuals and organisations with the need to avoid harm to others, use a 'ladder' of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.

Regional/Sub-regional

B.195 NHS Joint Forward Plan 2024-2029¹⁶⁴ outlines how NHS Lancashire and South Cumbria Integrated Care Board (ICB) will address health needs over the next five years. The plan, developed in alignment with other integrated care boards across England, focuses on:

- **Integrated Care System:** Collaborating with various organisations to enhance health and wellbeing in the region.
- **Prevention and Transformation:** Emphasising joint efforts on disease prevention and transforming healthcare delivery to better serve the population.

B.196 Pan-Lancashire Pharmaceutical Needs Assessment 2022¹⁶⁵ includes information on:

- Pharmacies in Lancashire and the services they currently provide.
- Relevant maps relating to Lancashire and providers of pharmaceutical services in the area.
- Pharmacies in neighbouring HWB areas that might affect the need for services in Lancashire.
- Potential gaps in provision and likely future needs for the population of Lancashire.

B.197 Healthier Lancashire and South Cumbria¹⁶⁶ is one of 44 Sustainability and Transformation Plans that are being developed to deliver the NHS Five Year Forward View and improve quality, develop new models of care, improve health and wellbeing, and improve service efficiency nationally.

B.198 Reducing Deaths and Ill-health Caused by Poor Air Quality in Lancashire and Cumbria¹⁶⁷ highlights air quality issues across the region and following on from the Lancashire and Cumbria Air Quality Summit held in February 2018, emphasising air quality issues across the region, and provides areas of potential action, particularly around travel and transport.

B.199 Our Health Our Care Programme¹⁶⁸ is a programme that focuses on transforming acute services in Central Lancashire. This initiative involves collaboration between commissioners, Lancashire Care NHS Foundation Trust, and Lancashire County Council to enhance the integration and effectiveness of health and social care services in the Lancashire region. The program aims to improve local healthcare delivery and patient outcomes through coordinated efforts.

B.200 Lancashire Joint Strategic Needs Assessment¹⁶⁹ provides intelligence about the current and future health, wellbeing and social care needs of the population.

B.201 Crime in Lancashire 2023/24 key findings for Lancashire-14¹⁷⁰ highlights key findings related to crime trends in the region, which includes overall crime rates, crime categories, and effectiveness of crime prevention strategies.

¹⁶⁴ NHS Lancashire and South Cumbria Integrated Care Board (2024) [NHS Joint Forward Plan 2024-2029](#)

¹⁶⁵ BwD Health and Wellbeing Board, Blackpool health and wellbeing board, and Lancashire Health and Wellbeing Board (2022) [Pan-Lancashire Pharmaceutical Needs Assessment 2022](#)

¹⁶⁶ Lancashire Teaching Hospitals (n.d) [Planning for the future](#)

¹⁶⁷ Lancashire and South Cumbria Integrated Care Board (2018) [Reducing deaths and ill-health caused by poor air quality in Lancashire and Cumbria](#)

¹⁶⁸ Lancashire Teaching Hospitals (n.d) [Planning for the future](#)

¹⁶⁹ Lancashire County Council (2024) [Joint strategic needs assessment \(JSNA\)](#)

¹⁷⁰ Lancashire County Council (2024) [Crime in Lancashire 2023/24 key findings for Lancashire-14](#)

B.202 Lancashire Strategy Assessment 2022-2025¹⁷¹ provides an account of long-term issues and threats from crime and anti-social behaviour (ASB) across Lancashire.

B.203 Securing our Health and Well-being – Report of the Director of Public Health and Well-being (2016)¹⁷² provides an overview of public health and well-being priorities and strategies across Lancashire.

B.204 Lancashire Cohesion & Integration Strategy 2024-28¹⁷³ sets key priorities to help the deliverance of the ambition to make Lancashire the best place to live, work, visit and prosper. The key priority areas are:

- Promote Social Inclusion;
- Build Trust and Understanding;
- Empower Communities; and
- Address Conflict and Tension.

B.205 United Utilities' Revised Draft Water Resources Management Plan (2025-2085)¹⁷⁴ sets out the strategy to achieve a long-term, sustainable plan for water supplies in the North West, to ensure there is an adequate supply to meet demand over the 60 years from 2025 to 2085, while ensuring the supply system is resilient to drought and other hazards as changes in the population, climate and technology affect water supply and the ways we use it.

B.206 Distribution Future Electricity Scenarios and Regional Insights¹⁷⁵ explores various potential future scenarios for electricity distribution and their regional implications. In relation to Lancashire, the report states that although network capacity appears to be available in our Lancashire region, the large variation in demand growth within the region is expected to lead to localised issues.

B.207 Lancashire Area Review¹⁷⁶ aims to improve the financial stability and effectiveness of colleges while better aligning them with economic and educational needs. Key actions and outcomes from the review include:

- Supporting better integration between schools and sixth-form colleges, and establishing the Pennine Lancashire Strategic Planning Group to foster collaboration and meet regional priorities.
- Merging Accrington and Rossendale College with Burnley College, and strengthening Preston's College's partnership with the University of Central Lancashire, to enhance capacity and financial stability.

B.208 Primary School Admissions in South Lancashire 2023/24¹⁷⁷ outlines the admissions process and criteria for primary schools in South Lancashire for the 2023/24 academic year. It includes details on application deadlines, eligibility requirements, and the allocation of school places to ensure a fair and transparent process for families seeking primary education.

B.209 Secondary School Admissions in South Lancashire 2023/24¹⁷⁸ outlines the admissions process and criteria for secondary schools in South Lancashire for the 2023/24 academic year. It includes details on application deadlines, eligibility requirements, and the allocation of school places to ensure a fair and transparent process for families seeking primary education.

B.210 Central Lancashire Employment Land Study (2024)¹⁷⁹ provides a partially updated Employment Land Study for the Central Lancashire sub-region. It reviews the potential future employment land supply of the three local authorities, in light of changing market conditions. It also provides a revised and updated Objectively Assessed Needs (OAN) exercise to reflect a different forecast period for the emerging Central

¹⁷¹ Partnership Intelligence (2021) [LANCASHIRE STRATEGIC ASSESSMENT 2022-2025](#)

¹⁷² Lancashire County Council (2016) [Securing our Health and Wellbeing Report of the Director of Public Health and Wellbeing 2016](#)

¹⁷³ Lancashire County Council (2023) [LCC Cohesion & Integration Strategy 2024-28](#)

¹⁷⁴ United Utilities (2023) [Revised Draft Water Resources Management Plan 2024](#)

¹⁷⁵ Electricity north west (2018) [Distribution Future Electricity Scenarios and Regional Insights](#)

¹⁷⁶ Department for Education (2017) [Lancashire Area Review Final Report](#)

¹⁷⁷ Lancashire County Council (2023) [Primary School Admissions in South Lancashire 2023/24](#)

¹⁷⁸ Lancashire County Council (2023) [Secondary School Admissions in South Lancashire 2023/24](#)

¹⁷⁹ Preston, Chorley and South Ribble Councils (2024) [Central Lancashire – Employment Land Study](#)

Lancashire Local Plan, 2023-2041, changing macro-economic conditions, updated forecast methodologies and the latest population projections for Central Lancashire.

B.211 Playing Pitch Strategy Assessment Report (2019)¹⁸⁰ assesses outdoor sport facility needs across Central Lancashire. The strategy presents a supply and demand assessment of playing pitch and other outdoor sports facilities.

B.212 School Place Provision Strategy 2022 to 2025¹⁸¹ identifies hotspots which are defined as areas where there is a significant and sustained shortfall in available school spaces or capacity. In terms of primary provision, three wards in South Ribble were identified as a hotspot, three in Preston and none in Chorley. The strategy identified areas for secondary school growth to be within Burnley, Chorley, Fylde, Pendle, Preston and Ribble Valley. The strategy notes that in relation to South Ribble, a school site has been secured as part of the Leyland Test Track housing development, and a new primary school site is being sought in the Penwortham area.

B.213 Central Lancashire Open Space and Playing Pitch Supplementary Planning Document¹⁸² provides advice on how the councils will implement open space and playing pitch policies, including guidance on provision standards and how they will be applied.

B.214 Central Lancashire Access to Healthy Food Supplementary Planning Document¹⁸³ provides guidelines to improve access to healthy food in Central Lancashire through planning and development policies. It aims to promote healthier food environments and support local food initiatives.

B.215 Central Lancashire Open Space Assessment Report (2019)¹⁸⁴ was prepared for the three authorities making up Central Lancashire (Preston City Council, Chorley Council and South Ribble Council). It provides detail with regard to what open space provision exists in the area, its condition, distribution and overall quality.

B.216 Central Lancashire Employment Skills Supplementary Planning Document¹⁸⁵ aims to enhance the social value of housing and development projects by integrating additional economic, social, and environmental benefits into the planning process.

Local

B.217 South Ribble's Corporate Plan 2018-23 Focusing on 2019-20 Delivery¹⁸⁶ outlines the strategic objectives and priorities for the period 2019-20. It focuses on delivering key initiatives designed to enhance local services and community outcomes. The plan details specific actions to be undertaken within that year and includes methods for monitoring progress and evaluating the effectiveness of these initiatives.

B.218 Achieving Preston's Priorities – Budget and Policy Proposals 2023/24¹⁸⁷ outlines the financial and policy strategies for Preston City Council for the fiscal year 2023/24. The document details how the council plans to allocate its budget to meet key priorities, including improving local services, supporting economic development, and enhancing community well-being. It presents specific proposals for expenditure and policy changes aimed at addressing the city's needs and achieving its strategic goals.

B.219 Chorley Council Corporate Strategy 2023/2024¹⁸⁸ is committed to making sure that Chorley Council continues to support the borough to thrive, delivering excellent services and a thriving economy to ensure that residents are able to succeed. The strategy sets out four key priorities for the council:

¹⁸⁰ Knight, Kavanagh and Page (2019) [Playing Pitch Strategy Assessment Report](#)

¹⁸¹ Lancashire County Council (2022) [School Place Provision Strategy - The right number of school places, in the right areas, at the right time to meet need 2022 to 2025](#)

¹⁸² Preston, South Ribble, and Chorley Councils (2012) [Central Lancashire Open Space and Playing Pitch Supplementary Planning Document \(SPD\)](#)

¹⁸³ Preston, South Ribble, and Chorley Councils (2012) [Access to Healthy Food Supplementary Planning Document \(SPD\)](#)

¹⁸⁴ Knight, Kavanagh & Page Ltd (2019) [Central Lancashire Open Space Assessment Report](#)

¹⁸⁵ Preston, South Ribble, and Chorley Councils (2017) [Central Lancashire Employment Skills Supplementary Planning Document \(SPD\)](#)

¹⁸⁶ South Ribble Borough Council (2018) [Corporate Plan 2018-23 Focusing on 2019-20 Delivery](#)

¹⁸⁷ Preston City Council (2023) [Achieving Preston's Priorities - Budget and Policy Proposals 2023/24](#)

¹⁸⁸ Chorley Council (2023) [Corporate Strategy 2023/2024](#)

- Housing where residents can live well;
- A green and sustainable borough;
- An enterprising economy with vibrant local centres in urban and rural areas; and
- Healthy, safe and engaged communities.

B.220 12 Year Cultural Framework¹⁸⁹ highlights Preston's vibrant cultural landscape and its commitment to innovation and diversity. The city's cultural institutions, independent artists, and creative industries are central to its vision for cultural renewal. The report outlines a strategic framework developed through collaboration with local artists, the Brewtime Collective, and other stakeholders, focusing on four main priorities: sustainability, connectivity, wellbeing, and ambition.

Relevant aims and objectives identified

- Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health¹⁹⁰ in each locality.
- Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by improving active travel, tackling poor air quality, providing good quality open and green spaces, improve the quality of food in local areas, and the energy efficiency of housing.
- Support developments that provide high quality social infrastructure, including education, skills and sports facilities.
- Ensure that everyone has adequate access to good quality sports, recreation and open space provision, retaining and improving existing provision.
- Provide good quality housing stock. Poor housing can impact on the physical health of residents.
- Residents need and should be able to conveniently access medical care, opportunities for personal and social development, and recreational activity.
- Support safe and cohesive communities. Planning has a social role to play in this.
- Recognise that a multi-faceted approach is required to improve quality of life for all residents, by tackling health inequalities, reducing crime and actively involving the community in making a difference to their area.
- Planning will facilitate and create healthy, inclusive and connected communities through high quality design and plan positively for the provision and protection of community facilities and services.
- Enhance connectivity through improved transport choices and harnessing technology to tackle the digital divide.
- Ensure young people have the best start in life by lowering poverty, improving health and educational achievement.
- Support neighbourhood planning.

Baseline information

Age breakdown

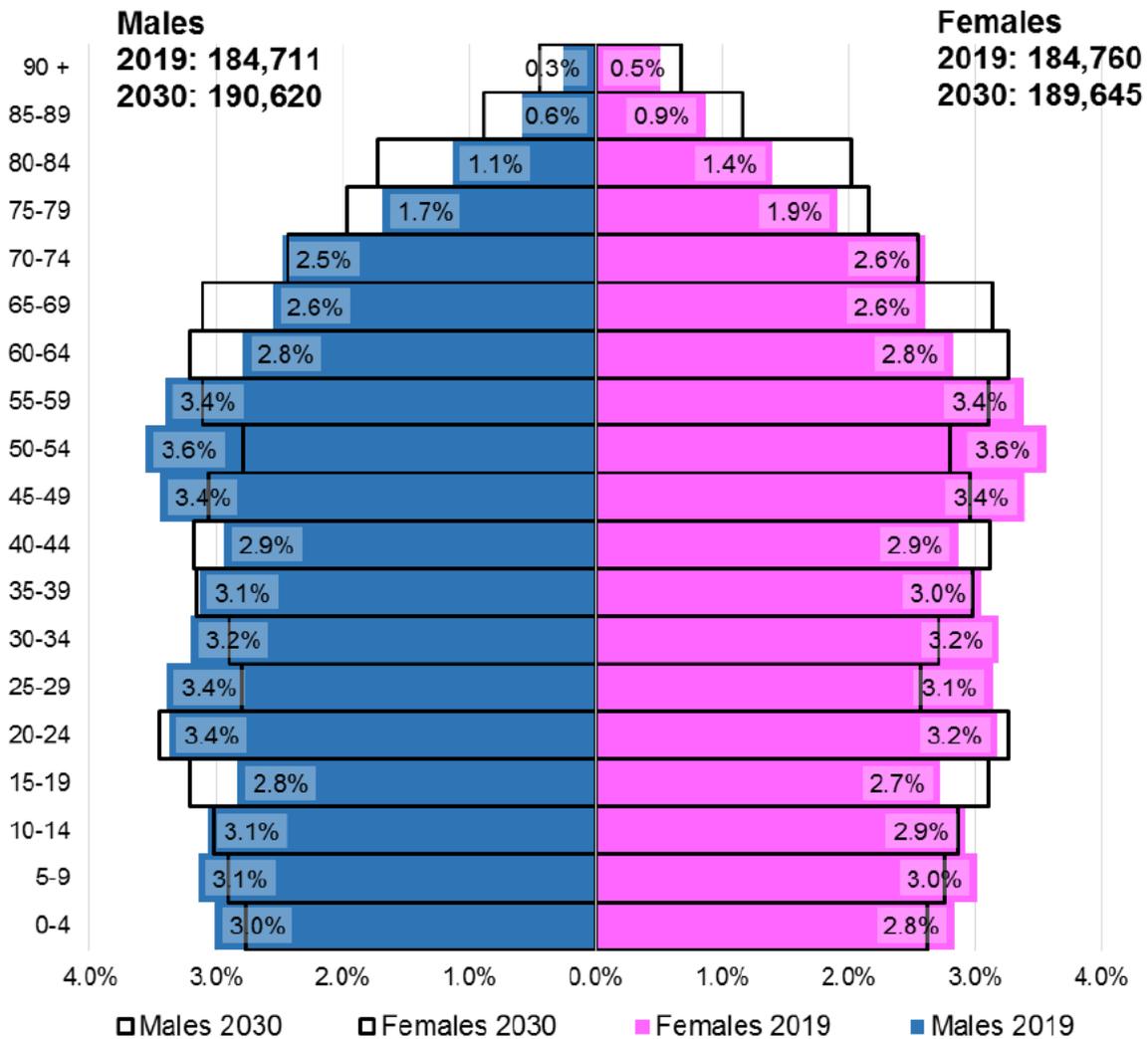
B.221 Lancashire County Council has provided details of population projections for the Central Lancashire area up to 2030; beyond this date projections are less accurate. Using projections based on 2016 ONS data, by 2030 25% of the population will be in the 0-19 age bracket, with the largest proportion, 29%, in the 20-39 bracket, 22% in the 40-59 bracket, 18% in the 60-79 bracket, and 5% in the 80+ bracket.

¹⁸⁹ Somethings Brewing (n.d) [Preston's 12 Year Cultural Strategy - Short Version](#)

¹⁹⁰ These are the conditions in which people are born, grow, live, work and age.

B.222 Preston has the largest proportion of population in the 20-24 and 25-29 age brackets, which can be attributed to the location of the University of Central Lancashire (UCLan) and the retention of graduates in the area. Chorley’s population has been the fastest growing and is projected to continue to grow with the highest projected growth of all authorities in Lancashire. Along with this comes the issue of a higher proportion of people in the older age groups, with the 80+ bracket predicted to grow from 5% to 8%. South Ribble is also expected to see an increasingly aging population with the largest proportion of people to fall in the 60+ bracket (**Figure B.1**).

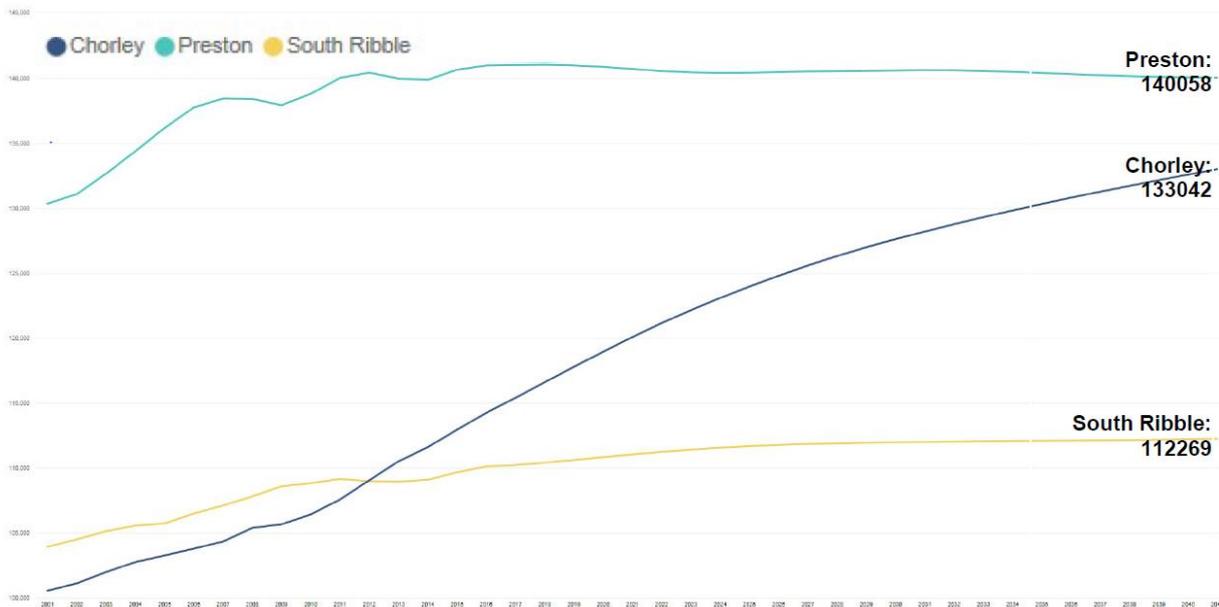
Figure B.1 Central Lancashire Districts (combined) population pyramid 2019 vs. 2030



Source: ONS 2016 SNPP

B.223 **Figure B.2** below shows the predicted population growth across each of the three districts up to 2041, which continues to show significant growth in Chorley in particular.

Figure B.2 Population projections, Chorley, Preston And South Ribble 2001-2041



Source: Central Lancashire Health Profile, Lancashire County Council (2019)

Estimated population growth

B.224 It is estimated that the population of Central Lancashire will grow from 368,125 people in 2018 to 383,312 people in 2036 which is an increase of 15,187 people or a 4.13% increase¹⁹¹. This is a greater increase than that projected in Lancashire (a 2.73% increase), but less than the projected increase in the North West which is 5.19%.

Ethnicity

B.225 Preston has one of the largest black and minority ethnic (BME) populations (27.4%) in Lancashire and is third to Blackburn with Darwen and Pendle, based on 2021 Census data. Chorley and South Ribble have low BME populations at around 4%, which is lower than the Lancashire-12 figure of 11.1% and the North West and England and Wales figures of 14.4% and 18.3% respectively.

Health and wellbeing

Life expectancy

B.226 The most recent life expectancy at birth figures are for 2020/21¹⁹². The average life expectancy in England is 79.3 years for males and 83.2 years for females. Chorley and Preston have life expectancies below these national averages. In Chorley, the average life expectancy is 78.1 years for males and 82.1 years for females. In Preston, it is even lower for males at 76.2 years, while females have a life expectancy of 82.0 years. In contrast, South Ribble's life expectancy figures are closer to the national average, with 80.8 years for males and 83.6 years for females.

B.227 Therefore, life expectancy varies across Central Lancashire and varies according to sex with females predicted to live longer than males. Based on the latest figures, life expectancy at birth is highest in South Ribble and lowest in Preston.

¹⁹¹ Office for National Statistics (n.d.) [Local Authority Profile](#).

¹⁹² Department of Health and Social Care (n.d.) [Local Authority Health Profiles](#)

Health inequalities/deprivation

B.228 The most deprived areas are generally those that suffer from the poorest health and wellbeing. According to Public Health England¹⁹³, life expectancy in the most deprived areas of Chorley is 9.6 years lower for men and 9.1 years lower for women than in the least deprived areas¹⁹⁴. In Preston, the figure for men is 9.5 years and the figure for women it is 8.0 years. In South Ribble, it is 5.7 years for men and 6.3 years for women.

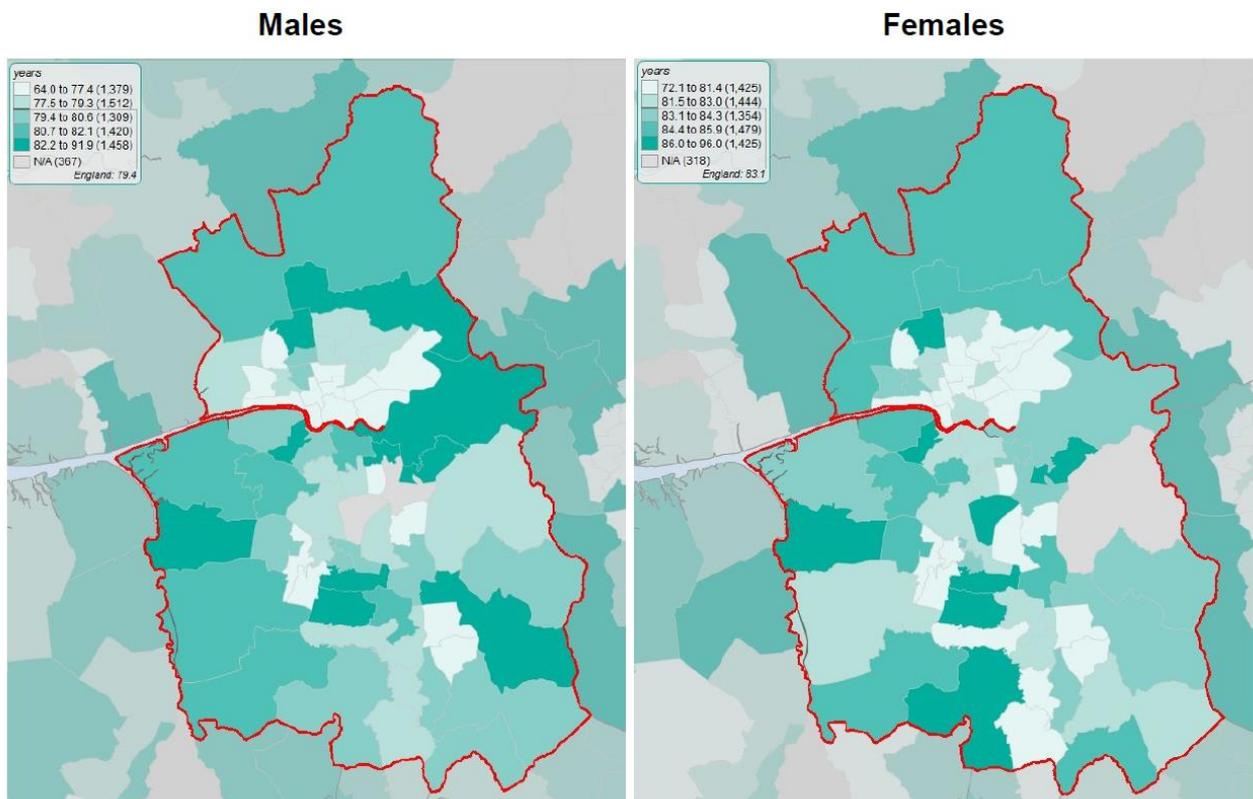
B.229 Figure B.3 shows the ward level quintiles for life expectancy, with the lightest colours representing the worst 20% nationally. The following wards sit within the lowest life expectancy national quintile for males (64.0 to 77.4 years):

- Preston: Deepdale, Fishwick, Ingol, Larches, Moor Park, Ribbleton, Riversway, St George's, St Matthew's, Town Centre and University.
- South Ribble: Bamber Bridge West, Earnshaw Bridge and Seven Stars.
- Chorley: Chorley East, Chorley North East and Clayton-le-Woods North.

B.230 The following wards sit within the lowest life expectancy national quintile for females (72.1 to 81.4 years):

- Preston: Brookfield, College, Fishwick, Garrison, Ingol, Moor Park, Ribbleton, Riversway, St George's, St Matthew's and University.
- South Ribble: Bamber Bridge West, Broadfield, Earnshaw Bridge and Seven Stars.
- Chorley: Chorley East, Chorley North East, Chorley South West, Clayton-le-Woods North, Coppull and Euxton South.

Figure B.3 Life expectancy at birth 2011-2015 Central Lancashire



Source: Central Lancashire Health Profile, Lancashire County Council (2019)

¹⁹³ Department of Health and Social Care (2024) [Public Health Outcomes Framework](#)

¹⁹⁴ Chorley Council (2022) [Chorley 2021](#)

B.231 In addition to the difference in life expectancy between the most and least deprived areas, it is worth recognising the percentage of the population living in the 20% most deprived Lower-layer Super Output Areas (LSOAs) in England. There is a substantial variance between districts.

B.232 The overall Central Lancashire area has 19% of the population residing in the 20% most deprived LSOAs. However, that figure ranges from only 3.7% in South Ribble through to 36.7% in Preston, as shown below.

Figure B.4 Deprivation in Central Lancashire

Area	Value	Lower CI	Upper CI
England	20.2*	20.2	20.2
Central Lancashire	19.0*	-	-
Chorley	11.5	11.4	11.7
Preston	36.7	36.5	37.0
South Ribble	3.7	3.6	3.9

Source: Department for Communities and Local Government (DCLG)

Source: Department of Health and Social Care (n.d.) [Public Health Outcomes Framework](#)

Infant mortality

B.233 Infant mortality is a strong indicator of the health of an entire population¹⁹⁵. The rates are based upon the number of deaths in infants under 1 year per 1,000 live births and are for the period 2020-22.

B.234 Infant mortality rates in Chorley are 3.4, which is lower than the rate in the region (4.4) and the national rate (3.9). Since 2001, the national infant mortality rate has gradually reduced to a stable level. However, in Chorley this has fluctuated in recent years.

B.235 Infant mortality rates in Preston are 5.3, which is higher than both the rate in the region (4.4) and the national rate (3.9). In Preston the rate has generally reduced since 2001, but has recently been on a rising trend since 2015.

B.236 South Ribble's infant mortality rate is 1.7, which is much lower than the regional rate (4.4) and the national rate (3.9). Rates in South Ribble have fluctuated but gradually reduced from 2015 until most recent data in 2022.

B.237 Infant mortality rates are also available for the Clinical Commissioning Group (CCG) areas. NHS Chorley and South Ribble CCG's rate of stillbirths and neonatal deaths was 5.2 deaths per 1,000 live births based on 2019 data, while NHS Greater Preston CCG's rate was much higher at 7.2 deaths per 1,000 live births based on the same data.

Smoking prevalence

B.238 Smoking prevalence (at 2022) in adults is 15% of the population in Chorley, 13.6% of the population in South Ribble and 16.3% of the population in Preston – all of which are higher than the regional (13.4%) and national (12.7%) figures. In all three areas, the proportion of the population who smoke has increased from 2021 to 2022.

Alcohol-related hospital admission episodes

B.239 Alcohol-related hospital admission episodes are higher in Preston (482 per 100,000 people) than in Chorley (479) and South Ribble (410) based on 2022/23 figures¹⁹⁶. These figures are comparable to the North West Region (475) and England (475). In Chorley and South Ribble, the figures have been on a gradual downward trend since 2008/09.

¹⁹⁵ Department of Health and Social Care (n.d.) [Public Health Outcomes Framework](#)

¹⁹⁶ Department of Health and Social Care (2024) [Public Health Outcomes Framework](#)

Obesity/weight

B.240 Based on the Active Lives Survey (2022/23)¹⁹⁷, 65.7% of the adult population (+18 years) in Lancashire-12 are classed as overweight or obese, above the England estimate of 64%. In relation to children, 36.8% of Year 6 children in Lancashire-12 are overweight or obese, which is similar to England (36.6%). Both local and national trend data indicate a worsening situation, although there is considerable variation across different districts.

B.241 In Chorley, the number of Year 6 children who are obese is 22.6%, which is lower than the regional average (22.1%) and slightly lower than the national average (22.7%). In South Ribble, the number of Year 6 children who are obese is 19.2%, which is lower than the regional and national averages. In Preston, the number of Year 6 children who are obese is 24.5%, which is higher than both the regional and national averages.

B.242 However, reviewing obesity levels at local authority level needs to be undertaken with caution, as it masks inequalities at ward level. For example, eight wards in South Ribble fell within the worst 20% compared to five wards in Chorley and none in Preston.

B.243 In 2022/23, 65.4% of adults in Chorley, 66.4% of adults in South Ribble and 64.6% of adults in Preston were classified as overweight or obese, which is lower than the regional total of 66.5%, but higher than the national total of 64%¹⁹⁸.

B.244 The Food Foundation report “The Broken Plate” shows that in June 2018, South Ribble had the second highest density of takeaway food outlets as a proportion of all food outlets in the whole of England. This is important because there is evidence linking greater exposure to takeaway food outlets to the likelihood of being overweight and obese.

Physically active and inactive adults

B.245 Reporting by Sport England¹⁹⁹ shows that 25% of adults in South Ribble were classed as ‘inactive’ with less than 30 minutes of recorded activity a week in November 2022-23. This compares to 23% of adults in Chorley, and 29.1% of adults in Preston. This compares to the average for England which is 26%.

B.246 In November 2022-23, physical activity levels varied across the different districts. In South Ribble, 14.1% of adults were reported as fairly active (engaging in 30-149 minutes of activity per week), and 61% were reported as active (engaging in 150 minutes or more of activity). In Chorley, 10% of adults were fairly active and 67% were active. In Preston, 12% of adults fairly active and 59% were active. The national average for active adults in England is 63%, and so only Chorley exceeds this average.

Killed and seriously injured casualties on England and Central Lancashire roads

B.247 In Lancashire, the number of people killed or seriously injured on roads is higher than the national average. There are 121.1 killed or seriously injured (KSI) casualties per billion vehicle miles in the region, compared to the national average of 94.5 KSI casualties per billion vehicle miles²⁰⁰.

B.248 The KSI rate is classified as worse than the national average in both Preston and South Ribble. Although the KSI rate in Chorley is also higher than the national average, it is considered to be similar to national figures.

B.249 Since 2016, Chorley has seen a significant reduction in both collisions and casualties. In 2016, there were 261 collisions and 393 casualties, whereas by 2022, these figures had decreased to 198 collisions and 275 casualties (**Figure B.5**). Similarly, Preston has experienced a decline in both collisions and casualties from 2016 to 2022 (**Figure B.6**). South Ribble shows a similar trend (**Figure B.7**). There was a notable drop in collisions and casualties in 2020, when the COVID-19 pandemic began. This has been followed by a rise in numbers but which has not yet reached pre-pandemic levels.

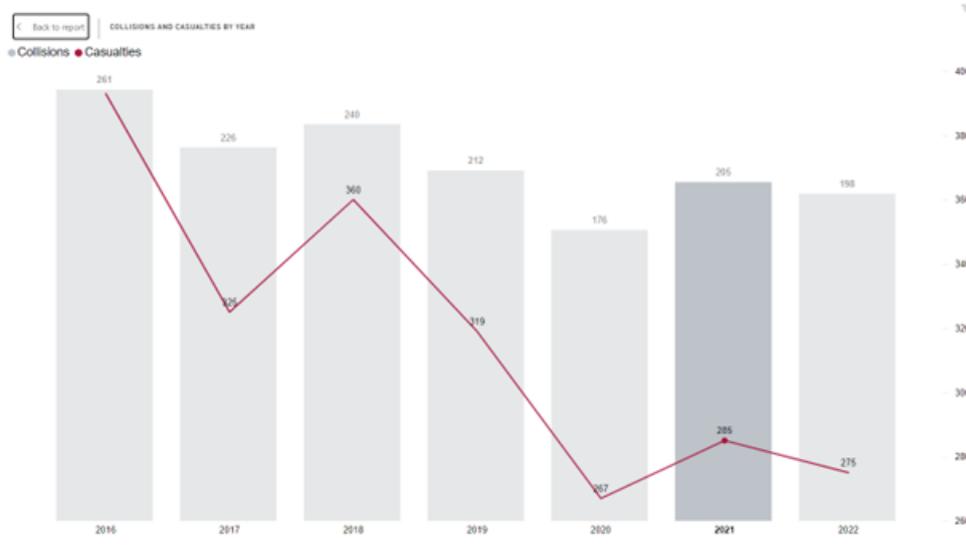
¹⁹⁷ Lancashire County Council (2024) [Healthy weight](#)

¹⁹⁸ Ibid

¹⁹⁹ Sport England (2024) [Active Lives Adult November 22/23 Tables](#)

²⁰⁰ Lancashire County Council (2022): [Road Collisions](#)

Figure B.5 Collisions and casualties on roads in Chorley in 2016-2022²⁰¹



²⁰¹ Ibid

Figure B.6 Collisions and casualties on roads in Preston in 2016-2022²⁰²

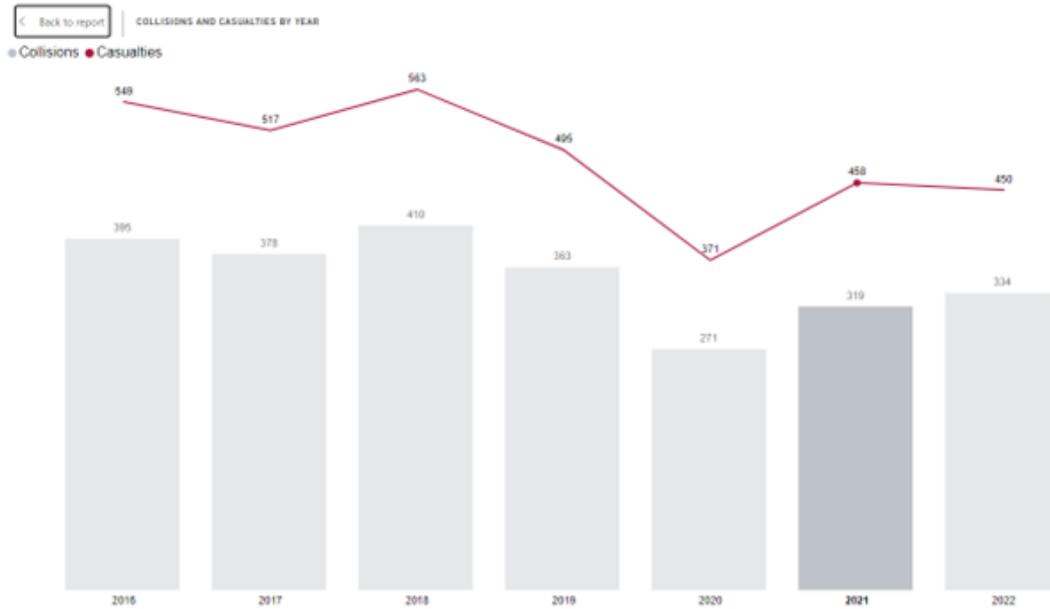
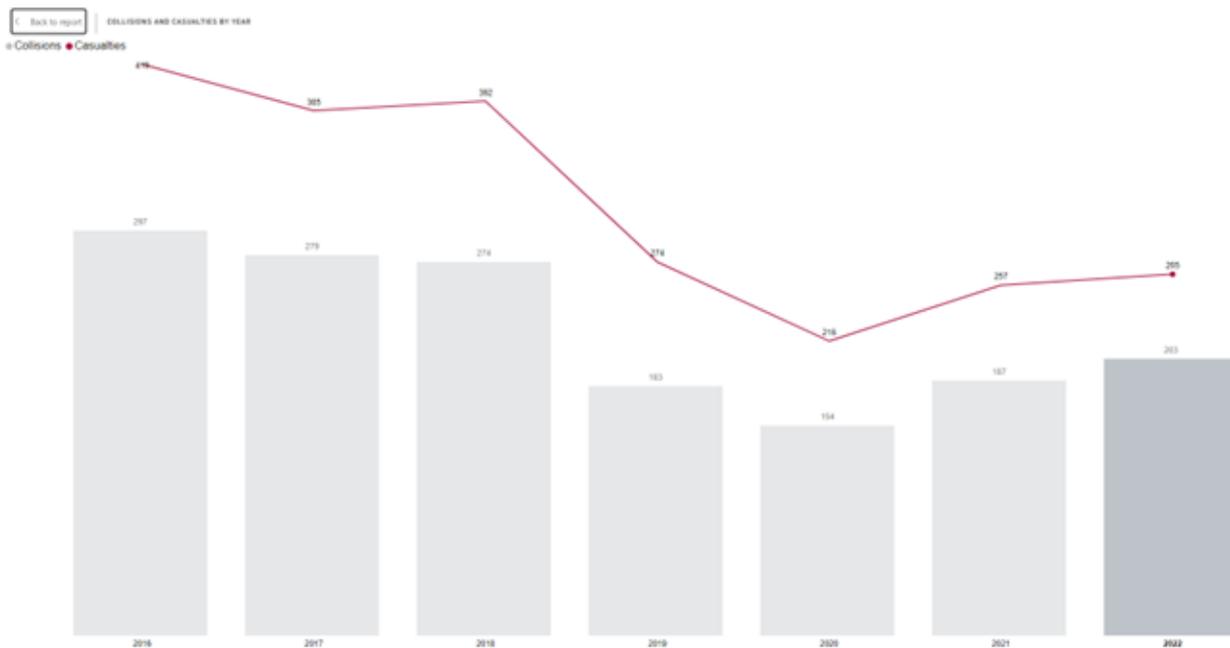


Figure B.7 Collisions and casualties on roads in South Ribble in 2016-2022²⁰³



B.250 In terms of numbers of children (aged 15 and younger) involved in serious road accidents in 2022, the percentage is low across all three districts, with 12.1% in Preston, 10.4% in Chorley, and 10% in South Ribble.

Mental health

B.251 In 2017, 22,288 adults aged 18 and over in the Lancashire-12 area were newly diagnosed with depression, representing 2.1% of the total GP-registered population in this age group, compared to the

²⁰² Ibid
²⁰³ Ibid

national average of 1.5%²⁰⁴. In Central Lancashire, the estimated prevalence of common mental disorders (ages 16 and over) shows that Preston is above the national average with a rate of 18.8% compared to a national average of 16.9%. South Ribble is significantly lower, with a rate of 14.8%, whilst Chorley is slightly lower with a rate of 16.1%.

Employment deprivation

B.252 Public Health Lancashire say that employment and income are considerable determinants of physical and mental health and are jointly the biggest contributors to the overall deprivation score of an area.

B.253 Poor health and a low life expectancy is strongly associated with long-term unemployment, and children who are raised in workless households are almost twice as likely to fail at all stages of education compared with children growing up in working families. Getting people into work is therefore critical to reducing health inequalities. However, jobs need to be sustainable and offer a minimum level of quality, to include not only a decent living wage, but also opportunities for in-work development, the flexibility to enable people to balance work and family life, and protection from adverse working conditions that can damage health.

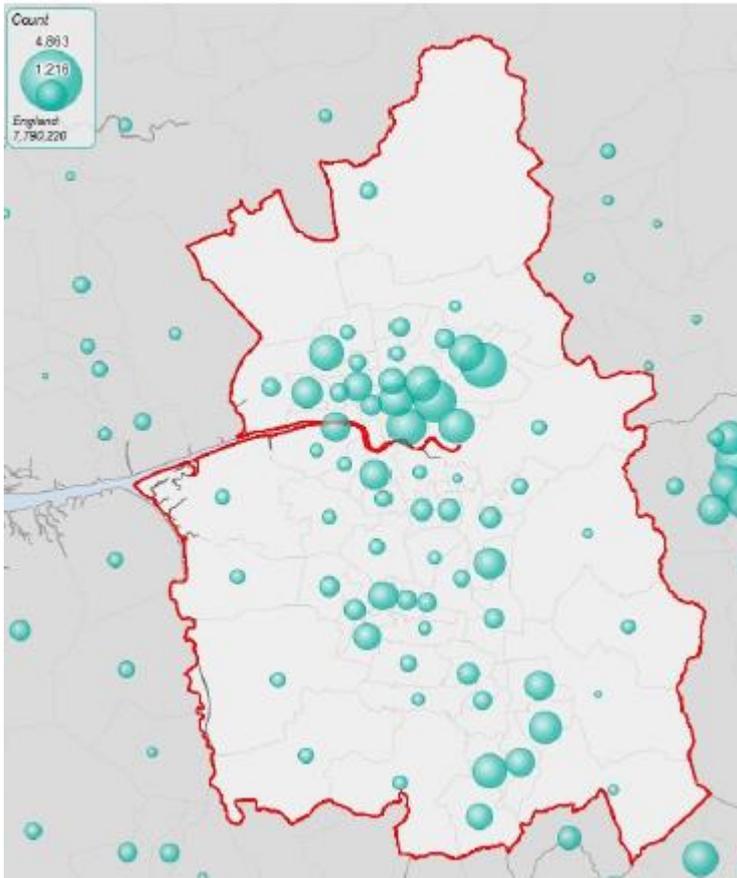
B.254 The wards with the highest employment deprivation in Central Lancashire in 2019 were:

- Chorley
 - Clayton Le Woods
- Preston
 - Brookfield
 - Fishwick and Frenchwood
 - Ingol and Cottam
 - Ribbleton
 - St. Matthew's
- South Ribble
 - Broadfield
 - Seven Stars

B.255 Notwithstanding this, **Figure B.8** below shows a representation of numbers of people living in income deprived households.

²⁰⁴ Lancashire County Council (2024) Common and severe mental illness (<https://www.lancashire.gov.uk/lancashire-insight/health-and-care/health/mental-health-and-wellbeing/common-and-severe-mental-illness/>)

Figure B.8 Number of people living in deprived households



Source: Central Lancashire Health Profile, Lancashire County Council (2019)

Pharmacy provision

B.256 The Pan-Lancashire Pharmaceutical Needs Assessment²⁰⁵ states that pharmacies provide a wide range of services above core contracts. The assessment indicates that there are currently 267 pharmacies in Lancashire County Council, as of February 2022, which represents a reduction of 7.9% from 290 in 2018. Despite this decline, the assessment notes that the level of current provision is deemed to remain sufficient.

Air Pollution

B.257 As of July 2023, Preston and South Ribble had declared ten Air Quality Management Areas (AQMAs), although the AQMA in Penwortham is currently being considered for revocation. Despite this, and the fact that it is difficult to accurately quantify the impact of air quality on health, Lancashire Insight²⁰⁶ has calculated that in 2021 the fraction of mortality attributable to particulate air pollution for all areas of Lancashire (4.8%) was less than the England average mortality (5.50%).

Access to facilities

B.258 Data provided by Mariomaps²⁰⁷ indicates that there are 33 village halls and community centres in Preston, 42 in South Ribble and 61 in Chorley making a total of 136 facilities.

B.259 The most visited libraries in Central Lancashire are the Harris Library in Preston, Chorley Library and Leyland Library (based on data from 2015/17 to 2017/18). Libraries are well used with around a million

²⁰⁵ BwD Health and Wellbeing Board, Blackpool health and wellbeing board, and Lancashire Health and Wellbeing Board (2022) [Pan-Lancashire Pharmaceutical Needs Assessment 2022](#)

²⁰⁶ Lancashire County Council (2023) [Monitoring of air quality and health impacts](#)

²⁰⁷ Lancashire County Council (n.d) [Mario and Related Information Online](#) - however, it is not clear whether this data is regularly reviewed, so data should be treated with caution.

visitors a year, although visits are on a downward trend. These three libraries issue the most items with over a million items issued each year, although again this is on a gradual downward trend, and use of public computers is highest at the same libraries. It shows that there are six libraries in each district, although these are supplemented by the mobile library which covers the whole of Lancashire.

B.260 Data provided by Mariomaps indicates that there are 19 post offices in Chorley, 29 in Preston and 16 in South Ribble, giving a total of 64 in Central Lancashire.

B.261 Mariomaps shows that there are three Citizens Advice Bureaus in Chorley, Leyland and Preston. Similarly, there are three job centres in each of these locations.

B.262 There are two police stations in Central Lancashire, with one in Chorley and one in Preston²⁰⁸. There is one fire station in Chorley, two in Preston and three in South Ribble²⁰⁹.

B.263 There are two hospitals in Chorley (one NHS and one private), three hospitals in Preston (one NHS and two private), and none in South Ribble²¹⁰.

B.264 There is a large amount of open space in Central Lancashire amounting to just under 2,281 ha, with almost 800 sites identified as contributing to this provision. Generally, respondents to a survey were satisfied with both the availability and quality of most types of open space, and quality and value assessments indicate that around three quarters of sites were high quality and only two of the 798 sites being of low value. Compared to published provision standards, Central Lancashire as a whole generally meets these for amounts of individual types of open space. However, in some cases, individual authorities do not. The main type of open space where provision is lower than recommended standards is allotments, which is further demonstrated by waiting lists across the three authority areas.

B.265 The Central Lancashire Playing Pitch Strategy Assessment Report²¹¹ found that in relation to playing pitches (and other outdoor sports facilities) there is under provision of football and 3G pitches across Central Lancashire. For cricket there is some capacity in Chorley, but it may not be in areas to meet demand, and in Preston and South Ribble there are shortfalls in provision. For rugby union there is a shortfall in provision in Central Lancashire for adults but sufficient supply for juniors. For rugby league, there is lack of supply in Chorley and South Ribble only. There are sufficient hockey pitches, golf courses, and tennis courts. However, quality of some hockey pitches needs to be addressed, as does utilisation of spare capacity of tennis courts to actualise substantial latent demand. There is a shortfall of supply for bowls only in Preston, but improvements to the quality of greens across Central Lancashire is required. A strategic need exists in Chorley to meet demand for a purpose-built athletics facility, and the Preston Sports Arena needs to be protected. High demand for cycling across Central Lancashire is unlikely to need dedicated facilities as many will use roads and cycle paths.

Crime and safety

B.266 The Crime Survey for England and Wales (CSEW): Year ending March 2024²¹² shows that there has not been a statistically significant change compared with the year ending March 2023, although both surveys follow a long-term downward trend. The survey indicates there were an estimated 8.8 million incidents of headline crime (which includes theft, robbery, criminal damage, fraud, computer misuse and violence with or without injury) in year ending March 2024. This was 22% lower compared with year ending March 2017 (the earliest comparable year for CSEW headline crime, including fraud and computer misuse).

B.267 In the Lancashire-14 area, there were 129,406 recorded crimes (excluding fraud) in 2023/24, marking a 0.75% decrease from the previous year, which equates to 972 fewer crimes. However, focusing on the Lancashire-12 area, there were 93,171 recorded crimes (excluding fraud) in the same period. This was a 3.3% increase, equivalent to 2,976 more crimes than the previous year²¹³.

²⁰⁸ Lancashire Constabulary (2024) [South Division](#)

²⁰⁹ Lancashire Fire and Rescue Service (2024) [Your Local Station](#)

²¹⁰ NHS (2024). [Find services near you](#)

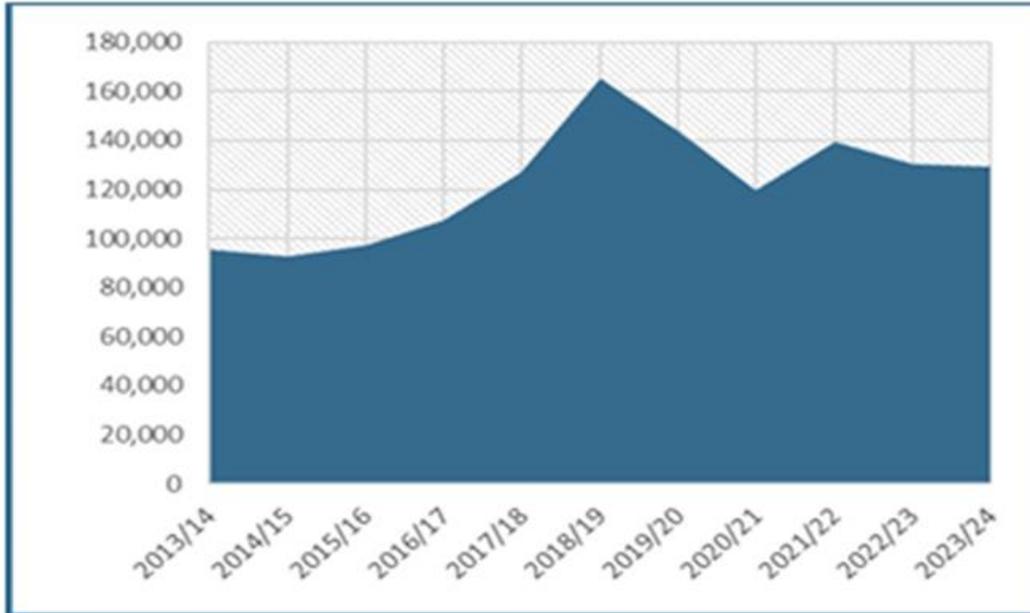
²¹¹ Knight, Kavanagh and Page (2019) [Playing Pitch Strategy Assessment Report](#)

²¹² Office for National Statistics (2024) [Crime in England and Wales: year ending March 2024](#)

²¹³ Lancashire County Council (2024) [Crime in Lancashire 2023/24 key findings for Lancashire-14](#)

B.268 Crime in Lancashire-14 accounts for 17.7% of the North West’s crime and 2.4% of all recorded crimes in England and Wales. For 2023/24, the crime rate in Lancashire-14 is 83.5 offences per 1,000 population, down from 85 per 1,000 in 2022/23 and 92 per 1,000 in 2021/22. This rate is the third highest in the North West, following Greater Manchester’s 117.7 and Merseyside’s 100.8. Despite this, Lancashire-14’s crime rate remains below the England and Wales average of 89.7 per 1,000 population.

Figure B.9 Recorded crime (excluding fraud) in the Lancashire-14 area

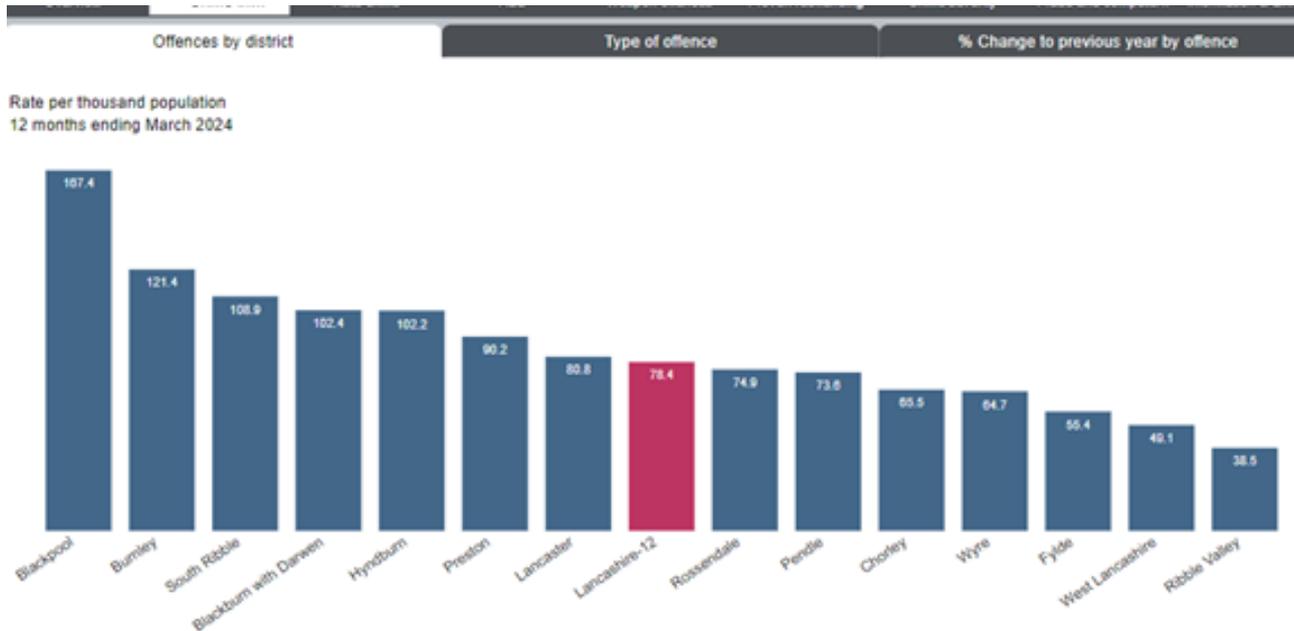


B.269 Between March 2023 and March 2024, victim-based crime represented 88% of all recorded crime in Lancashire-14, with miscellaneous and other crimes against society at 12%. Violence against a person had the highest figure at 42%, followed by theft offences at just over 30% of the overall recorded crime in Lancashire.

B.270 However, in Lancashire it is important to note that there is significant geographical diversity in levels of crime. For example, more deprived areas of the county suffer from significant community safety problems. As highlighted in Lancashire Insight ²¹⁴, the highest rates (all above the national average of 82 per 1,000 population) are found in Blackpool with 167.4 offences per 1,000 population, and Burnley with 121.4 offences per 1,000 population, and South Ribble with 108.9 offences per 1,000 population, which compare to the lowest levels found in Ribble Valley with only 38.5 offences per 1,000 population (as shown in **Figure B.10** below). While Preston has seen significant regeneration over the last ten years, underlying issues such as health, education and unemployment still exist and have an impact on community safety.

²¹⁴ Lancashire County Council (2024) [Community safety dashboard](#)

Figure B.10 All recorded crime²¹⁵



Infrastructure

B.271 Across Central Lancashire, infrastructure contributions are secured from certain developments via Section 106 legal agreements, and/or through the Community Infrastructure Levy (CIL) which identifies certain infrastructure projects in the CIL “Regulation 123 Lists” of the three Central Lancashire authorities (Chorley has a different list to Preston and South Ribble given it does not include City Deal funds).

Education

B.272 The information below does not include independent schools. In terms of primary schools:

- Preston has 25 Community Schools, 20 Catholic Schools, 11 Church of England Schools, two Voluntary Controlled Schools, one Foundation School and one Academy School.
- South Ribble has 15 Community Schools, nine Catholic Schools, eight Church of England Schools and six Voluntary Controlled Schools.
- Chorley has 20 Church of England Schools, 17 Community Schools, 12 Catholic Schools and one Foundation School.

B.273 In terms of secondary schools:

- Preston has 12 Secondary Schools: Six Voluntary Aided Schools, three Community Schools, one Academy; one Free School and one Foundation School.
- South Ribble has 11 Secondary Schools: Four are Voluntary Aided; three are Academies, three are Community Schools and one is Voluntary Controlled.
- Chorley has six Secondary Schools: Five academies and one Voluntary Aided.

B.274 There are also three special schools and a short stay school in Preston, two special schools and one short stay school in South Ribble and two special schools and one short stay school in Chorley.

B.275 There are three further education colleges in Central Lancashire: Cardinal Newman College; Preston’s College; and Runshaw College. There is also UCLan, which is based in Preston. The three further

²¹⁵ Ibid

education colleges have developed science, technology, engineering and maths centres in line with Lancashire Enterprise Partnership priorities.

Green infrastructure

B.276 South Ribble Borough Council has recently consulted about its borough-wide plans to deliver new and improved Green Links, which will ensure that the network of Green Links across the borough will underpin all potential improvements in the future and are at the heart of the council's wellbeing agenda. It aims to improve 76km of path networks and deliver improvements to 76ha of green space.

B.277 Chorley Council has improved the quality of wetlands across the district in recent years, with new pond creation, existing pond improvements and new reed beds in Astley Park and Yarrow Meadows to clean up the water which flows into the River Yarrow²¹⁶.

B.278 In 2023, Preston successfully secured £20 million in Levelling Up funding, which will be used to regenerate four of Preston's parks. This will include improvements to Ashton Park, to regenerate the park into a community facility for sports and activity, with a new 3G pitch, full-size grass pitch, and five junior grass pitches, as well as a new pavilion for sports, community and charity use²¹⁷.

B.279 A number of green infrastructure projects to be funded through CIL payments are identified in the Central Lancashire Regulation 123 Lists.

Health infrastructure

B.280 The Central Lancashire Employment Land Study²¹⁸ provides a baseline employment-based forecast for 2023-2041. It estimates that the most significant growth expected in each of the three authorities will be in the human health and social work activities sector.

B.281 As at 2017, there were 64 NHS GP practices across Central Lancashire, 31 in Chorley/South Ribble and 32 in Preston. Over three quarters of these aspire to refurbish, expand or relocate, due to property and operational constraints. Identified projects mainly comprise refurbishments, expansions or consolidations of existing health facilities. Where new build clinics are proposed, these will be focused in housing growth areas, particularly North West Preston.

Public utilities infrastructure

B.282 United Utilities provides water and wastewater services to 3.2 million homes in the North West, and 200,000 businesses, managing a network of reservoirs, treatment works, pumping stations, and water pipes and sewers. United Utilities' Water Resources Management Plan²¹⁹ sets out the strategy to achieve a long-term, sustainable plan for water supplies in the North West, to ensure there is an adequate supply to meet demand over the 60 years from 2025 to 2085, while ensuring the supply system is resilient to drought and other hazards as changes in the population, climate and technology affect water supply and the ways we use it. Total demand for water from homes and businesses in the North West is expected to reduce by just under 4% between 2020-2045, even though the region's population is predicted to increase from over seven million to about eight million.

B.283 Electricity North West is the electricity distribution network operator in Central Lancashire. Its "Lancashire region" covers some 3,200km² and has 920,000 customers. Its forecasts predict significant growth in maximum demand, with it predicted to grow by 52% by 2050.

B.284 Broadband coverage in Central Lancashire as can be seen from the figures below is good across the area with latest figures available as of July 2024²²⁰. Preston has over 99% superfast broadband coverage and Chorley and South Ribble have 98.8% and 98.6% respectively.

²¹⁶ Chorley Council (2022) [Climate Change Strategy 2022-2024](#)

²¹⁷ Department for Levelling Up, Housing and Communities (2024) [£20 million investment for Preston's parks and travel infrastructure \(Levelling Up Fund 2\)](#)

²¹⁸ Preston, Chorley and South Ribble Councils (2024) Central Lancashire – Employment Land Study

²¹⁹ United Utilities (2023) [Revised Draft Water Resources Management Plan 2024](#)

²²⁰ Think broadband (2024) [UK Superfast and Fibre Coverage](#)

Figure B.11 Superfast and fibre broadband coverage in Chorley²²¹

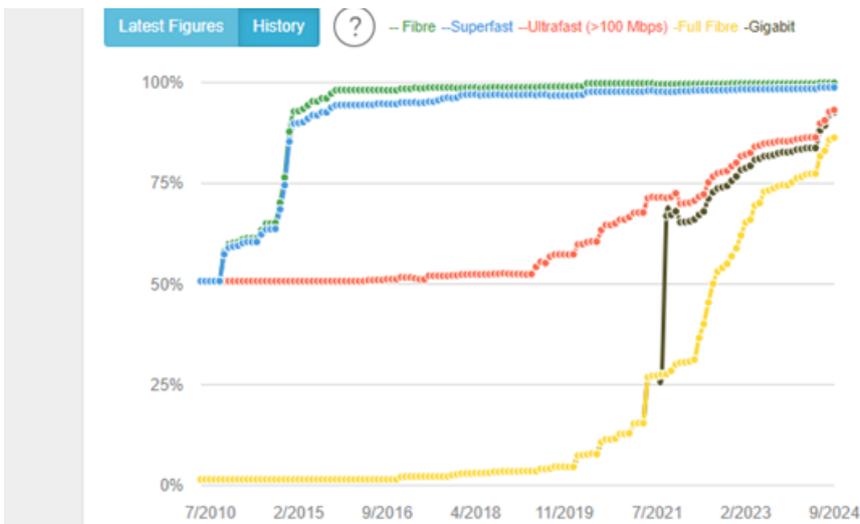
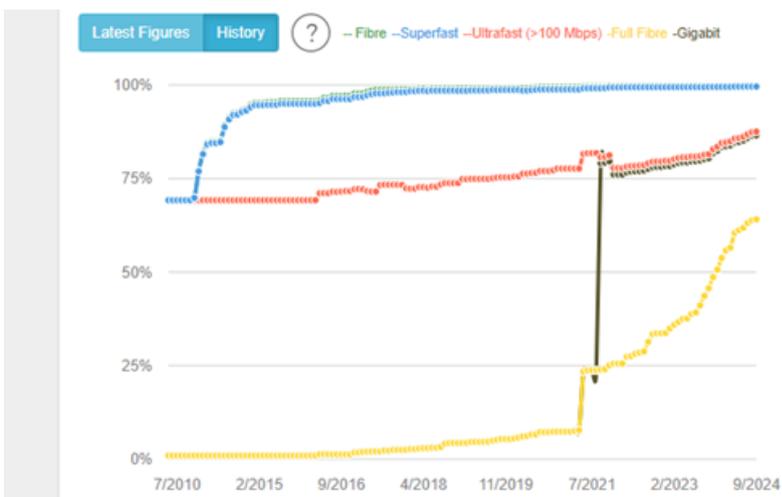


Figure B.12 Superfast and fibre broadband coverage in Preston²²²



²²¹ Ibid
²²² Ibid

Figure B.13 Superfast and fibre broadband coverage in South Ribble²²³



Buildings and heritage

Relevant policies, plans, programmes, strategies and initiatives

International

B.285 Valletta Treaty²²⁴, formerly the European Convention on the Protection of Archaeological Heritage (1992): agreed that the conservation and enhancement of an archaeological heritage is one of the goals of urban and regional planning policy. It is concerned in particular with the need for co-operation between archaeologists and planners to ensure optimum conservation of archaeological heritage.

B.286 European Convention for the Protection of the Architectural Heritage of Europe (1985)²²⁵ defines ‘architectural heritage’ and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of government influence as per the text of the convention.

B.287 United Nations (UNESCO) World Heritage Convention (1972)²²⁶ promotes co-operation among nations to protect heritage around the world that is of such outstanding universal value that its conservation is important for current and future generations.

National

B.288 Of relevance to the approach of the planning system to the historic environment the **NPPF (2023)**²²⁷ contains an environmental objective to contribute to the protection and enhancement of the built and historic environment. The document also sets out a strategy to seek “the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay and other threats.” Such a strategy is required to take into consideration the desirability of sustaining and enhancing the significance of heritage assets and bringing them into viable use.

B.289 It should also be considerate of the wider benefits of conserving the historic environment, the contribution new development can make in terms of character and distinctiveness and the opportunity for the

²²³ Ibid

²²⁴ Council of Europe (1992) [Valletta Treaty](#)

²²⁵ Council of Europe (1985) [Convention for the Protection of the Architectural Heritage of Europe](#)

²²⁶ General Conference of UNESCO (1972) [UNESCO World Heritage Convention](#)

²²⁷ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

historic environment to contribute to this character and distinctiveness. Local authorities should also maintain or have access to a historic environment record which is to be supported by up-to-date evidence.

B.290 The NPPF is supported by planning practice guidance relating to:

- **Historic environment** (2019)²²⁸ advises on enhancing and conserving the historic environment through planning, decision-making, designation, listed building consent processes and consultation.

B.291 The Environment Act 2021²²⁹ sets out the UK's new framework for environmental protection. It includes the creation of Conservation Covenant agreements between a landowner and a responsible body for the purposes of conservation. This can include to preserve land as a place of 'archaeological, architectural artistic, cultural or historic interest.'

B.292 Historic England, Corporate Plan 2022-23²³⁰ contains the action plan which sets out how the aims of the corporate plan will be delivered. The plan includes priorities to demonstrate how Historic England will continue to work towards delivering the heritage sector's priorities for the historic environment.

B.293 The Heritage Statement (2017)²³¹ describes out how the Government will support the heritage sector and help it to protect and care for our heritage and historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.

B.294 The Government's Statement on the Historic Environment for England (2010)²³² sets out the Government's vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. It includes reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.

B.295 Planning (Listed Buildings & Conservation Areas) Act 1990²³³ is an Act of Parliament that changed the laws for granting of planning permission for building works, with a particular focus on listed buildings and conservation areas.

B.296 Ancient Monuments & Archaeological Areas Act 1979²³⁴ is a law passed by the UK government to protect the archaeological heritage of England & Wales and Scotland. Under this Act, the Secretary of State has a duty to compile and maintain a schedule of ancient monuments of national importance, in order to help preserve them. It also creates criminal offences for unauthorised works to, or damage of, these monuments.

B.297 Historic Buildings and Ancient Monuments Act 1953²³⁵ is an Act of Parliament that makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

Regional/Sub-regional

B.298 Heritage Trust for the North West²³⁶ is a registered Building Preservation Trust, established in 1978 as a charity and company, which has rescued and restored many buildings of architectural interest at risk in Lancashire.

B.299 Lancashire Historic Environment Record²³⁷ contains information on over 40,000 known sites across the county. This includes standing ruins, prehistoric and medieval earthworks, features identified on an aerial photograph and medieval pottery in fact any material remains of Lancashire's past. Historic

²²⁸ Ministry of Housing, Communities and Local Government (2019) [Historic Environment](#)

²²⁹ HM Government (2021) [Environment Act 2021](#)

²³⁰ Historic England (2023) [Historic England Corporate Plan 2023-26](#)

²³¹ Department for Digital, Culture Media and Sport (2017) [The Heritage Statement 2017](#)

²³² HM Government (2010) [The Government's Statement on the Historic Environment for England](#)

²³³ HM Government (2002) [Planning \(Listed Buildings & Conservation Areas\) Act \(1990\)](#)

²³⁴ HM Government (1979) [Ancient Monuments & Archaeological Areas Act](#)

²³⁵ HM Government (1953) [Historic Buildings and Ancient Monuments Act 1953](#)

²³⁶ Heritage Trust North West (n.d.) [Heritage Trust for the North West](#)

²³⁷ Lancashire County Council (2024) [Historic Environment Record](#)

landscape, townscape and buildings information is also held as well as aerial photographs and reports on archaeological fieldwork and building recording.

B.300 Heritage Gateway²³⁸ provides digital resource for accessing information on heritage sites, historical records, and cultural assets in a specific region. It serves as an online portal for heritage data.

B.301 Built Heritage in Lancashire 2022/23²³⁹ reviews the status and management of historic buildings and structures in Lancashire for the 2022/23 period. The document highlights ongoing conservation efforts, identifies key heritage sites, and assesses the condition and preservation needs of these buildings.

B.302 Central Lancashire Core Strategy²⁴⁰ has been developed by the Central Lancashire authorities of Preston, South Ribble and Chorley, with support from Lancashire County Council. As a crucial component of Central Lancashire's Local Development Framework, the Core Strategy aims to guide development in the region, fostering increased investment and employment opportunities. Primarily, it serves as a policy document that promotes sustainable, managed growth while safeguarding and enhancing green spaces and access to open countryside.

B.303 Central Lancashire Core Strategy Monitoring Report, 19/20²⁴¹ is the seventh Monitoring Report of the performance indicators of the Core Strategy, containing data for Chorley, Preston, and South Ribble Councils for the period April 2019-March 2020. The strategy monitors performance against policies for housing, economic growth, transport, and environmental protection, which shape sustainable development across Central Lancashire.

B.304 Central Lancashire Design Guide Supplementary Planning Document (SPD)²⁴² provides an overview of the design principles the councils will employ when considering planning proposals. It covers residential, commercial, public realm and shop-front developments as well as proposals for new infrastructure.

B.305 Central Lancashire Rural Development Supplementary Planning Document (SPD)²⁴³ sets out the councils' approach to development in rural areas. This guidance sets out specific considerations relevant to particular land uses including employment, tourism, equestrian development, community facilities; recreational development, and re-use, replacement or extension to buildings in the countryside.

Local

B.306 Chorley Local Plan Monitoring Report²⁴⁴, covering the period April 2019 - March 2020 assesses the progress and effectiveness of Chorley's local planning policies. It tracks key areas such as housing development, employment, and infrastructure delivery against the targets set in the Local Plan. The report highlights progress on new housing developments, assessment employment land take-up, and reviews infrastructure improvements.

B.307 South Ribble Local Plan Monitoring Report, 2022/23²⁴⁵, reviews the implementation and progress of the borough's Local Plan policies during the year. The Report fulfils the following purposes:

- Report progress on the Local Development Scheme;
- Report key contextual indicators for the South Ribble Local Plan 2015;
- Report on core output indicators; and
- Report on the South Ribble Local Plan Monitoring Framework 2015.

²³⁸ HeritageGateway (2024) [Historic Environment Records](#)

²³⁹ Lancashire County Council (2022) [Built heritage in Lancashire 2022/23](#)

²⁴⁰ Preston, South Ribble, and Chorley, Central Lancashire (2012) [Central Lancashire Adopted Core Strategy](#)

²⁴¹ Central Lancashire authorities (2022) [Core Strategy Monitoring Report 19/20](#)

²⁴² Preston, South Ribble, and Chorley Councils (2012) [Central Lancashire Design Guide Supplementary Planning Document \(SPD\)](#)

²⁴³ Preston, South Ribble, and Chorley Councils (2012) [Central Lancashire Rural Development Supplementary Planning Document \(SPD\)](#)

²⁴⁴ Chorley Council (2021) [Chorley Local Plan Monitoring Report](#)

²⁴⁵ South Ribble Council (2023) [South Ribble Local Plan Monitoring Report 2022/2023](#)

B.308 Chorley Householder Design Guidance Supplementary Planning Document²⁴⁶ provides detailed guidelines for homeowners and developers on how to design and implement extensions and alterations to residential properties in Chorley.

B.309 Preston City Centre Area Action Plan²⁴⁷ forms an integral component of the Preston Local Plan (Site Allocations) and outlines strategies for the future development of Preston's city centre.

B.310 Preston Residential Extensions and Alterations Supplementary Planning Document²⁴⁸ provides guidelines for homeowners and developers on designing residential extensions and alterations in Preston.

B.311 Preston Shop Front Design Guide Supplementary Planning Document²⁴⁹ offers detailed recommendations for designing shop fronts in Preston. It aims to enhance the visual appeal of commercial properties by promoting high-quality, aesthetically pleasing designs that contribute positively to the street environment.

B.312 NW Preston Masterplan Supplementary Planning Document²⁵⁰ outlines a comprehensive vision for the development of the northwest area of Preston. It provides a strategic framework for land use, infrastructure, and urban design.

B.313 South Ribble Residential Extensions Supplementary Planning Document²⁵¹ offers guidance on the design and planning of residential extensions and modifications in South Ribble.

Relevant aims and objectives identified

- Recognise the importance of the special character, identity and local distinctiveness of the diverse landscapes and townscapes, including the significance of heritage assets and their settings, and protect them from insensitive development, damage or loss.
- Manage and improve the local historic environment by promoting high-quality sustainable design for buildings, historical features, spaces and the public realm that respects local character, identity and distinctiveness, functions well, is visually attractive and creates, strengthens or maintains a strong sense of place.
- Research, support and promote the diverse heritage assets of Central Lancashire, and enhance tourism potential. Improve and broaden public access to historic environments, and provide better opportunities for people to understand local heritage and to participate in cultural, educational, and leisure activities.
- Rescue heritage assets identified as being at risk or vulnerable to risk, including the protection of any (as yet unidentified / unrecorded) assets and archaeology, and keep heritage assets in appropriate use, safeguarding them for future generations.
- Recognise the wider social, cultural, economic and environmental benefits that conservation / enhancement of the historic environment and high-quality design can bring, and the positive contribution that new development can make to sustaining and enhancing local character, identity and distinctiveness.

Baseline information

B.314 The overall character of Central Lancashire's historic environment, which is shaped largely from its industrial past, is a diverse mix of urban and rural areas, with a rich historic and cultural heritage that presents both issues and opportunities to sustain and enhance local character, identity and distinctiveness.

²⁴⁶ Chorley Council (2017) [Householder Design Guidance Supplementary Planning Document](#)

²⁴⁷ Preston City Council (2016) [Preston City Centre Plan](#)

²⁴⁸: Preston City Council (2013) [Residential Extensions and Alterations Supplementary Planning Document \(SPD\)](#)

²⁴⁹ Preston City Council (2017) [Shop Front Design Guide Supplementary Planning Document \(SPD\)](#)

²⁵⁰ Preston City Council (2017) [NW Preston Masterplan Supplementary Planning Document \(SPD\)](#)

²⁵¹ South Ribble Borough Council (2013) [South Ribble Residential Extensions Supplementary Planning Document \(SPD\)](#)

B.315 The quality of the local environment, including the built environment, townscape and landscape, helps to create a sense of place, community identity and togetherness, and wellbeing. Appropriate management of the historic environment, and applying good design principles, is therefore essential.

Townscape and landscape

B.316 The most urbanised areas in Central Lancashire are in the central core stretching from Preston City in the north to the townships of Adlington and Coppull in the south. The more rural areas are north of Preston and on the eastern and western sides of Chorley and Leyland respectively. The rural areas include many villages and hamlets, but also more remote and sparsely populated 'wilder' areas.

B.317 The character of Preston is typical of many of the larger provincial towns that underwent rapid expansion as a result of the Industrial Revolution from the beginning of the 19th Century. Preston has a compact urban centre (urban core) that retains much of its medieval street pattern. Other areas are characterised by inner terraces and inner and outer suburbs, industrial/business areas and rural villages. Preston also has a large rural hinterland and development within these rural areas is characterised by smaller settlements including Woodplumpton, Broughton, Grimsargh, Goosnargh and Inglewhite, and farmsteads within the open landscape.

B.318 Within South Ribble, the settlements of Penwortham, Walton-le-Dale, Bamber Bridge and Lostock Hall (including Tardy Gate) form a fairly continuous urban area on the south side of the River Ribble. Leyland dates back to the 10th Century, when a Saxon township was set out around the parish church and along Towngate. The period between the 17th Century and the 19th Century saw the development of large rows of brick built weavers' cottages, and the inter-war years saw an expansion of the urban area of Leyland through semi-detached housing and garden suburbs. New housing estates have also been developed on former industrial land along the northern boundary of the town.

B.319 Within Chorley, the western parishes are characterised by flat coastal plains and moss lands. Bretherton, Croston, Eccleston and Mawdesley, and to a lesser extent Charnock Richard, are small agrarian based rural settlements where modest buildings of locally made brick are dominant. In these areas large buildings are in the minority. In the eastern parishes, for example Hoghton, Rivington, Wheelton and Withnell, rural, agrarian settlements are again dominant, but these are interspersed with small industrial villages focused on a mill, as at Abbey Village and Withnell Fold. The central area including Chorley town, Adlington and Coppull is characterised by industrial development, with a grid pattern of terraced housing. Growth during the 19th and 20th Centuries resulted in a mix of building sizes, styles and materials, and engulfed previously distinct settlements such as Whittle and Clayton le Woods. Buckshaw Village is now a major development that straddles the Chorley and South Ribble boundary on the site of the former Royal Ordnance Factory. It is an urban village that includes a variety of character areas that display no particular relationship to any vernacular traditions.

Heritage assets

B.320 The historic environment includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, including as yet unidentified/unrecorded assets and archaeology.

B.321 Central Lancashire's historic environment includes heritage assets of many sizes, periods and types. These include listed buildings, conservation areas, scheduled monuments, conservation areas, registered parks and gardens, historic designed landscapes, archaeological assets and locally listed assets.

B.322 The National Heritage List for England lists nationally important heritage assets based on their special historic or architectural merit, and classifies buildings into grades of relative importance. These are:

- Grade I – buildings of exceptional interest (about 2% of all listed buildings).
- Grade II* – particularly important buildings of more than special interest (about 4% of all listed buildings).
- Grade II – buildings of special interest, which warrant every effort being made to preserve them.

B.323 In 2023, there were 5,436 listed buildings in Lancashire, according to the National Heritage List. The Lancashire Local List²⁵² was launched in January 2021 as one of 22 county area projects. It encompasses all 14 local authorities in the Lancashire-14 area but currently lacks entries from Lancaster, Ribble Valley, Pendle and Rossendale. The initiative aims to promote and conserve local heritage and engage communities. As of 2023, there are 1,399 entries on the list. Of these, 1,098 are located in the Lancashire-12 area.

Chorley

B.324 There are 482 listed buildings/structures, including ten scheduled monuments, within the borough of Chorley. These include five grade I listed buildings, as listed below. The remainder are grade II listed buildings, with 27 of those designated as grade II*.

- Astley Hall;
- Mawdesley Hall;
- Houghton Tower;
- Great Barn, Houghton Tower; and
- Heskin Hall.

B.325 There are nine conservation areas:

- St Laurence's;
- Bretherton;
- St Georges;
- Rivington;
- Croston;
- Withnell Fold;
- Brindle;
- White Coppice; and
- Abbey Village.

B.326 There are also four registered parks/gardens:

- Astley Park;
- Lever Park;
- Rivington Gardens; and
- Houghton Tower.

B.327 In addition, there are three “locally important areas/buildings”.

Preston

B.328 There are around 770 listed buildings/structures in Preston. These include three grade I buildings as outlined below. The remainder are grade II listed buildings, with 20 of those designated as grade II*.

- St Walburge's Church;
- Harris Museum; and
- Old Lea Hall Farmhouse.

²⁵² Lancashire County Council (2022) [Built heritage in Lancashire 2022/23](#)

B.329 The greatest concentration of heritage assets lies within Preston City Centre, where a rich legacy of historic assets, such as the Bus Station, Market Place (Flag Market) and Winckley Square combine to create a clear and defined sense of place. Despite much improvement, some buildings and historic spaces remain underused and in need of investment.

B.330 There are 11 conservation areas:

- Winckley Square;
- Harris Children's Home;
- Fulwood;
- Avenham;
- Fishergate Hill;
- Moor Park;
- Ashton;
- St Ignatious Square;
- Deepdale Enclosure;
- Inglewhite; and
- Market Place.

B.331 Four of these also have Article 4 Directions: Avenham; Fishergate Hill; Fulwood; and St. Ignatius.

B.332 There are also eight registered parks/gardens included on the National Register of Historic Parks and Gardens. Three of these are also grade II* listed parks (Avenham Park, Miller Park and Moor Park).

- Avenham Park;
- Miller Park;
- Moor Park;
- Avenham Walk;
- Harris Knowledge Park (formerly Harris Orphanage);
- Haslam Park;
- Preston Cemetery; and
- The Willows.

B.333 In addition, there are 89 local heritage listings in the rural areas of Preston.

South Ribble

B.334 There are 144 listed buildings/structures (including four scheduled monuments) within the borough of South Ribble, including two grade I listed buildings as outlined below. The remainder are grade II listed buildings, with ten of those designated as grade II*.

- Samlesbury Hall; and
- Church of St Leonard the Less.

B.335 There are eight conservation areas:

- Church Brow, Walton-le-Dale;
- Church Road, Bamber Bridge;
- Greenbank Road, Penwortham;
- Leyland Cross;

- Penwortham St Mary's;
- Rawstone Road, Penwortham;
- Sandy Lane, Leyland; and
- Walton Green, Walton-le-Dale.

B.336 There are also two registered parks/gardens:

- Worden Park (Leyland); and
- Part of Woodfold Park.

Heritage sites at risk in Central Lancashire

B.337 Historic England identifies those heritage assets considered most at risk of being lost as a result of neglect, decay or inappropriate development. The aim is to reduce the number of heritage assets at risk. The level of risk and priority for action for listed buildings, places of worship and monuments is assessed on a scale of A to F, where 'A' is the highest priority for a building which is deteriorating rapidly with no solution to secure its future.

B.338 In 2023, Central Lancashire had 11 heritage assets on the Historic England at Risk Register, with two listed in the highest priority 'A' classification, in Chorley and Preston respectively.

B.339 Five sites were identified in Chorley:

- Church of St George (priority category C, grade II* listed building);
- Church of St Michael (priority category A, grade II* listed building);
- Buckshaw Hall, Euxton (priority category E, grade II* listed building);
- Ingrave Farm moated site, Ecclestone (scheduled monument); and
- Bretters Farm moated site, Heath Charnock (scheduled monument).

B.340 Five sites were also identified in Preston²⁵³:

- Harris Institute (priority category C, grade II* listed building);
- Church of St George the Martyr (priority category C, grade II* listed building)
- Wing of former Barton Old Hall (priority category C, grade II* listed building);
- Church of St Walburge (priority category A, grade I listed building); and
- Fishergate Hill (conservation area).

B.341 One site was identified in South Ribble:

- Woodfold Park (registered park and garden, grade II, declining condition, although none of the buildings at risk are within South Ribble)²⁵⁴.

B.342 There remain three buildings at risk in Chorley with the condition of these buildings showing some improvement in recent years. Bank Hall, Bretherton was removed from Historic England's Heritage at Risk Register in November 2022, following structural works to the Grade II* listed building to convert the hall into ten apartments and two houses, in addition to providing educational and exhibition spaces that are open to the public²⁵⁵. This trend therefore shows an improving situation, with two assets fewer considered at risk in Central Lancashire than in 2017.

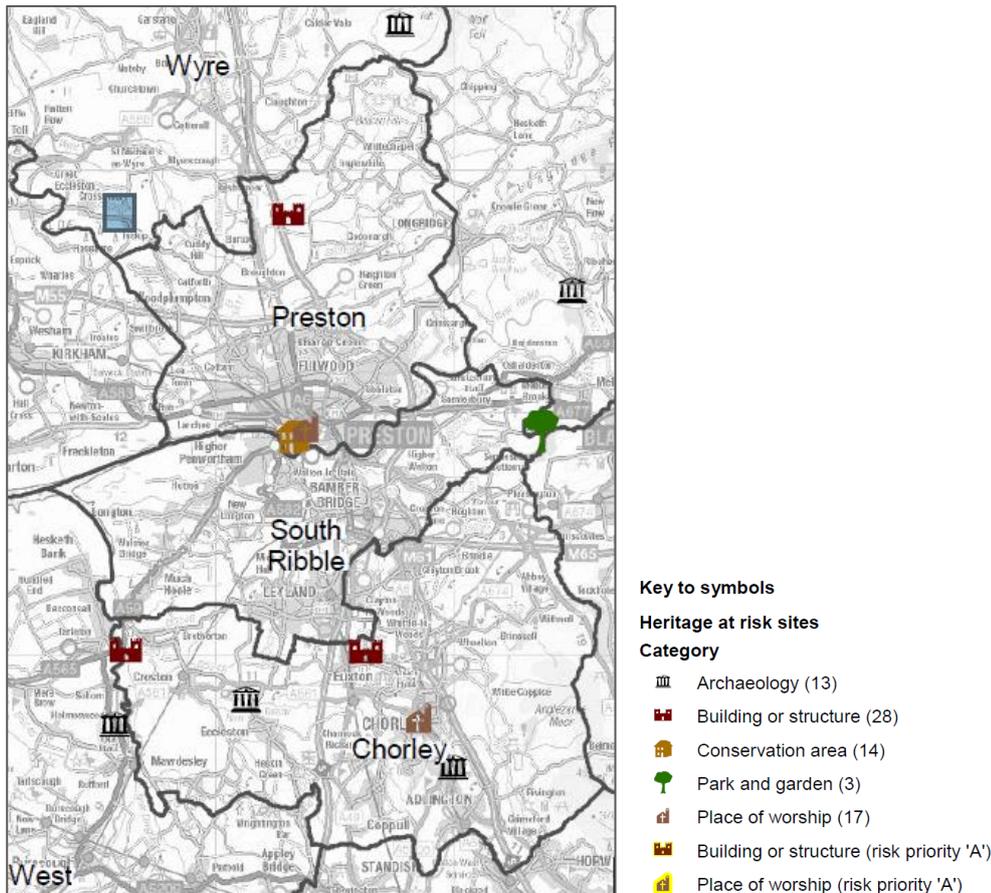
B.343 The Heritage at Risk sites in Central Lancashire are shown in **Figure B.14**, below.

²⁵³ Seventh Day Adventist Church, Preston was removed from the list in 2018

²⁵⁴ Woodfold Park is within 3 local authority areas (Blackburn with Darwen, Ribble Valley and South Ribble) and is in multiple, private ownership

²⁵⁵ Stone Specialist (2022) [Welsh Slate helps country mansion leave the 'At Risk' register](#)

Figure B.14 Heritage at risk sites in Central Lancashire²⁵⁶



Public access and museums

B.344 There is a notable lack of any sites operated by national organisations in Central Lancashire (e.g. the National Trust), although this is something that applies to the whole county of Lancashire. However, a wide range of historic properties and gardens in the area are open to the public and appeal to a growing number of visitors (e.g. Samlesbury Hall, Houghton Tower and Astley Hall). Many benefit from local ownership and control, often by the historic family owners, independent trusts or local authorities.

B.345 The Museum of Lancashire (in Preston) was one of a number of museums in the county that were closed to public access by Lancashire County Council in 2016 due to budget cuts. However, other museums in Central Lancashire continue to operate and attract funding and visitors. There are a wide range of themes and objects on display with appropriate interpretative material (e.g. at the Harris Museum, Preston). Other museums remain open and viable by charging an admission fee (e.g. the Commercial Vehicle Museum in Leyland and the Ribble Steam Railway Museum at Preston Docks).

Buildings and heritage sustainability, health and equality issues and implications

B.346 The historic environment plays an important part in sustainable development and contributes to delivering social, cultural, economic and environmental benefits. There is a need for a positive strategy for the whole of the historic environment, including the conservation, condition, promotion and enjoyment of heritage assets and their settings. Development should incorporate high quality, sustainable design and reflect and respect local characteristics, thereby sustaining and enhancing local character, identity and distinctiveness.

B.347 There are a large number of formally recognised heritage assets in the Central Lancashire area, as well as locally recognised assets. It is important that these heritage assets, which include the potential for (as

²⁵⁶ Lancashire County Council (2023) [Built Heritage in Lancashire 2022/23](#)

yet unidentified) undesignated assets and archaeology, continue to be recognised, protected and enhanced accordingly. Policies and programmes need to be in place to ensure they are safeguarded for future generations and are correctly managed and conserved so as to not be lost (either in part or in whole).

B.348 Local character and identity, including the local landscape and townscape, is an important consideration. It must also be remembered that the heritage and character of Central Lancashire is diverse and thus different areas face different issues. Management needs to be correctly tailored based on good understanding of an area's individual characteristics, while also recognising that there are likely to be general themes that will apply across a given area.

B.349 The quality of the built environment has an important role to play in creating a sense of place, community identity and togetherness, and well-being. Alongside a wide range of other factors, the character of an area's rich historical and cultural heritage can be enhanced by well-designed buildings.

B.350 The built environment is a crucial element in attracting visitors to the area. Under-utilisation of historic buildings and spaces needs to be addressed. Opportunities should be sought to allow communities and visitors opportunities to experience buildings, sites and places of interest for their architectural or historic interest. Popular buildings, areas and other attractions should be managed thoughtfully to ensure they remain in an appropriate use, with their significance and appeal not compromised by visitor numbers and use.

B.351 Heritage assets can become at risk due to various factors, such as neglect, decay, development pressures, the un-sustainable use of historic farmsteads, or a lack of development in deprived areas due to poor market conditions or confidence in the area – which could lead to some parts of the urban area falling into a state of vacancy and dereliction. This could have a damaging effect upon the character and distinctiveness and historic landscape/townscape in these areas, with heritage loss a real threat.

B.352 However, the historic environment also presents many opportunities. For example, heritage-led regeneration and supporting the vitality and viability of town centres, developing a stronger sense of place and local distinctiveness by informing design, promoting the innovative and sustainable reuse of existing building stock, and improving awareness, involvement and understanding of the historic environment, and using it as an educational resource. The number of heritage assets at risk in Central Lancashire is reducing and this is a trend which needs to continue.

Climate change

Relevant policies, plans, programmes, strategies and initiatives

International

B.353 Declaration on Climate, Relief, Recovery and Peace (COP28 Declaration) (2023)²⁵⁷ is an international commitment to address the complex challenges posed by climate change, particularly in the most vulnerable regions. Although non-binding and outside the formal UNFCCC negotiations, this declaration unites the concerns and proposed solutions of countries and institutions across humanitarian, development, climate, and peace sectors. It aims to urgently enhance climate resilience in vulnerable communities that are most affected by climate-related conflicts and crises.

B.354 2022 Convention on Biological Diversity²⁵⁸, specifically COP15 Kunming-Montreal adopted the “Kunming-Montreal Global Biodiversity Framework” (GBF), including four goals and 23 targets for achievement by 2030.

B.355 The Glasgow Pact (UN Framework Convention on Climate Change, 2021)²⁵⁹ is a package of decisions comprising a range of agreed items, including strengthened efforts to build resilience to climate change, to curb greenhouse gas emissions and to provide the necessary finance for both. Nations reaffirmed

²⁵⁷ United Nations (2023) [COP28 Declaration on Climate Relief, Recovery and Peace](#)

²⁵⁸ UK Parliament (2023) [COP15: Global biodiversity framework](#)

²⁵⁹ United Nations (2021) [Glasgow Climate Pact](#)

their duty to fulfil the pledge of providing \$100 billion annually from developed to developing countries. And they collectively agreed to work to reduce the gap between existing emission reduction plans and what is required to reduce emissions. They also agreed to phase down unabated coal power and inefficient subsidies for fossil fuels.

B.356 United Nations Declaration on Forests and Land Use (COP26 Declaration) (2021) is an international commitment to halt and reverse forest loss and land degradation by 2030 while delivering sustainable development and promoting an inclusive rural transformation.

B.357 The 2030 Agenda for Sustainable Development (2015)²⁶⁰ is an initiative, adopted by all United Nations Member States that provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SGD 7: Affordable and Clean Energy;
- SDG 11: Sustainable Cities and Communities;
- SDG 12: Responsible Consumption and Production;
- SDG 13: Climate Action;
- SDG 14: Life Below Water; and
- SDG 15: Life on Land.

B.358 The United Nations Paris Climate Change Agreement (2015)²⁶¹ is an international agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

B.359 The United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002)²⁶² sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

National

B.360 The NPPF (2023)²⁶³ contains as part of its environmental objective a requirement to mitigate and adapt to climate change, “including moving to a low carbon economy”. The document also states that the “planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.” To achieve these aims new development should be planned to ensure appropriate adaptation measures are included (including green infrastructure) and should be designed, located and orientated as to help to reduce greenhouse gas emissions.

B.361 The revised framework also requires that development is directed away from areas which are at highest existing or future risk of flooding. Where development is required in such areas, the “development should be made safe for its lifetime without increasing flood risk elsewhere.”

B.362 In relation to coastal change in England planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Furthermore, plans should “reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast”.

B.363 The NPPF is supported by planning practice guidance relating to:

- **Flood risk and coastal change** (2022)²⁶⁴ provides guidance on how the planning process can assess, avoid, manage and mitigate the risks associated with flooding and coastal change.

²⁶⁰ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

²⁶¹ UNFCCC (2015). [Adoption of the Paris Agreement](#)

²⁶² United Nations (2002) [Johannesburg Declaration on Sustainable Development](#)

²⁶³ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

²⁶⁴ Ministry for Housing, Communities and Local Government (2022) [Flood risk and coastal change](#)

- **Climate change** (2019)²⁶⁵ advises how to identify suitable mitigation and adaptation measures in the planning process to address the impacts of climate change.
- **Renewable and low carbon energy** (2023)²⁶⁶ outlines guidance for developing a strategy for renewable and low carbon energy, and particular planning considerations for hydropower, solar technology, solar farms and wind turbines.

B.364 The Environment Act 2021²⁶⁷ sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. The Environment Act will deliver:

B.365 Long-term targets to improve air quality biodiversity, water, and waste reduction and resource efficiency.

- A target on ambient PM_{2.5} concentrations.
- A target to halt the decline of nature by 2030.
- Environmental Improvement Plans, including interim targets.
- A cycle of environmental monitoring and reporting.
- Environmental Principles embedded in domestic policy making.
- Office for Environmental Protection to uphold environmental law.

B.366 The Future Homes and Buildings Standards (2024)²⁶⁸ published under the 2022 to 2024 Sunak Conservative Government, these standards set ambitious requirements for energy efficiency and heating for new homes and non-domestic buildings. The standards are in line with the Government's 2050 net zero target and will mean that no further work will be needed for new buildings to produce zero carbon emissions as the electricity grid decarbonises. The key requirements are:

- fabric efficiency;
- low-carbon heating and hot water systems;
- renewable energy readiness;
- EV charging infrastructure; and
- ventilation.

B.367 The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting (2023)²⁶⁹ sets out a series of actions for the following sectors over a 5-year period:

- Infrastructure – new commitments on resilience standards, investment in water quality and a new transport adaptation strategy.
- Nature environment – Local Nature Recovery Strategies, incorporate climate change adaptation into the design of Environmental Land Management schemes and Nature Recovery Projects.
- Health, communities and the built environment – investment in flood and coastal erosion schemes, Adverse Weather & Health Plan, update the National Planning Policy Framework to support both adaptation and mitigation efforts and provide local climate projections.
- Business and industry – Green Finance Strategy 2023, new strategy on supply chains and imports and survey business readiness for climate impacts.

²⁶⁵ Ministry of Housing, Communities and Local Government (2019) [Climate change](#)

²⁶⁶ Ministry of Housing, Communities and Local Government (2023) [Renewable and low carbon energy](#)

²⁶⁷ HM Government (2021) [Environment Act 2021](#)

²⁶⁸ National Housing Federation (2024) [The Future Homes and Buildings Standards consultation](#)

²⁶⁹ HM Government (2023) [The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting](#)

- International impacts – the government will adapt and build resilience in vulnerable communities to climate related disasters and continue to drive international action and consensus in negotiations on climate adaptation.

B.368 The **Environmental Improvement Plan 2023**²⁷⁰ for England is the first revision of the 25YEP. It builds on the 25YEP vision with a new plan setting out how they will work with landowners, communities and businesses to deliver each of our goals for improving the environment, matched with interim targets to measure progress. Taking these actions will help us restore nature, reduce environmental pollution, and increase the prosperity of our country.

B.369 The **Biomass Strategy 2023**²⁷¹ builds on the 2021 Biomass policy statement and the Powering up Britain strategy which emphasised the important role that biomass will play in Britain's fully decarbonised power system by 2035, subject to security of supply. It sets out steps government intends to take to strengthen biomass sustainability and the opportunities for the use of sustainable biomass across multiple sectors of the economy in support of achieving the UK's net zero target.

B.370 The government aims to focus on implementing a cross-sectoral common sustainability framework, which will be subject to consultation. It states it committed to monitoring the levels of biomass supply to ensure the UK can secure necessary levels for increased biomass use across the economy.

B.371 It has also committed to ensuring that biomass supply – given its risks and uncertainties – is not hindered at any stage; however, biomass demand is expected to increase. The government also aims for a "priority use" of biomass based on guiding principles that address sustainability, air quality, the net-zero and circular economy, and resource efficiency. This encompasses the deployment of bioenergy with carbon capture and storage (BECCS), the engineered greenhouse-gas removal technology, which captures and stores CO₂ from biomass while producing low-carbon energy.

B.372 The **Carbon Budget Delivery Plan (2023)**²⁷² explains how the government intends to meet its legally-binding climate goals, setting out a package of quantified and unquantified proposals and policies, and associated timescales and delivery risks this also includes:

- wider matters in connection with carbon budgets;
- the contribution of these proposals and policies to sustainable development; and
- the impact the package has on sectors of the economy.

B.373 **Powering Up Britain (2023)**²⁷³ is a collection of policy documents relating to climate change, setting out the department's approach to energy security and net zero. Powering up Britain includes four key areas of action:

- decarbonising electricity generation;
- improving energy efficiency;
- electrifying transport; and
- and developing low-carbon heating

B.374 The **Energy Security Plan (2023)**²⁷⁴ sets out the steps that the government is taking to improve the UK's energy system resilience, particularly in the current geopolitical context. Key commitments include:

- Looking at the role gas storage and other sources of flexibility can play in gas security.
- Delivery of energy efficiency upgrades through the Great British Insulation Scheme.
- Extension of the Boiler Upgrade Scheme to 2028.

²⁷⁰ Department for Environment, Food & Rural Affairs (2023) [Environmental Improvement Plan 2023](#)

²⁷¹ Department for Energy Security and Net Zero (2023) [Biomass Strategy 2023](#)

²⁷² Department for Energy Security and Net Zero (2023) [Carbon Budget Delivery Plan](#)

²⁷³ Department for Energy Security and Net Zero (2023) [Powering up Britain](#)

²⁷⁴ Ibid

- Setting up Great British Nuclear to lead delivery of the new nuclear programme.
- Launching a competitive process to select the best Small Modular Reactor technologies.
- Launching the Floating Offshore Wind Manufacturing Investment Scheme, to provide up to £160 million investment in port infrastructure projects.
- Publishing action plans on reducing the development time for transmission network projects and on accelerating electricity network connections.
- Announcing the Track-1 negotiation project list of carbon capture usage and storage (CCUS) projects; launching a process to expand Track-1 clusters; and establishing two further (Track-2) CCUS clusters.
- Announcing a shortlist of projects for the first electrolytic hydrogen production allocation round.
- Announcing successful applicants of the first competition window for Strands 1 and 2 of the Net Zero Hydrogen Fund (development and capital co-funding) and launching a second competition window.
- Consulting on revised energy National Policy Statements which underline the national need for new energy infrastructure with the intention of expediting planning processes.

B.375 Defence Operational Energy Strategy (2023)²⁷⁵ sets out how the Ministry of Defence (MOD) will respond to the global energy transition. The aims of the strategy are to adopt a new approach to managing fuel and energy, leading to a cultural shift in how the MOD makes its operational energy decisions. The DOES describes how the MOD will maximise operational advantage through its energy choices. Operational advantage will be achieved through three strategic outcomes:

- Advantage through energy.
- Advantage through coherence.
- Advantage through organisational agility.

B.376 The Net Zero Growth Plan (2023)²⁷⁶ outlines the Government's plans to reach net zero and unlock the financial benefits that this can bring. Key commitments include:

- Publishing an addendum to the Resources and Waste Strategy which will focus on net zero and include a plan to achieve the near elimination of biodegradable municipal waste going to landfill.
- Responding to the consultation on a revised Waste Prevention Programme for England alongside the new programme 'Maximising Resources, Minimising Waste'.
- Providing up to £20 billion of funding for early deployment of CCUS to unlock private investment and jobs.
- Consulting on an ambitious Zero Emission Vehicle mandate; publishing the Low Carbon Fuels Strategy in 2023; and legislating to include recycled carbon and nuclear derived fuels in renewables transport fuel schemes.
- Consulting on transition planning disclosure requirements for the UK's largest companies and the UK Green Taxonomy, as well as on steps and interventions needed to support the growth of high integrity voluntary markets and to protect against greenwashing.
- Introducing a regulatory framework for heat networks; beginning the implementation of heat network zoning by 2025; and confirming funding of £15 million for the 2023/24 Home Decarbonisation Skills Competition and the £5 million Heat Training Grant for heat pump and heat network skills. Growth and decarbonisation of the UK heat network market will continue through the Green Heat Network Fund and the Heat Network Efficiency Scheme, including £220 million for the Heat Network Transformation Programme over 2025/6 and 2026/7.
- Considering options for integrating greenhouse gas removals in the UK Emissions Trading Scheme.

²⁷⁵ Ministry of Defence (2023) [Defence Operational Energy Strategy](#)

²⁷⁶ Ibid

- Publishing the Biomass Strategy in 2023, which will outline the role that bioenergy with carbon capture and storage (BECCS) can play in reducing carbon emissions.
- Taking forward the next steps in the Review of Electricity Market Arrangements.

B.377 The **UK Hydrogen Strategy (2023)**²⁷⁷ sets out the approach to developing a substantial low carbon hydrogen sector in the UK and to meet the ambition for 5GW of low carbon hydrogen production capacity by 2030. The Strategy outlines the role of hydrogen in meeting net zero targets, the existing opportunity within the UK, a strategic framework, a roadmap for the economy, and the UK Government's commitments for a hydrogen economy.

B.378 The **Air Quality Strategy for England (2023)**²⁷⁸: This strategy sets out local authorities powers and responsibilities as well as the actions that Defra expects local authorities to take in support of the Government's long-term air quality goals, including new PM_{2.5} targets.

B.379 Net Zero Government Emissions: UK Roadmap (2023)²⁷⁹ as part of the Net Zero Government Initiative outlines the journey to central government net zero emissions. It covers the policies and interim targets around government buildings and transport, procurement and skills.

B.380 The **British Energy Security Strategy (2022)**²⁸⁰ sets out how the UK will enhance its energy security, setting out plans for future deployment of wind, new nuclear, solar and hydrogen, and for supporting the production of domestic oil and gas in the nearer term. The strategy builds on the Prime Minister's 'Ten point plan for a green industrial revolution', and the 'Net zero strategy'. Key aims and commitments include:

- New commitments to supercharge clean energy and accelerate deployment, which could see 95% of Great Britain's electricity set to be low carbon by 2030.
- Supporting over 40,000 more jobs in clean industries, totalling 480,000 jobs by 2030.
- Accelerated expansion of nuclear, wind, solar, hydrogen, oil and gas, including delivering the equivalent to one nuclear reactor a year instead of one a decade.
- Offshore wind – aim of providing up to 50GW by 2030, of which 5GW is planned to be from floating offshore wind in deeper seas. This is aimed to be underpinned by new planning reforms to cut the approval times for new offshore wind farms from 4 years to 1 year and an overall streamlining which will aim to reduce the time it takes for new projects to reach construction stages while improving the environment.
- Oil and gas - a licensing round for new North Sea oil and gas projects is planned to launch in Autumn, with a new taskforce providing bespoke support to new developments.
- Onshore wind – The Government plan to consult on developing partnerships with a limited number of supportive communities who wish to host new onshore wind infrastructure in return for guaranteed lower energy bills.
- Heat pump manufacturing: The Government aim to run a Heat Pump Investment Accelerator Competition in 2022 worth up to £30 million to make British heat pumps, with hopes to reduce demand for gas.

B.381 UK Climate Change Risk Assessment 2022²⁸¹ outlines the UK government and devolved administrations' position on the key climate change risks and opportunities that the UK faces today. The risk assessment considers sixty-one UK-wide climate risks and opportunities cutting across multiple sectors of the economy and prioritises the following eight risk areas for action in the next two years:

²⁷⁷ Department for Energy Security and Net Zero (2023) [UK Hydrogen Strategy](#)

²⁷⁸ Department for Environment, Food & Rural Affairs (2023) [The air quality strategy for England](#)

²⁷⁹ Department for Energy Security and Net Zero (2023) [Net zero government emissions: UK roadmap](#)

²⁸⁰ Department for Business, Energy & Industrial Strategy and Prime Minister's Office, 10 Downing Street (2022) [British energy security strategy](#)

²⁸¹ HM Government (2022) [UK Climate Change Risk Assessment 2022](#)

- Risks to the viability and diversity of terrestrial and freshwater habitats and species from multiple hazards.
- Risks to soil health from increased flooding and drought.
- Risks to natural carbon stores and sequestration from multiple hazards.
- Risks to crops, livestock and commercial trees from multiple climate hazards.
- Risks to supply of food, goods and vital services due to climate-related collapse of supply chains and distribution networks.
- Risks to people and the economy from climate-related failure of the power system.
- Risks to human health, wellbeing and productivity from increased exposure to heat in homes and other buildings.
- Multiple risks to the UK from climate change impacts overseas.

B.382 The National Flood and Coastal Erosion Risk Management Strategy for England (2022)²⁸² sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities. The strategic aims and objectives of the Strategy are:

- Climate resilient places: working with partners to bolster resilience to flooding and coastal change across the nation, both now and in the future in the face of climate change.
- Today's growth and infrastructure resilient in tomorrow's climate: making the right investment and planning decisions to secure sustainable growth and environmental improvements, as well as infrastructure resilient to flooding and coastal change.
- A nation ready to respond and adapt to flooding and coastal change: ensuring local people understand their risk to flooding and coastal change and know their responsibilities and how to act.

B.383 Sustainability and Climate Change Strategy (2022)²⁸³ is the Department for Education's strategy for sustainability and climate change for the education and children's services systems. The strategy's vision is for the United Kingdom to be the world-leading education sector in sustainability and climate change by 2030. The strategy sets out four strategic aims for England:

- Excellence in education and skills for a changing world;
- Transition to net zero;
- Resilience to climate change; and
- A better environment for future generations.

B.384 The Net Zero Strategy: Build Back Greener (2021)²⁸⁴ sets out policies and proposals for decarbonising all sectors of the UK economy to meet net zero targets by 2050. It sets out strategies to keep the UK on track with carbon budgets, outlines the National Determined Contribution (NDC) and sets out the vision for a decarbonised economy in 2050. Its focus includes:

- Policies and proposals for reducing emissions across the economy in key sectors (power, fuel supply and hydrogen, industry, heat and buildings, transport, natural gas and waste).
- Policies and proposals for supporting transition across the economy through innovation, green investment, green jobs, embedding net-zero in government, local climate action, empowering people and businesses, and international leadership and collaboration.

²⁸² HM Government (2022) [The national flood and coastal erosion risk management strategy for England](#)

²⁸³ Department for Education (2022) [Sustainability and climate change strategy](#)

²⁸⁴ Department for Business, Energy and Industrial Strategy (2021) [Net Zero Strategy: Build Back Greener](#)

B.385 The **Industrial Decarbonisation Strategy** (2021)²⁸⁵ aims to support existing industry to decarbonise and encourage the growth of new, low carbon industries to protect and create skilled jobs and businesses in the UK encouraging long-term investment in home-grown decarbonisation technology. The strategy builds in the Prime Minister's 10 Point Plan for a Green Industrial Revolution and sets out the government's vision for the manufacturing and construction sector and is part of the government's path to net zero by 2050.

B.386 The strategy aims to reduce emissions by two-thirds in just 15 years and support up to 80,000 jobs over the next thirty years and includes measures to produce 20 terawatt hours of the UK industry's energy supply from low carbon alternatives by 2030. It also aims to introduce new rules on measuring the energy and carbon performance of the UK's largest commercial and industrial buildings, providing potential savings to businesses of around £2 billion per year in energy costs in 2030 and aiming to reduce annual carbon emissions by over 2 million tonnes – approximately 10% of their current emissions.

B.387 Other key commitments within the strategy include:

- The use of carbon pricing to drive changes in industry to focus on emissions in business and investment decisions.
- To establish a policy framework to accelerate the switch from fossil fuels to low carbon alternatives such as hydrogen, electricity, or biomass.
- New product standards, enabling manufacturers to clearly distinguish their products from high carbon competitors.
- To ensure the land planning regime is fit for building low carbon infrastructure.
- Support the skills transition so that the UK workforce benefits from the creation of new green jobs.
- An expectation that at least 3 megatons of CO₂ is captured within industry per year by 2030.
- That by 2050, there will be zero avoidable waste of materials across heavy industries.

B.388 The **Heat and Buildings Strategy** (2021)²⁸⁶ sets out the Government's plan to significantly cut carbon emissions from the UK's 30 million homes and workplaces. This strategy aims to provide a clear direction of travel for the 2020s, set out the strategic decisions that need to be taken this decade, and demonstrate how the UK plans to meet its carbon targets and remain on track for net zero by 2050.

B.389 Key aims of the strategy include:

- Reduce direct emissions from public sector buildings by 75% against a 2017 baseline by the end of carbon budget 6.
- Significantly reduce energy consumption of commercial, and industrial buildings by 2030.
- Phase out the installation of new natural gas boilers beyond 2035.
- Significantly grow the supply chain for heat pumps to 2028: from installing around 35,000 hydronic heat pumps a year to a minimum market capacity of 600,000 per year by 2028.
- Reduce the costs of installing a heat pump by at least 25-50% by 2025 and to ensure heat pumps are no more expensive to buy and run than gas boilers by 2030.
- Achieve 30-fold increase in heat pumps manufactured and sold within the UK by the end of the decade.
- Grow the market for heat pumps notably via a £450 million Boiler Upgrade Scheme to support households who want to switch with £5,000 grants.
- Improve heat pump appeal by continuing to invest in research and innovation, with the £60 million Net Zero Innovation Portfolio 'Heat Pump Ready' Programme supporting the development of innovation across the sector.

²⁸⁵ Department for Business, Energy & Industrial Strategy (2021) [Industrial decarbonisation strategy](#)

²⁸⁶ Department for Business, Energy & Industrial Strategy (2021) [Heat and buildings strategy](#)

- Ensure all new buildings in England are ready for Net Zero from 2025. To enable this, new standards will be introduced through legislation to ensure new homes and buildings will be fitted with low-carbon heating and high levels of energy efficiency.
- Establish large-scale trials of hydrogen for heating, including a neighbourhood trial by 2023.
- Ensure as many fuel poor homes in England, as reasonably practicable, achieve a minimum energy efficiency rating of band C by the end of 2030.
- Support social housing, low income and fuel poor households via boosting funding for the Social Housing Decarbonisation Fund and Home Upgrade Grant, which aim to improve the energy performance of low income households' homes, support low carbon heat installations and build the green retrofitting sector to benefit all homeowners.
- Scale up low-carbon heat network deployment and to enable local areas to deploy heat network zoning-Heat Network Transformation Programme of £338 million (over 2022/23 to 2024/25).

B.390 The Energy Performance of Buildings Regulations (2021)²⁸⁷ seek to improve the energy efficiency of buildings, reducing their carbon emissions and lessening the impact of climate change. The Regulations require the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance, reported through Energy Performance Certificates and Display Energy Certificates.

B.391 The Energy White Paper: Powering Our Net Zero Future (2020)²⁸⁸ builds on the Prime Minister's Ten point plan for a green industrial revolution. The white paper addresses the transformation of the UK's energy system, promoting high-skilled jobs and clean, resilient economic growth during its transition to net-zero emissions by 2050.

B.392 Key aims of the paper include:

- Supporting green jobs - The government aims to support up to 220,000 jobs in the next 10 years. Several will be supported via a "major programme" that will see the retrofitting of homes for improved energy efficiency and clean heat.
- Transforming the energy system - To transform its electricity grid for net-zero, the white paper highlights how this will involve changing the way the country heats its homes, how people travel, doubling the electricity use, and harnessing renewable energy supplies.
- Keeping bills affordable - The government aims to do this by making the energy retail market "truly competitive". This will include offering people a simple method of switching to a cheaper energy tariff and testing automatically switching consumers to fairer deals to tackle "loyalty penalties".
- Generating emission-free electricity by 2050 - The government aims to have "overwhelmingly decarbonised power" in the 2030s in order to generate emission-free electricity by 2050.
- Establishing UK Emissions Trading Scheme - The government aims to establish a UK Emissions Trading Scheme (UK ETS) from 1 January 2021 to replace the current EU ETS at the end of the Brexit Transition Period.
- Exploring new nuclear financing options - The government said it is continuing to explore a range of financing options for new nuclear with developers including the Regulated Asset Base (RAB) funding model.
- Further commitments to offshore wind - The white paper lays out plans to scale up its offshore wind fleet to 40 gigawatts (GW) by 2030, including 1GW of floating wind, enough to power every home in the country.

²⁸⁷ HM Government (2021) [The Energy Performance of Buildings Regulations](#)

²⁸⁸ Department for Business, Energy & Industrial Strategy (2020) [Energy white paper: Powering our net zero future](#)

- Carbon capture and storage investments - Including £1bn worth of investments in state-of-the-art CCS in four industrial clusters by 2030. With four low-carbon clusters set up by 2030, and at least one fully net-zero cluster by 2040.
- Kick-starting the hydrogen economy - The government plans to work with industry to aim for 5GW of production by 2030, backed up by a new £240m net-zero Hydrogen Fund for low-carbon hydrogen production.
- Investing in electric vehicle charge points - The government plans to invest £1.3bn to accelerate the rollout of charge points for electric vehicles as well as up to £1bn to support the electrification of cars, including for the mass-production of the batteries needed for electric vehicles.
- Supporting the lowest paid with their bills - The government aims to support those with lower incomes through a £6.7bn package of measures that could save families in old inefficient homes up to £400. This includes extending the Warm Home Discount Scheme to 2026 to cover an extra three quarters of a million households and giving eligible households £150 off their electricity bills each winter.
- Moving away from fossil fuel boilers - The government aims, by the mid-2030s, for all newly installed heating systems to be low-carbon or to be appliances that it is confident can be converted to a clean fuel supply.
- Supporting North Sea oil and gas transition - The white paper notes the importance of supporting the North Sea oil and gas transition for the people and communities most affected by the move away from fossil fuels. The government aims to achieve this by ensuring that the expertise of the oil and gas sector be drawn on in developing CCS and hydrogen production to provide new green jobs for the future.

B.393 Flood and Coastal Erosion Risk Management: Policy Statement (2020)²⁸⁹ sets out the Government's long-term ambition to create a nation more resilient to future flood and coastal erosion risk, and in doing so, reduce the risk of harm to people, the environment and the economy. The Policy Statement sets out five policy areas which will drive this ambition. These are:

- Upgrading and expanding our national flood defences and infrastructure;
- Managing the flow of water more effectively;
- Harnessing the power of nature to reduce flood and coastal erosion risk and achieve multiple benefits;
- Better preparing our communities; and
- Enabling more resilient places through a catchment-based approach.

B.394 National Infrastructure Strategy: Fairer, Faster Greener (2020)²⁹⁰ sets out plans to transform UK infrastructure in order to level up the country, strengthen the Union and achieve net zero emissions by 2050. This will be enabled by clear support for private investment and through a comprehensive set of reforms to the way infrastructure is delivered.

B.395 The Sixth Carbon Budget Report (2020)²⁹¹ is based on an extensive programme of analysis, consultation and consideration by the Committee and its staff, building on the evidence published last year for our Net Zero advice. Our recommended pathway requires a 78% reduction in UK territorial emissions between 1990 and 2035. In effect, bringing forward the UK's previous 80% target by nearly 15 years.

B.396 The Flood and Water Management Act 2010²⁹² and **The Flood and Water Regulations (2019)**²⁹³ sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding

²⁸⁹ HM Government (2020) [Flood and coastal erosion risk management: policy statement](#)

²⁹⁰ HM Treasury (2020) [National Infrastructure Strategy](#)

²⁹¹ Climate Change Committee (2020) [The Sixth Carbon Budget The UK's path to Net Zero](#)

²⁹² HM Government (2010) [Flood and Water Management Act](#)

²⁹³ HM Government (2019) [The Flood and Water Regulations](#)

elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).

B.397 The 25 Year Environment Plan²⁹⁴ sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Actions relating to climate change are as follows:

- Using and managing land sustainably.
- Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
- Protecting and improving our global environment.
- Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.

B.398 UK Climate Change Risk Assessment 2017²⁹⁵ sets out six priority areas needing urgent further action over the next five years. These include:

- Flooding and coastal change risks to communities, businesses and infrastructure.
- Risks to health, well-being and productivity from high temperatures.
- Risks of shortages in the public water supply, and for agriculture, energy generation and industry, with impacts on freshwater ecology.
- Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity.
- Risks to domestic and international food production and trade.
- New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals.

B.399 The Energy Efficiency Strategy (2012)²⁹⁶ aims to realise the wider energy efficiency potential that is available in the UK economy by maximising the potential of existing dwellings by implementing 21st century energy management initiatives on 19th century homes.

- Manage the risk to people and their property.
- Facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national.
- Achieve environmental, social and economic benefits, consistent with the principles of sustainable development.

B.400 The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (2009)²⁹⁷ sets out a five-point plan to tackle climate change. The points are as follows: protecting the public from immediate risk, preparing for the future, limiting the severity of future climate change through a new international climate agreement, building a low carbon UK and supporting individuals, communities and businesses to play their part.

B.401 The UK Renewable Energy Strategy (2009)²⁹⁸ describes out the ways in which we will tackle climate change by reducing our CO₂ emissions through the generation of a renewable electricity, heat and transport technologies.

²⁹⁴ HM Government (2018) [A Green Future: Our 25 Year Plan to Improve the Environment](#)

²⁹⁵ HM Government (2017) [UK Climate Change Risk Assessment 2017](#)

²⁹⁶ Department of Energy & Climate Change (2012) [The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK](#)

²⁹⁷ HM Government (2009) [The UK Low Carbon Transition Plan](#)

²⁹⁸ HM Government (2009) [The UK Renewable Energy Strategy](#)

B.402 The **Climate Change Act 2008**²⁹⁹ sets targets for UK greenhouse gas emission reductions of at least 80% by 2050 and CO₂ emission reductions of at least 26% by 2015, against a 1990 baseline.

B.403 **Planning and Energy Act (2008)**³⁰⁰ enables local planning authorities to set requirements for carbon reduction and renewable energy provision. It should be noted that while the Housing Standards Review proposed to repeal some of these provisions, at the time of writing there have been no amendments to the Planning and Energy Act.

Regional/Sub-regional

B.404 **Environment and Climate Strategy 2023-25**³⁰¹ seeks to ensure that Lancashire will reduce emissions by enhancing our services and operations. We will be better prepared for the impacts of climate change, building resilience into our services, communities, and businesses.

B.405 **Central Lancashire Level 1 Strategic Flood Risk Assessment 2021**³⁰² is an update to the 2007 Level 1 SFRA using all up-to-date flood risk information together with the most current flood risk and planning policy, to help identify the number and spatial distribution of flood risk sources present throughout the Central Lancashire Authorities' (CLA) authority areas of Chorley, South Ribble and Preston to inform the application of the Sequential Test.

B.406 **Lancashire Local Flood Risk Management Strategy 2021-2027**³⁰³ aims to improve resilience to flooding by providing a framework for organisations which are responsible for managing water to work together, and with local communities, to manage flood risk.

B.407 **Actively Moving Forward: A Ten Year Strategy for Cycling and Walking**³⁰⁴ sets out a vision and targets for active travel by 2028, including:

- Doubling the number of people cycling;
- 10% increase in the number of people walking;
- Level of physical inactivity in every Lancashire district brought below the national average; and
- Public Accessibility and Service Levels.

B.408 **Highways Decarbonisation Strategy**³⁰⁵ focuses on reducing carbon emissions from the county's transport infrastructure and operations as part of the broader goal to achieve net-zero emissions. This includes the promotion of low carbon approaches in the procurement of goods and services, and the purchase of green energy.

B.409 **River Douglas Catchment Flood Management Plan**³⁰⁶ provides an overview of the flood risk in the River Douglas catchment and sets out the preferred plan for sustainable flood risk management over the next 50 to 100 years.

B.410 **River Ribble Catchment Flood Management Plan**³⁰⁷ sets out the flood risk in the Ribble catchment, establishing the current and future flood risk, and providing an outline of the future direction for future flood risk management.

B.411 **River Wyre Catchment Flood Management Plan**³⁰⁸ provides an overview of the flood risk in the River Wyre catchment and sets out the preferred plan for sustainable flood risk management over the next 50 to 100 years.

²⁹⁹ HM Government (2008) [Climate Change Act 2008](#)

³⁰⁰ HM Government (2008) [Planning and Energy Act 2008](#)

³⁰¹ Lancashire County Council (2023) [Environment and climate strategy 2023-2025](#)

³⁰² JBA Consulting (2021) [Central Lancashire Level 1 Strategic Flood Risk Assessment](#)

³⁰³ Lancashire County Council (2021) [Lancashire Local Flood Risk Management Strategy 2021 – 2027](#)

³⁰⁴ Lancashire County Council (2018) [Local Cycling and Walking Infrastructure Plans](#)

³⁰⁵ Lancashire County Council (2022) [Highway Decarbonisation Strategy](#)

³⁰⁶ Environment Agency (2009) [Douglas: Catchment flood management plan](#)

³⁰⁷ Environment Agency (2009) [Ribble Catchment Flood Management Plan](#)

³⁰⁸ Environment Agency (2009) [River Wyre Catchment Flood Management Plan](#)

Local

B.412 Flood Investigation Report³⁰⁹ looks at the weather conditions leading to flooding to residents on Chorley Road, Bamber Bridge in January 2022 and particularly focuses on the statutory responsibilities and duties of flood risk management authorities during this event.

B.413 Chorley District Flood report³¹⁰ outlines the impact of recent severe weather, including heavy rainfall or river overflow, that has led to flooding in various parts of Chorley. The report assesses the damage, highlighting affected areas, road closures, and disruptions to local services, as well as provides recommended actions.

B.414 Preston District Flood report³¹¹ details the recent flood events caused by significant rainfall or high river levels. It focuses on the areas within Preston most severely impacted, including damage to homes, businesses, and infrastructure. The report also provides recommendations.

B.415 South Ribble District Flood report³¹² describes the recent flooding situation in South Ribble, often resulting from heavy rainfall or other contributing factors. It assesses the extent of damage to properties, roads, and critical infrastructure within the area. The report also provides recommendations.

B.416 Chorley Council Climate Change Strategy 2022-2024³¹³ sets out Chorley Council's vision for the future as a net zero carbon district, in addition to priorities and a programme for action during the period January 2022 to December 2024 to achieve that goal.

B.417 South Ribble Climate Emergency Action Plan (July 2021)³¹⁴ reaffirms the council's commitment for the borough to be carbon neutral by 2030, and provides targets for the council to deliver on this pledge.

B.418 Preston Interim Climate Action Statement³¹⁵ provides an overview of updated actions undertaken to address the Climate Emergency in Preston. Key activities include establishing the Preston Pledge as part of Big Green Week 2021, implementing a social value procurement framework with climate criteria, and integrating climate considerations into the Central Lancashire Local Plan.

B.419 Chorley Council 2021 Air Quality Annual Status Report (ASR)³¹⁶ provides an overview of air quality in Chorley district during 2020. The Report notes that Chorley Council does not currently have any declared Air Quality Management Areas (AQMAs), and that pollutant levels (Nitrogen Dioxide, Particulate Matter, Sulphur Dioxide) in the district are expected to be below national objective limits.

B.420 South Ribble Borough Council Air Quality Action Plan 2018³¹⁷ outlines the actions to be taken to improve air quality in South Ribble Over the next 10 years, to 2028. The Action Plan draws on actions regarding traffic management, vehicle fleet efficiency, and alternatives to private vehicle use.

B.421 Preston City Council 2023 Air Quality Annual Status Report (ASR)³¹⁸ provides an overview of air quality in Preston district during 2020. The Report states that the main pollutant of concern is nitrogen dioxide (NO₂), which is principally related to transport sources, with high concentrations of nitrogen dioxide restricted to a number of hotspots within the council boundary.

Relevant aims and objectives identified

- Minimise vulnerability and improve resilience to the effects of climate change.

³⁰⁹ Lancashire County Council (2022) [Flood investigation report January 2022 flooding – Chorley Road](#)

³¹⁰ Lancashire County Council (2017) [Chorley District Flood Report](#)

³¹¹ Lancashire County Council (2017) [Preston District Flood Report](#)

³¹² Lancashire County Council (2017) [South Ribble District Flood Report](#)

³¹³ Chorley Council (2022) [Climate Change Strategy 2022-2024](#)

³¹⁴ South Ribble Borough Council (2021) [Climate Emergency Action Plan \(July 2021\)](#)

³¹⁵ Preston City Council (2021) [INTERIM CLIMATE ACTION STATEMENT NOVEMBER 2021](#)

³¹⁶ Chorley Council (2021) [2021 Air Quality Annual Status Report \(ASR\)](#)

³¹⁷ South Ribble Borough Council (2018) [Air Quality Action Plan](#)

³¹⁸ Preston City Council (2023) [Air Quality Action Plan](#)

- Encourage transport solutions that support reductions in greenhouse gas emissions and reduce congestion; notably through concentrating new developments in existing main urban areas and large towns and/or ensuring they are well served by public transport.
- The Lancashire Climate Change Strategy seeks to reduce waste, improve air and water quality significantly by 2025.
- The local economy should reflect opportunities in an increased use of low carbon technologies.
- Effective and active management of areas of peat within each of the 3 authorities to ensure that it is sequestering rather than releasing carbon.
- Inappropriate development in flood risk areas should be avoided. Development should be designed to avoid or carefully manage and mitigate against the likely impacts of flooding in flood risk areas.
- Ensure that flood risk and surface water management is captured through the development of policy so that flood risk assessment or drainage impact assessment requirements are picked up in order to prevent inappropriate development, or provide appropriate mitigation.
- A sequential, risk-based approach should be applied to the location of development, taking into account the current and future impacts of climate change. Sites allocated in a flood zone will need to comply with the Sequential Test and Exception Test (as set out in the NPPF), such that development cannot be accommodated elsewhere in the plan area and that it has wider sustainability benefits and will be safe for its lifetime.
- Development should be directed away from areas at highest risk from flooding and should not to be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Where development is necessary, it should be made safe without increasing levels of flood risk elsewhere.
- The environment should be utilised in flood management, such as management of the land to reduce surface runoff and harnessing the ability of areas to store water.
- The surface water hierarchy should be applied for the discharge of surface water. Hard engineering options in surface water drainage systems should be the exception, not the rule. SUDs should be encouraged, and wider flood risk in the catchments should be managed using Natural Flood Management techniques to reduce flood risk downstream.
- SUDs should be seen as a local, design-led issue and an integral part of the planning process, and opportunities should be maximised for using space in a multi-functional way and for SUDs to form part of the character of development. Opportunities to extend the green and blue infrastructure should be promoted.
- Assess the quality and capacity of infrastructure for water supply and waste water and its treatment.
- Conserve water resources, ensure water efficiency measures, enhance water quality and incorporate water sensitive design.
- Minimise pollution to water bodies and watercourses.
- Ensure healthy marine and coastal habitats.
- Promote sustainable development which encourages greater use of public transport and alternative forms of travel.
- Ensure provision of electric vehicle charging points in all new developments and public carparks/locations.
- Local Plans need to mitigate the effects of poor air quality and consider the cumulative impacts of air quality.
- Reduce dependence on travel by car – reduce traffic emissions as this is the main cause of poor air quality.

- Promote use of living walls/green roofs in developments.
- Promote use of low emission vehicles and develop travel plans with local businesses.

Baseline information

B.422 Total CO₂ emissions in the 12-authority Lancashire sub-region in 2022 were estimated at 6.5 million tonnes. This represented 19.5% of the North West total of 33.3 million tonnes and 2.2% of the UK total. Overall, 35.3% of Lancashire emissions were attributable to the transport sector, 30.1% to the industry and commercial sectors combined, 24.3% to the domestic sector, 7.2% to agriculture, land use, land use change and forestry and just 3.1% to the public sector.

B.423 The Central Lancashire Authorities have seen a continued reduction in CO₂ emissions since the adoption of the Core Strategy, although energy consumption has continued to increase. However, growth would inevitably increase the potential for energy consumption and generation of carbon dioxide. The planning system must address this through, for example, supporting renewable energy schemes, energy efficient development and sustainable transport solutions, particularly looking at ways to reduce domestic car use for local journeys.

B.424 Carbon dioxide (CO₂) emissions continue to fall across Central Lancashire with levels at 4.9t/person in Chorley, 4.6t/person in South Ribble and 4.1t/person in Preston in 2022³¹⁹. The average for England is 4.3t/person and 5t/person for the UK, indicating that on average, CO₂ emissions in the Central Lancashire Local Plan area are above the national average and the North West average (4.4t/person)³²⁰. The North West has the second highest percentage of emissions in England, accounting for 11% of all CO₂ produced in 2022³²¹.

B.425 The average electricity and gas consumption for domestic and non-domestic users is presented below³²². Electricity consumption amongst domestic users varies between the Chorley, Preston and South Ribble, with Chorley being the highest and together with Preston above the North West average for electricity consumption. Gas consumption is highest in Preston and both Preston and Chorley are above the North West average.

B.426 Consumption amongst non-domestic users also varies between the areas with South Ribble being the highest energy and gas consumer, in addition to being above the North West average for electricity consumptions.

Table B.3 Mean domestic electricity and gas consumption³²³

Mean domestic consumption/household	Chorley	Preston	South Ribble	North West
Electricity (KWh)³²⁴	3,163	3,084	3,011	3,082
Gas (KWh)	10,990	11,100	10,653	10,953

³¹⁹ Lancashire County Council (2024) [Greenhouse gas emissions](#)

³²⁰ Local Government Association (2022) [CO₂ emissions estimates - Total per capita in England](#)

³²¹ Department for Energy Security and Net Zero (2024) [UK local authority greenhouse gas emissions estimates 2022](#)

³²² Department for Energy Security and Net Zero (2024) [Regional and local authority gas consumption statistics](#)

³²³ Ibid

³²⁴ Department for Energy Security and Net Zero (2024) [Regional and local authority gas consumption statistics](#)

Table B.4 Mean non-domestic electricity and gas consumption³²⁵

Mean non-domestic consumption/household	Chorley	Preston	South Ribble	North West
Electricity (KWh)	51,698	61,171	74,184	70,689
Gas (KWh)	755,217	578,094	821,608	847,252

Air pollution

B.427 Pollution from road transport remains an issue around the M6, M61 and M65. Emissions on the southern section of the M6 in Chorley and South Ribble are particularly high due to the number of motorway junctions between Junction 28 at Leyland and up to Junction 31a Preston causing traffic to slow and build-up during peak times. The pattern of emissions of particulates in the road transport sector is almost identical to those of the NOx emissions. While it is on the M6, M61 and M65 that high emission values are most common in Central Lancashire, the centres of Preston and Chorley are also affected.

B.428 Chorley and Preston exhibit significant levels of NOx and PM_{2.5} emissions. In Chorley, NOx emissions total 985.9 tonnes per annum, with 568.7 tonnes per annum attributed to road transport. Additionally, Chorley records 167.6 tonnes per annum of PM_{2.5} emissions, including 30.1 tonnes per annum from road transport. Preston shows high NOx emissions totalling 1109.6 tonnes per annum, of which 459.9 tonnes per annum originate from road transport and 310.8 tonnes per annum from industrial combustion.

B.429 Ribble Valley registers the highest NOx emissions in the Lancashire-14 area at 1569.9 tonnes per annum, largely due to industrial combustion. Leyland Business Park in Farington alone emits 173.3 tonnes per annum, contributing significantly to this total. Industries located in or near Leyland Business Park in South Ribble consistently contribute to high NOx emissions from industrial combustion in this region³²⁶.

B.430 Preston has five Air Quality Management Areas for the pollutant Nitrogen Dioxide:

- AQMA 1 is at the Lychgate/Prison Junction, Ringway;
- AQMA 2 is at the junction of Blackpool Road and Plungington Road;
- AQMA 3 is in Broughton;
- AQMA 4 is on New Hall Lane; and
- AQMA 5 is on London Road.

B.431 South Ribble has five Air Quality Management Areas for the pollutant Nitrogen Dioxide:

- Junction of Priory Lane and A59 Liverpool Road, Penwortham;
- Victoria Road (A675/A6), Walton-le-Dale;
- Junction of Leyland Road and Browndedge Road, Lostock Hall;
- Station Road, Bamber Bridge; and
- Turpin Green Lane, Churchill Way, Golden Hill Lane, Leyland.

B.432 Chorley does not have any Air Quality Management Areas at present.

³²⁵ Ibid

³²⁶ Lancashire County Council (2023) [Air quality](#)

Flood risk

B.433 The Central Lancashire area includes three main river catchments. These surface water management catchments, as defined by the Environment Agency, are:

- The River Douglas;
- The River Ribble; and
- The River Wyre (the River Wyre itself is not within Central Lancashire).

B.434 There are also a number of other watercourses and tributaries to other rivers, such as the River Yarrow and the River Darwen.

B.435 Flooding in the Douglas Management Catchment³²⁷ can be due to rivers overtopping their banks or from surface water, particularly in built-up areas. There is also a risk of flooding from the sea, due to high tides and storm surge or from backing up of river water due to high tides. Serious flooding has been recorded in Wigan, Croston, Appley Bridge, Leyland and Whittle Le Woods.

B.436 To support the community of Croston, a Flood Risk Management Scheme was developed in 2014 and completed in 2016. The Environment Agency worked with United Utilities, Lancashire County Council, Chorley Council and the Lower Yarrow Flood Action Group to identify the causes of flooding. The Environment Agency decided that the best solution was to build flood storage upstream of Eccleston Bridge on the River Yarrow. This has reduced the amount of water that flows through the town when the rivers are in flood. The scheme reduces flood risk to almost 420 local homes and businesses.

B.437 There are currently more than 2,200 properties at risk of flooding in a 1% Annual Probability Event (this includes some tidal flooding). An additional 329 properties across the CFMP area would be at risk of flooding from rivers or the sea in a future 1% event.

B.438 In the Ribble catchment, the main sources of flood risk are from rivers, surface water flooding and sewer flooding from the drainage system. The lower reaches of the catchment at locations such as Lytham St Annes and parts of Preston are also at risk of tidal flooding. The Ribble CFMP (2009)³²⁸ estimates 6,400 properties in the catchment have a 1% annual probability of flooding from rivers or a 0.5% annual probability of flooding from the tide. The Environment Agency estimates that by 2100 approximately 12,400 properties will be at risk of flooding (fluvial and tidal). This is a 94% increase compared to the current number of properties at fluvial flood risk across the catchment.

B.439 The Wyre is steep and rural in its upper catchment with rapid runoff. The Lower Wyre is at a low elevation, urbanised and sometimes at or below sea level. Approximately 7,600 residential and commercial properties are at a 1% annual risk of fluvial flooding (from rivers) within the catchment; 90% of which are concentrated in the towns of Fleetwood, Cleveleys, Poulton-le Fylde and Thornton. In the future, it is estimated that over 9,000 properties will be at risk from a 1% fluvial event after taking into account climate change.

B.440 The 2007 Strategic Flood Risk Assessment (SFRA) was replaced by an updated SFRA in 2021, which has fed into the plan-making process. The 2021 SFRA³²⁹ identifies that the main fluvial flood risk comes from the River Ribble that flows along the Preston/South Ribble boundary towards the east of the Central Lancashire area, as well as the River Darwen, which affects Walton-le-Dale and Higher Walton. The main tidal risk for Central Lancashire also comprises the River Ribble, and as well as from the Ribble Estuary, while surface water risk is spread across the entire Central Lancashire area, with the area in the south-east of Chorley, to the east of the M61, being of particular risk where there is a collection of reservoirs such as the Anglezarke, Yarrow and Upper Rivington.

³²⁷ Environment Agency (2009) [Douglas: Catchment flood management plan](#)

³²⁸ Environment Agency (2009) [Ribble Catchment Flood Management Plan](#)

³²⁹ JBA Consulting (2021) [Central Lancashire Level 1 Strategic Flood Risk Assessment](#)

B.441 There are no additional records of pluvial or overland flooding within the area. However, such flood events are rarely recorded and there is potential for pluvial flooding in low-lying areas that are behind flood defences.

Surface water management

B.442 There are various ways of managing surface water. The surface water hierarchy should be applied (as defined in the NPPF/PPG) and wherever possible surface water connecting to the public sewer should be avoided. The environment should be utilised in flood management, such as management of the land to reduce surface runoff and harnessing the ability of areas to store water. The use of sustainable drainage systems (SuDS) should be promoted, with infiltration SuDS being the preferred way of managing surface water.

B.443 New development also provides opportunities to extend the green and blue infrastructure network by using space in a multifunctional way. For example, SuDS features can form part of the character of a development. Open space and recreation provision in new developments present a clear opportunity to provide SuDS, while also contributing to quality neighbourhoods, providing opportunities for wildlife and enhancing the leisure and play on offer, resulting in a significant positive health effect.

B.444 New development can have an adverse impact upon water quality, and it is important that pollution to water bodies and watercourses is minimised. Provisions to ensure water quality is not lessened, or is improved, should be included in plan-making, including the protection of groundwater sources/source protection zones (SPZ). It is also important that there is sufficient quality and capacity of infrastructure for water supply and waste water and its treatment. There are areas to the south of Central Lancashire which are within public water supply catchment land, and development proposals can have an impact on water supply resources. With the predicted effects of climate change, it is important that water efficiency measures are considered in the design of new development.

The economy

Relevant policies, plans, programmes, strategies and initiatives

International

B.445 The **2030 Agenda for Sustainable Development** (2015)³³⁰, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 8: Decent Work and Economic Growth;
- SDG 9: Industry, Innovation and Infrastructure; and
- SDG 12: Responsible consumption and production.

B.446 There are no specific international economic policy agreements relevant to the preparation of the Local Plan and the SA, although there are a large number of trading agreements, regulations and standards that set down the basis of trade with the European Union and other nations.

National

B.447 The **NPPF (2023)**³³¹ contains an economic objective to “help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity.”

³³⁰ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

³³¹ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

B.448 It also requires that planning seeks to “create the conditions in which businesses can invest, expand and adapt” with policies required to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth”. Policies addressing the economy should also seek “to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.”

B.449 Of particular relevance is the requirement for planning policies to “recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”

B.450 Planning policies are also required specifically to address support for the rural economy. Sustainable growth and expansion of all types of business and enterprise in rural areas should be supported, both through conversion of existing buildings and well-designed new buildings, while the diversification of the rural economy and promotion of sustainable rural tourism and leisure developments is also supported.

B.451 The NPPF also supports the role of town centres as functioning at the heart of local communities. This support is required to provide for a “positive approach to [town centres] growth, management and adaptation.” Included within this support is a requirement to “allocate a range of suitable sites in town centres to meet the scale and type of development needed, looking at least ten years ahead.”

B.452 The NPPF is supported by planning practice guidance relating to:

- **Town centres and retail** (2020)³³² provides guidance on planning for town centre vitality and viability, permitted development, change of use and out of town centre development.

B.453 The **Levelling Up and Regeneration Act** (2023)³³³ sets out the direction for planning and makes provisions to support the levelling-up agenda. It seeks to streamline the planning process while attaching greater weight to development plans. It also aims to improve infrastructure delivery with a new levy system, improve alignment between plans to address cross-boundary issues, and will introduce added protection for heritage assets. The Act also states that existing EU-generated systems of SEA, HRA and EIA will eventually be replaced by a simpler process known as ‘Environmental Outcomes Reports’.

B.454 The **Growth Plan 2022**³³⁴ makes growth the government’s central economic mission, setting a target of reaching a 2.5% trend rate. Sustainable growth will lead to higher wages, greater opportunities and provide sustainable funding for public services. The Chancellor of the Exchequer’s “growth plan” contained a raft of significant tax measures, with major changes being announced for both individuals and businesses.

B.455 **Build Back Better: Our Plan for Growth** (2021)³³⁵ sets out a plan to ‘build back better’ tackling long-term problems to deliver growth that delivers high-quality jobs across the UK while supporting the transition to net zero. This will build on three core pillars of growth: infrastructure, skills and innovation.

B.456 **Agriculture Act 2020**³³⁶ sets out how farmers and land managers in England will be rewarded in the future with public money for “public goods” – such as better air and water quality, thriving wildlife, soil health, or measures to reduce flooding and tackle the effects of climate change, under the Environmental Land Management Scheme. These incentives will provide a vehicle for achieving the goals of the government’s 25 Year Environment Plan and commitment to reach zero emissions by 2050. The Act will help farmers to stay competitive, increase productivity, invest in new technology and seek a fairer return from the marketplace.

B.457 **Agricultural Transition Plan 2021 to 2024**³³⁷ aims to drive competitiveness, increase productivity, reduce carbon emissions, and generate fairer returns across the agricultural industry. The Transition Plan introduces several new schemes to improve the environment, animal health and welfare, and farm resilience and productivity (e.g., grants will be available for sustainable farming practices, creating habitats for nature

³³² Ministry of Housing, Communities and Local Government (2020) [Town centres and retail](#)

³³³ UK Parliament (2023) [Levelling Up and Regeneration Act](#)

³³⁴ HM Treasury (2022). [The Growth Plan 2022](#)

³³⁵ HM Treasury (2021) [Build Back Better: Our Plan for Growth](#)

³³⁶ UK Parliament (2020) [Agriculture Act 2020](#)

³³⁷ Department for Environment, Food and Rural Affairs (2020) [Agricultural Transition Plan 2021 to 2024](#)

recovery and making landscape-scale changes such as establishing new woodland and other ecosystem services).

B.458 UK Industrial Strategy: Building a Britain Fit for the Future (2018)³³⁸ lays down a vision and foundations for a transformed economy. Areas including artificial intelligence and big data; clean growth; the future of mobility; and meeting the needs of an ageing society are identified as the four 'Grand Challenges' of the future.

B.459 The National Infrastructure Delivery Plan 2016-2021³³⁹ brings together the Government's plans for economic infrastructure over this five year period with those to support delivery of housing and social infrastructure.

B.460 The LEP Network Response to the Industrial Strategy Green Paper Consultation (2017)³⁴⁰ seeks to ensure that all relevant local action and investment is used in a way that maximises the impact it has across the Government's strategy. Consultation responses set out how the 38 Local Enterprise Partnerships will work with Government using existing and additional resources to develop and implement a long-term Industrial Strategy.

Regional/Sub-regional

B.461 Economic Strategy 2023-2025³⁴¹ outlines Lancashire County Council's approach to supporting economic growth over the next three years, complementing the broader sub-regional strategy, Lancashire 2050. While not a statutory responsibility, the council has identified 'supporting economic growth' as one of its four key priorities. The staff resource, budgets and business parks which the council has to deploy in this policy area, mean that it is amongst the best placed local actors to lead in this space and enable economic growth. Additionally, aligned functions including planning, environment and transport also strengthen this focus on economic prosperity.

B.462 Lancashire Growth Deal³⁴² is a key part of the Northern Powerhouse initiative £320 million of government funding being delivered by the Lancashire Enterprise Partnership to support economic growth in the area. The Growth Deal is helping to generate up to 11,000 new jobs, create 3,900 new homes and attract £1.2 billion of additional public and private investment for Lancashire.

B.463 The Lancashire Growth Deal is focused on four themes:

- Releasing Growth Potential;
- Renewal of Blackpool;
- Growing the local Skills and Business Base; and
- Innovation and Manufacturing Excellence.

B.464 Lancashire Strategic Economic Plan³⁴³ sets out Lancashire's growth ambitions for between the years 2015-2025, with a clear focus on realising the potential of the whole of Lancashire. The plan identifies key priorities and programmes, which command local support and funding commitments. These include a sector development programme seeking £11 million in competitive Growth Deal funding to improve the capability and capacity of Lancashire's competitive strengths in advanced manufacturing – especially in aerospace, automotive and energy, and a strategic transport programme seeking £195.7 million in funding, to release the economic and housing growth potential of Preston, East Lancashire, Lancaster, and Skelmersdale in West Lancashire.

B.465 Growth Deal Implementation Plan³⁴⁴ aims to realise the growth potential of Lancashire's economy, building on key local economic assets including Lancashire's universities and colleges, the Lancashire

³³⁸ HM Government (2018) [Industrial Strategy: Building a Britain fit for the future](#)

³³⁹ Infrastructure and Projects Authority (2016) [National Infrastructure Delivery Plan 2016–2021](#)

³⁴⁰ LEP Network (2017) [The LEP Network Response to the Industrial Strategy Green Paper Consultation](#)

³⁴¹ Lancashire County Council (2023) [Economic Strategy 2023 – 2025](#)

³⁴² Lancashire Enterprise Partnership (2014) [Growth Deal Implementation Plan](#)

³⁴³ Lancashire Enterprise Partnership (2014) [Lancashire Strategic Economic Plan](#)

³⁴⁴ Lancashire Enterprise Partnership (2018) [Key Initiatives / Growth Deal / Growth Deal Implementation Plan](#)

Advanced Manufacturing and Energy Cluster (LAMEC), the Preston, South Ribble and Lancashire City Deal, and the high value business clusters in Central and East Lancashire, and Blackpool and the Fylde coast which are a key component of the Growth Deal. The plan sets out the arrangements for the Growth Deal implementation outlining critical financial and project delivery milestones and risks, and the management mechanisms in support of government monitoring and reporting processes.

B.466 Growth Deal Monitoring & Evaluation Framework³⁴⁵ aims to assess and track the impact of their investments and initiatives. It focuses on measuring outcomes such as job creation, economic growth, infrastructure improvements and skills development.

B.467 The Lancashire Skills and Employment Strategic Framework 2024-2029³⁴⁶ articulates the skills and employment priorities for Lancashire and is structured into four key themes: Future Workforce, Inclusive Workforce, Skilled and Productive Workforce and Social Value, and is underpinned by an Informed Approach. Each priority is broken down into a number of actions and outputs which are to be delivered in partnership with stakeholders and employers.

B.468 The Preston, South Ribble, and Lancashire City Deal³⁴⁷ is a ten-year investment program aimed at transforming Central Lancashire into a leading, dynamic, and fast-growing economic hub in the UK. Signed in September 2013, the deal will create thousands of new jobs and homes, increase the local economy by £1 billion, and enhance the quality of life for residents and visitors. Key infrastructure improvements include the construction of three new roads (Broughton Bypass, Preston Western Distributor, and East/West link road) and the widening of the A582. The deal is delivered in partnership with the Lancashire Enterprise Partnership, local councils, the Homes and Communities Agency and the UK Government.

B.469 Central Lancashire Employment Land Study (2024)³⁴⁸ provides a partially updated Employment Land Study for the Central Lancashire sub-region. It reviews the potential future employment land supply of the three local authorities, in light of changing market conditions. It also provides a revised and updated Objectively Assessed Needs (OAN) exercise to reflect a different forecast period for the emerging Central Lancashire Local Plan, 2023-2041, changing macro-economic conditions, updated forecast methodologies and the latest population projections for Central Lancashire.

B.470 Central Lancashire Core Strategy³⁴⁹ has been developed by the Central Lancashire Authorities of Preston, South Ribble, and Chorley, with support from Lancashire County Council. As a crucial component of Central Lancashire's Local Development Framework, the Core Strategy aims to guide development in the region, fostering increased investment and employment opportunities. Primarily, it serves as a policy document that promotes sustainable, managed growth while safeguarding and enhancing green spaces and access to open countryside.

B.471 Central Lancashire Core Strategy Monitoring Report, 19/20³⁵⁰ is the seventh Monitoring Report of the performance indicators of the Core Strategy, containing data for Chorley, Preston and South Ribble Councils for the period April 2019-March 2020. The strategy monitors performance against policies for housing, economic growth, transport and environmental protection, which shape sustainable development across Central Lancashire.

B.472 Central Lancashire Employment Skills Supplementary Planning Document (SPD)³⁵¹ aims to enhance the social value of housing and development projects by integrating additional economic, social and environmental benefits into the planning process.

³⁴⁵ Lancashire Enterprise Partnership (2018) [GROWTH DEAL MONITORING & EVALUATION FRAMEWORK](#)

³⁴⁶ Lancashire Skills and Employment Hub (2024) [The Lancashire Skills and Employment Strategic Framework 2024-2029](#)

³⁴⁷ Lancashire County Council (n.d.) [City Deal](#)

³⁴⁸ Preston, Chorley and South Ribble Councils (2024) [Central Lancashire – Employment Land Study](#)

³⁴⁹ Preston, South Ribble, and Chorley, Central Lancashire (2012) [Central Lancashire Adopted Core Strategy](#)

³⁵⁰ Central Lancashire authorities (2022) [Core Strategy Monitoring Report 19/20](#)

³⁵¹ Preston, South Ribble, and Chorley Councils (2017) [Central Lancashire Employment Skills Supplementary Planning Document \(SPD\)](#)

B.473 Central Lancashire Rural Development Supplementary Planning Document (SPD)³⁵² sets out the councils' approach to development in rural areas. This guidance sets out specific considerations relevant to particular land uses including employment, tourism, equestrian development, community facilities, recreational development, and re-use, replacement or extension to buildings in the countryside.

B.474 Central Lancashire Controlling Re-use of Employment Premises Supplementary Planning Document (SPD)³⁵³ sets out the councils' approach to dealing with development proposals involving the re-use of existing employment premises and sites.

Local

B.475 Chorley Employment Land Monitoring Report³⁵⁴ identifies a range of employment sites (use classes B1, B2, B8 and A2, as well as the new use class E), either with planning consent or allocated in the emerging Chorley Local Plan 20122026, on offer to potential developers on April 1st 2023.

B.476 Chorley Economic Development Strategy³⁵⁵ seeks to ensure that by 2030, Chorley will benefit from more and better paid jobs as a prime location for sustainable growth and investment, driven by innovation, new technologies and a commitment to net zero 2030.

B.477 Chorley Town Centre Public Realm Proposals and Masterplan³⁵⁶ sets out to show a vision of how all the new developments can be linked together and make improvements to the whole town centre, to ensure that Chorley has a vibrant and thriving town centre. Proposed developments include:

- Public realm is enhanced along Market Street from Pall Mall to St Georges Street.
- The Bolton St/Pall Mall junction is improved alongside the ASDA development.
- The Flat Iron car park site being developed to extend the Market Walk shopping centre.

B.478 Chorley Retail and Leisure Study³⁵⁷ provides an assessment of Chorley's current retail environment, identifies consumer shopping patterns, and evaluates the town's retail performance. The study examines retail capacity, forecasts future demand, and offers recommendations to improve retail offerings, adapt to market changes, and enhance Chorley's competitiveness as a shopping destination. The study will act as an evidence base to assist in the formulation of future development plan policy within the new Central Lancashire Local Plan.

B.479 Preston Retail and Leisure Study³⁵⁸ evaluates shopping and leisure patterns, centre health, and retail/leisure capacity in Preston. The key purposes of the study include:

- An assessment of planning policy and market context;
- Auditing centre vitality;
- Identification of retail needs up to 2036;
- Evaluation of capacity for retail/town centre use; and
- To recommend boundaries for city and local centres to be designated in the Local Plan.

B.480 The study will contribute to the evidence base for the evolving Local Development Framework, and will identify early signs of change and the type of action that should be taken, as well as help to assess whether established targets are being met.

B.481 South Ribble Retail Position Statement (2022)³⁵⁹ provides an indication of the retail centres in South Ribble, building on prior surveys for comparative analysis and trend identification. The statement will

³⁵² Preston, South Ribble, and Chorley Councils (2012) [Central Lancashire Rural Development Supplementary Planning Document \(SPD\)](#)

³⁵³ Preston, South Ribble, and Chorley Councils (2012) [Controlling Re-Use of Employment Premises](#)

³⁵⁴ Chorley Council (2023) [Employment Land Monitoring Report 2023](#)

³⁵⁵ Chorley Council (2022) [Economic Strategy 2022](#)

³⁵⁶ Chorley Council (2017). [CHORLEY TOWN CENTRE PUBLIC REALM PROPOSALS AND MASTERPLAN](#)

³⁵⁷ Chorley Borough Council (2019) [Chorley Retail and Leisure Study](#)

³⁵⁸ Preston City Council (2019) [Preston Retail and Leisure Study Final Report](#)

³⁵⁹ South Ribble Borough Council (2022) [Retail Position Statement Autumn 2022](#)

contribute to the evidence base for the evolving Local Development Framework, and will identify early signs of change and the type of action that should be taken, as well as help to assess whether established targets are being met.

B.482 South Ribble Employment Land Position Statement (2018)³⁶⁰ provides an overview of the main existing employment areas, new employment sites, and allocated sites for development within the borough. It also details permissions granted for employment use during the monitoring period, permissions on both allocated and non-allocated sites, changes of use to employment, and completed developments within the monitoring period.

B.483 Animate Cinema and Leisure Scheme³⁶¹, part of the Harris Quarter Towns Fund Investment Programme, is a £45 million cinema and leisure complex in Preston's city centre, replacing the old indoor market site. Initially approved in 2016, the design was refined by Maple Grove and the City Council in 2022 to meet occupier needs and regeneration goals. Construction began in early 2023, with completion expected in late 2024 and opening in early 2025, aiming to enhance Preston's cultural and entertainment sector. The scheme will include an 8 screen cinema with bar and restaurant, as well 5 family restaurant units, and public realm improvements.

B.484 The Economic and Regeneration Impact of a Cinema Development in Preston City Centre Report³⁶² considers the case for a cinema development in Preston city centre and the benefits it could bring to the city.

B.485 Preston Hotel Needs Assessment³⁶³ aims to assess Preston's hotel market and the wider urban area, to examine the 'need' for new hotel accommodation, by auditing current supply, evaluating hotel performance in the city and surrounding areas, and benchmarking against similar towns. The study determines Preston's hotel requirements from 2013 to 2027, providing guidance on meeting this demand in the short, mid, and long term.

B.486 Market Development and Improvement Proposals³⁶⁴ provides recommendations in response to a series of questions posed by a brief issued by Preston City Council. In summary, the brief posed two key questions:

- "What is needed to ensure a sustainable Market for Preston"?
- "How can we continue to provide a low-cost food offer in the City"?

B.487 The analysis includes past performance and future challenges to the council-run market operations, resulting in a comprehensive improvement strategy for Preston City Markets.

Relevant aims and objectives identified

- Support sustainable economic growth;
- Attract and support a diverse range of flourishing businesses;
- Attract inward investment, particularly in relation to innovative and engineering excellence;
- Stimulate the supply of skills that are required by employers in both the public and private sectors;
- Provide for a range of additional employment sites to offer choice and supply;
- Revitalise local/town/city centres so that they enhance the image of the area and its economy;
- Improve educational outcomes by creating a high class education and learning environment in the area;
- Increase progression of young people into higher education from deprived communities; and

³⁶⁰ South Ribble Borough Council (2018) [Employment Land Position Statement](#)

³⁶¹ Invest Preston (2024) [Animate Cinema and Leisure Scheme](#)

³⁶² Ekosgen (2014) [The Economic and Regeneration Impact of a Cinema Development in Preston City Centre Final Report](#)

³⁶³ Preston City Council (2013) [Hotel Needs Assessment](#)

³⁶⁴ Preston City Council (2013)

- Support investment in land, transport and digital infrastructure.

Baseline information

B.488 As of March 2024, 80.5% of the population of South Ribble were in employment, compared to 78.2% in Chorley and 76.7% in Preston. These are better figures than that of the North West (73.2%) and Great Britain as a whole (75.5%)³⁶⁵.

B.489 As of March 2024, unemployment levels in Chorley (3.1%) and South Ribble (3.1%) were lower than in the North West (4.5%) and Great Britain (3.9%), whereas Preston's unemployment level was higher than both the North West and Great Britain, at 5.2%³⁶⁶.

B.490 The types of occupation in Chorley in 2022 are shown below.

Table B.5 Employee jobs by industry 2022³⁶⁷

Employee Jobs by Industry	Chorley (%)	North West (%)	Great Britain (%)
Mining and Quarrying	0.1	0.1	0.2
Manufacturing	8.5	9.0	7.6
Electricity, gas, steam and air conditioning	0.0	0.3	0.4
Water supply; sewerage, waste management and remediation activities	0.6	0.7	0.7
Construction	8.5	5.2	4.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	14.6	14.7	14
Transportation and storage	3.0	4.7	5
Accommodation and food service activities	9.8	7.9	8
Information and communication	3.0	3.4	4.6
Financial and insurance activities	1.2	2.4	3.3
Real estate activities	1.1	1.6	1.9
Professional, scientific and technical, activities	7.3	9.4	9.1
Administrative and support service activities	6.1	8.3	9
Public administration and defence; compulsory social security	7.3	5.0	4.7
Education	7.3	8.1	8.6
Human health and social work activities	17.1	15.1	13.5
Arts, entertainment and recreation	1.7	2.2	2.4
Other service activities	2.4	1.8	2.0

B.491 The types of occupation in Preston in 2022 are shown below.

³⁶⁵ Office for National Statistics (2024). Nomis - Labour Market Profile – [Chorley](#), [Preston](#), and [South Ribble](#)

³⁶⁶ Ibid

³⁶⁷ Office for National Statistics (2024) [Nomis - Labour Market Profile – Chorley](#)

Table B.6 Employee jobs by industry 2022³⁶⁸

Employee Jobs by Industry	Preston (%)	North West (%)	Great Britain (%)
Mining and Quarrying	0.1	0.1	0.2
Manufacturing	4.2	9.0	7.6
Electricity, gas, steam and air conditioning	0.4	0.3	0.4
Water supply; sewerage, waste management and remediation activities	0.4	0.7	0.7
Construction	4.7	5.2	4.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	16.7	14.7	14
Transportation and storage	3.1	4.7	5
Accommodation and food service activities	5.2	7.9	8
Information and communication	2.3	3.4	4.6
Financial and insurance activities	2.6	2.4	3.3
Real estate activities	1.6	1.6	1.9
Professional, scientific and technical, activities	4.7	9.4	9.1
Administrative and support service activities	10.4	8.3	9
Public administration and defence; compulsory social security	14.6	5.0	4.7
Education	8.3	8.1	8.6
Human health and social work activities	17.7	15.1	13.5
Arts, entertainment and recreation	2.1	2.2	2.4
Other service activities	1.3	1.8	2.0

B.492 The types of occupation in South Ribble in 2022 are shown below.

Table B.7 Employee jobs by industry 2022³⁶⁹

Employee Jobs by Industry	South Ribble (%)	North West (%)	Great Britain (%)
Mining and Quarrying	0.1	0.1	0.2
Manufacturing	12.5	9.0	7.6
Electricity, gas, steam and air conditioning	0.1	0.3	0.4
Water supply; sewerage, waste management and remediation activities	1.9	0.7	0.7

³⁶⁸ Office for National Statistics (2024) [Nomis - Labour Market Profile – Preston](#)

³⁶⁹ Office for National Statistics (2024) [Nomis - Labour Market Profile – South Ribble](#)

Employee Jobs by Industry	South Ribble (%)	North West (%)	Great Britain (%)
Construction	10.4	5.2	4.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	18.8	14.7	14
Transportation and storage	7.3	4.7	5
Accommodation and food service activities	6.2	7.9	8
Information and communication	2.6	3.4	4.6
Financial and insurance activities	0.6	2.4	3.3
Real estate activities	3.6	1.6	1.9
Professional, scientific and technical, activities	5.2	9.4	9.1
Administrative and support service activities	6.2	8.3	9
Public administration and defence; compulsory social security	1.9	5.0	4.7
Education	7.3	8.1	8.6
Human health and social work activities	14.6	15.1	13.5
Arts, entertainment and recreation	1.9	2.2	2.4
Other service activities	1.7	1.8	2.0

B.493 Chorley, Preston and South Ribble display diverse economic profiles, with several key sectors contributing to local employment. Human health and social work activities employ more than the regional and national averages in all three districts. Preston (16.7%) and South Ribble (18.8%) stand out with significant employment in wholesale and retail trade, exceeding the regional average of 14.7% and national average of 14%.

B.494 **Table B.8** below shows earnings by place of residence in 2023. The average weekly pay for all three Central Lancashire Authorities is lower than that of Great Britain and tends to be lower than that of the North West.

Table B.8 Gross Weekly Pay (2023)³⁷⁰

Gross weekly pay (GBP)	Full time workers	Male full-time workers	Female full-time workers
Chorley	668.5	701.1	646.1
Preston	564.9	614.2	523.5
South Ribble	620.3	675.7	574.9
North West	649.0	690.5	598.2
Great Britain	682.6	728.3	628.8

³⁷⁰ Ibid

B.495 The Gross Value Added (GVA) is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

B.496 Since December 2017, the Office for National Statistics has produced a new balanced measure of regional GVA: GVA (B). This dataset offers a single measure of economic activity within a region and is now classified using International Territorial Level (ITL) standards, which replaced the Nomenclature of Units for Territorial Statistics (NUTS) in January 2021. The ITL system, aligned with international standards, provides a uniform breakdown for producing regional and sub-regional statistics.

B.497 The ITL classification system exists at three geographic levels. Regions within the UK such as the North West are classified as ITL 1, while the Lancashire-14 are classified as ITL 2. Local government districts form ITL 3. Chorley, along with West Lancashire form an ITL 3 area, and similarly Preston and South Ribble fall within ITL 3, which also includes Fylde and Ribble Valley.

B.498 The total GVA for Chorley and West Lancashire in 2022 was £5,268 million, while for Mid Lancashire it was £13,375 million³⁷¹. These figures represent 9.4% of total GVA for the North West region³⁷².

B.499 The balanced GVA per head for Chorley and West Lancashire was £24,395 for 2022, and for Mid Lancashire in the same year it was £35,841. These compare to the 2022 UK figure of £33,227 and to the North West figure of £29,232. Mid Lancashire was the 6th highest area in the North West region, with Chorley and West Lancashire only 12th in the North West region (which contains 20 ITL 3) areas³⁷³.

B.500 Another useful measure of economic performance is the Gross Disposable Household Income (GDHI) per head³⁷⁴. This is the amount of money that all individuals in the household sector have available for spending or saving after income distribution measures (e.g. taxes, social contributions and benefits) have taken effect. For 2022, the provisional figures for GDHI were estimated at £21,244 in Chorley, £17,243 in Preston and £20,187 in South Ribble. These compare to the provisional estimates of £23,338 for England and £19,752 for the North West³⁷⁵.

B.501 All Lancashire local authorities in the Lancashire-14 area had provisional GDHI per head estimates which fell in the lower half of the UK GDHI per head rankings in 2016. However, Chorley was the 10th highest of all the North West local authorities (39).

B.502 The provisional changes to GDHI per head between 2021-22 grew in all of the Lancashire-14 area local authorities (unadjusted for inflation). Among them was Chorley (5.9%, £1,175), which was the highest increase, although this increase is lower than the UK increase (5.3%, £1,154).

B.503 Employment land take-up across Central Lancashire is recorded annually within the Central Lancashire Annual Monitoring Report³⁷⁶, although the Central Lancashire Employment Land Study³⁷⁷ provides the most up-to-date details of employment land take-up. **Table B.9** shows details of recent employment land take-up, as well as total take-up since 2009.

Table B.9 Central Lancashire employment land take-up 2009-2021³⁷⁸

Local authority	Employment land take-up 2021-22 (ha)	Employment land take-up 2022-23 (ha)	Total take-up since 2009 (ha)	Target 2010-2026 (ha)
Chorley	1.91	4.83	43.09	112
Preston	0.53	1.8	30.38	118.5

³⁷¹ Office for National Statistics (2024) [Regional gross value added \(balanced\) by industry: all ITL regions](#)

³⁷² Office for National Statistics (2024) [Regional gross value added \(balanced\) by industry: local authorities by ITL1 region](#)

³⁷³ Office for National Statistics (2024) [Regional gross value added \(balanced\) per head and income components](#)

³⁷⁴ Office for National Statistics (2024) [Regional gross disposable household income: all International Territorial Level \(ITL\) regions](#)

³⁷⁵ Office for National Statistics (2024) [Regional gross disposable household income: local authorities by ITL1 region](#)

³⁷⁶ Central Lancashire authorities (2022) [Core Strategy Monitoring Report 19/20](#)

³⁷⁷ Preston, Chorley, and South Ribble Councils (2024) Central Lancashire Employment Land Study

³⁷⁸ Ibid

Local authority	Employment land take-up 2021-22 (ha)	Employment land take-up 2022-23 (ha)	Total take-up since 2009 (ha)	Target 2010-2026 (ha)
South Ribble	8.98	21.67	80.50	223.5
Total	11.42	28.3	153.97	454.0

B.504 Over the last 30 years, 300.22ha of land has been developed in Central Lancashire, 35.3% of which was in South Ribble, 34.6% in Chorley and 30.1% in Preston. The three authorities have somewhat similar average take-up rates of 3.23-3.53ha/year. It is important to note that all three local authorities were affected by the COVID-19 pandemic, in 2020/21, when lockdown restrictions compelled many to work from home. The space requirements of businesses will have since altered, and many growth plans will have been put on hold. Accordingly, Chorley and Preston saw negligible, or zero, take-up that year. This is further illustrated in **Table B.9**, which shows a 3.65ha decrease compared to the previous year (2019-20).

B.505 The total employment land supply in 2017 was calculated at 177.63ha. As of October 2021, the supply has increased to 190.78ha. However, after adding a buffer of five years, the 2038 total requirement is 225.06ha, which comprises 76.34ha in Chorley, 71.06ha in Preston and 77.66ha in South Ribble.

B.506 The Central Lancashire Employment Land Study (2024)³⁷⁹ discusses employment land needs across Central Lancashire. The latest report discusses two models for assessing future land needs, and concludes that the most appropriate forecast is the labour demand scenario, which accurately measures local needs. It suggests that both Chorley, Preston and South Ribble require additional land to 2041:

- Chorley – 41.45ha;
- Preston – 74.43ha; and
- South Ribble – 56.99ha.

B.507 South Ribble displays a 11.46ha of surplus land.

B.508 In each of the three authorities, the need is mainly for industrial/warehouse uses.

Retail and Leisure

B.509 Studies into retail and leisure recommend that retail allocations/boundaries are updated to reflect the current situation on the ground, including the allocation of a district centre at Cottam and local centres in North West Preston, while ensuring that policies protect centres through the implementation of a range of thresholds for impact assessments.

B.510 In Preston, regeneration schemes will help to improve the overall health of the city centre and reduce vacancies, and there are signs of investor confidence in the city centre which are not necessarily present elsewhere in the country. An increase in the overall offer that Preston City Centre provides will draw further residents and visitors there and increase their dwell-time.

B.511 The Preston Retail Study³⁸⁰ indicates that quantitative need from additional comparison goods is not required until 2033. However, in the longer term to 2036, the study identifies a requirement for between 8,200sqm and 13,700sqm, although these longer-term figures should be treated with caution, and may be subject to change depending on the final scheme that comes forward at Cuerden. The study does not identify any quantitative requirement for any additional convenience goods in Preston. In terms of qualitative needs, the offer for comparison goods in Preston is good. While there may be the opportunity to address the qualitative deficiency of a larger foodstore in Preston, it may not be commercially viable at this time.

³⁷⁹ Preston City Council (2017) [Pre 2017 evidence library](#)

³⁸⁰ Preston City Council (2019) Preston Retail and Leisure Study Final Report

B.512 The Chorley Retail Study³⁸¹ has not identified any quantitative capacity for additional comparison floorspace due to existing retail commitments, nor is there any quantitative capacity for additional convenience floorspace (e.g. food, drinks, tobacco, newspapers and magazines) across the district but identifies a gap in provision for Ecclestone and Adlington (and Anderton) of larger foodstores (1,500sqm).

B.513 In South Ribble, the situation is similar with a relatively healthy retail and leisure sector³⁸², which does not have needs for additional convenience goods but has needs for new comparison goods floorspace. There may be potential for a ten-pin bowling facility in both Chorley and South Ribble, but no quantitative need exists for new leisure facilities in Preston in addition to those already planned. More restaurants should be encouraged in Chorley town centre. Although there may be interest in new health and fitness facilities in Chorley and South Ribble, new proposals should be assessed on their own merits and in accordance with local and national policy, with a town centre first approach where suitable sites are available.

The economy and sustainability

B.514 Central Lancashire is well placed geographically to realise the benefits of this growth. It is at the centre of Lancashire with excellent road links (with four motorways) running through the area, and good rail links to surrounding areas, such as Liverpool and Manchester. Indeed, Preston station handles a large number of rail passengers (handling the most of all stations outside of Liverpool and Manchester in the North West), and Chorley and South Ribble also have a number of stations. Preston and South Ribble form part of the Lancashire City Deal area (which has the largest concentration of employment in advanced manufacturing in England). Having good links from Central Lancashire to other areas can help strengthen and grow the area's economy.

B.515 Preston and South Ribble as part of the Lancashire City Deal alongside Chorley, need to be in a position to facilitate and drive change in the wider region, helping to boost employment levels and enable the development of new housing. The City Deal (signed in 2013) is forecast to provide 20,000 new jobs and 17,420 new homes over an extended fifteen year period.

B.516 Improving the economic position of the area is dependent on many factors but having the right type and quality of employment land available for investment is critical. The allocation of future employment land and support for businesses is crucial through the planning process, while also recognising the role of small rural enterprises and the importance they have in diversifying the rural economy. A key challenge to be addressed for the economy of Central Lancashire as a whole is the lack of employment land take-up which is likely to impact on future jobs growth.

B.517 The GVA figures, including future forecasts, indicate a mixed picture of performance for Central Lancashire. However, it is important to note that because Chorley is associated with West Lancashire in the ITL 3 area this may impact on performance and forecasts. Improving the ability of Chorley to produce goods and services is an issue given the ITL 3 area of Chorley and West Lancashire is forecast to be among the worst in the UK for GVA per head performance.

B.518 Unemployment levels are lower than the regional and national level in Chorley and South Ribble, and around the same in Preston. Ensuring that Central Lancashire continues to offer a range of high skilled jobs and retains graduates will be important in ensuring that unemployment does not increase.

B.519 Improving the local economy, will, in time, help to combat some of the social and health inequalities currently experienced in the area.

B.520 Policies to safeguard updated retail allocations and boundaries (and where possible enhance them), will contribute towards addressing economic sustainability, health and equality issues. Any additional proposals for new capacity in Chorley (particularly Ecclestone and Adlington), and Preston in respect of larger foodstores, should be directed in the first instance to the defined centres in accordance with policy, as should comparison goods floorspace in Preston and South Ribble.

³⁸¹ Chorley Borough Council (2019) [Chorley Retail and Leisure Study](#)

³⁸² South Ribble Borough Council (2022) [Retail Position Statement Autumn 2022](#)

The natural environment

Relevant policies, plans, programmes, strategies and initiatives

International

B.521 Declaration on Climate, Relief, Recovery and Peace (COP28 Declaration) (2023)³⁸³ is an international commitment to address the complex challenges posed by climate change, particularly in the most vulnerable regions. Although non-binding and outside the formal UNFCCC negotiations, this declaration unites the concerns and proposed solutions of countries and institutions across humanitarian, development, climate, and peace sectors. It aims to urgently enhance climate resilience in vulnerable communities that are most affected by climate-related conflicts and crises.

B.522 2022 Convention on Biological Diversity³⁸⁴, specifically COP15 Kunming-Montreal adopted the “Kunming-Montreal Global Biodiversity Framework” (GBF), including four goals and 23 targets for achievement by 2030.

B.523 The Glasgow Pact (UN Framework Convention on Climate Change, 2021)³⁸⁵ is a package of decisions comprising a range of agreed items, including strengthened efforts to build resilience to climate change, to curb greenhouse gas emissions and to provide the necessary finance for both. Nations reaffirmed their duty to fulfil the pledge of providing \$100 billion annually from developed to developing countries. And they collectively agreed to work to reduce the gap between existing emission reduction plans and what is required to reduce emissions. They also agreed to phase down unabated coal power and inefficient subsidies for fossil fuels.

B.524 United Nations Declaration on Forests and Land Use (COP26 Declaration) (2021) is an international commitment to halt and reverse forest loss and land degradation by 2030 while delivering sustainable development and promoting an inclusive rural transformation.

B.525 The 2030 Agenda for Sustainable Development (2015)³⁸⁶, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 13: Climate Action;
- SDG 14: Life Below Water; and
- SDG 15: Life on Land.

B.526 The New York Declaration on Forests (2014)³⁸⁷ is an international commitment for the protection and restoration of forests. Its ten goals include halting natural forest loss by 2030, restoring 350 million hectares of degraded landscapes and forestlands, improving governance, increasing forest finance, and reducing emissions from deforestation and forest degradation as part of a post-2020 global climate agreement.

B.527 The European Landscape Convention (2000)³⁸⁸ promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

B.528 International Convention on Biological Diversity (1992)³⁸⁹ is an international commitment to biodiversity conservation through national strategies and action plans.

³⁸³ United Nations (2023). [COP28 Declaration on Climate Relief, Recovery and Peace](#)

³⁸⁴ UK Parliament (2023) [COP15: Global biodiversity framework](#)

³⁸⁵ United Nations (2021) [Glasgow Climate Pact](#)

³⁸⁶ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

³⁸⁷ Forest Declaration Assessment (2014) [New York Declaration on Forests \(NYDF\)](#)

³⁸⁸ Council of Europe (2000) [The European Landscape Convention \(Florence\)](#)

³⁸⁹ Convention on Biological Diversity (1992) [International Convention on Biological Diversity](#)

B.529 European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979)³⁹⁰ aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).

B.530 International Convention on Wetlands (Ramsar Convention) (1976)³⁹¹ is an international agreement with the aim of conserving and managing the use of wetlands and their resources.

National

B.531 A requirement of the **NPPF's** (2023)³⁹² environmental objective is that the planning system should contribute to protecting and enhancing the natural environment including helping to improve biodiversity and using natural resources prudently. In support of this aim the framework states that Local Plans should “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks” and should also “promote the conservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.”

B.532 The framework requires that plans should take a strategic approach in terms of “maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries”.

B.533 The NPPF is supported by planning practice guidance relating to:

B.534 Natural environment (2019)³⁹³ highlights key issues in implementing policy to protect and enhance the natural environment, agricultural land, soils and brownfield land of environmental value, green infrastructure, biodiversity, geodiversity, ecosystems and landscapes.

B.535 The Environment Act 2021³⁹⁴ sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. Biodiversity elements in the Act include:

- Strengthened biodiversity duty. Both onsite and offsite enhancements must be maintained for at least 30 years after completion of a development.
- Biodiversity net gain to ensure developments deliver at least a 10% increase in biodiversity.
- Local Nature Recovery Strategies to support a Nature Recovery Network.
- Duty upon Local Authorities to consult on street tree felling.
- Strengthen woodland protection enforcement measures.
- Conservation Covenants.
- Protected Site Strategies and Species Conservation Strategies to support the design and delivery of strategic approaches to deliver better outcomes for nature.
- Prohibit larger UK businesses from using commodities associated with wide-scale deforestation.
- Requires regulated businesses to establish a system of due diligence for each regulated commodity used in their supply chain, requires regulated businesses to report on their due diligence and introduces a due diligence enforcement system.

B.536 Environmental Improvement Plan (2023)³⁹⁵ builds on the 25YEP vision with a new plan setting out how the Government will work with landowners, communities and businesses to deliver ten goals for

³⁹⁰ Council of Europe (1979) Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention)

³⁹¹ Ramsar Convention on Wetlands of International Importance (1976)

³⁹² The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

³⁹³ Ministry of Housing, Communities and Local Government (2019) [Natural Environment](#)

³⁹⁴ HM Government (2021) [Environment Act 2021](#)

³⁹⁵ Department for Environment, Food & Rural Affairs (2023) [Environment Improvement Plan 2023](#)

improving the environment, matched with interim targets to measure progress. The overarching goal of the plan is to improve nature which will be achieved by improving environmental quality, use of resources, mitigation of climate change, biosecurity and beauty of nature.

B.537 Woodland Access Implementation Plan (2023)³⁹⁶ extends the goals of the England Trees Action Plan by enhancing connections between people and woodland. It focuses on increasing and sustaining access to woodlands by funding through current land management schemes, providing guidance to encourage best practices among landowners and managers, improving public access information, promoting the Countryside Code and safeguarding and enhancing existing access rights.

B.538 Green Infrastructure Framework and associated 15 GI Principles (2023)³⁹⁷, specifically the '15 minute neighbourhood' concept is encouraged as part of the new GI standards. Development should be designed to meet the 15 Green Infrastructure Principles. The GI Standards can be used to inform the quality, quantity and type of green infrastructure to be provided.

B.539 Working with Nature (2022)³⁹⁸ discusses the importance of nature in providing ecosystem services and presents recent and historical trends in biodiversity. It outlines some of the main pressures affecting England's habitats, wildlife and ecosystems: land use; climate change; pollution; invasive non-native species; and hydrological change.

B.540 Establishing the Best Available Techniques for the UK (UK BAT) (2022)³⁹⁹ sets out a new framework that aims to improve industrial emissions and protect the environment through the introduction of a UK BAT regime. It aims to set up a new structure of governance with a new independent body in the form of the Standards Council and the Regulators Group, consisting of government officials and expert regulators from all UK nations. It aims to also establish a new UK Air Quality Governance Group to oversee the work of the Standards Council and the delivery of the requirements under this new framework. It is anticipated that the BATC for the first four industry sectors will be published in the second half of 2023.

B.541 England Trees Action Plan 2021 to 2024 (2021)⁴⁰⁰ sets out the Government's long-term vision for trees, woodlands and forests in England. The plan provides a strategic framework for implementing the Nature for Climate Fund for trees and woodland, including as part of the green economy, protecting and improving, connecting people and knowledge and science. It outlines over 80 policy actions the Government is taking over this Parliament to help deliver this vision.

B.542 The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019⁴⁰¹ seeks to protect biodiversity through the conservation of natural habitats and species of wild fauna and flora, including birds. The Regulations lay down rules for the protection, management and exploitation of such habitats and species, including how adverse effects on such habitats and species should be avoided, minimised and reported.

B.543 The key areas of the **25 Year Environment Plan**⁴⁰² of relevance in terms of the protection and promotion of biodiversity are recovering nature and enhancing the beauty of landscapes; securing clean, productive and biologically diverse seas and oceans; and protecting and improving our global environment. Actions that will be taken as part of these three key areas are as follows:

- Recovering nature and enhancing the beauty of landscapes:
 - Develop a Nature Recovery Network to protect and restore wildlife, and provide opportunities to re-introduce species that have been lost from the countryside.
- Securing clean, healthy, productive and biologically diverse seas and oceans:

³⁹⁶ Department for Environment, Food & Rural Affairs (2023) [Woodland Access Implementation Plan](#)

³⁹⁷ Natural England (2023) [Natural England Green Infrastructure Framework and 15 Green Infrastructure Principles](#)

³⁹⁸ Environment Agency (2022) [Working with nature](#)

³⁹⁹ Department for Environment, Food & Rural Affairs (2022) [Establishing the Best Available Techniques for the UK \(UK BAT\)](#)

⁴⁰⁰ Department for Environment, Food & Rural Affairs (2021) [England Trees Action Plan 2021 to 2024](#)

⁴⁰¹ HM Government (2019) [The Conservation of Habitats and Species Regulations](#)

⁴⁰² HM Government (2018) [A Green Future: Our 25 Year Plan to Improve the Environment](#)

- Achieve a good environmental status of the UK’s seas while allowing marine industries to thrive, and complete our economically coherent network of well-managed marine protected areas.
- Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
 - Support and protect international forests and sustainable agriculture.

B.544 Biodiversity offsetting in England Green Paper (2013)⁴⁰³ sets out a framework for biodiversity offsetting. Biodiversity offsets are conservation activities designed to compensate for residual losses.

B.545 Biodiversity 2020: A Strategy for England’s Wildlife and Ecosystem Services (2011)⁴⁰⁴ sets out the Government’s approach to safeguarding and enhancing the natural environment, recognising the vital role that wildlife and ecosystem services play in supporting a healthy economy and society. The strategy focuses on halting overall biodiversity loss, supporting healthy and well-functioning ecosystems, and establishing coherent ecological networks.

B.546 Rights of Way Circular (1/09) (2011)⁴⁰⁵ provides advice to local authorities on recording, managing and maintaining, protecting and changing public rights of way.

B.547 Countryside and Rights of Way Act 2010⁴⁰⁶ is an Act of Parliament to make new provision for public access to the countryside.

B.548 England Biodiversity Strategy Climate Change Adaptation Principles (2008)⁴⁰⁷ sets out principles to guide adaptation to climate change. The principles are: take practical action now, maintain and increase ecological resilience, accommodate change, integrate action across all sectors and develop knowledge and plan strategically. The precautionary principle underpin all of these.

B.549 The Natural Environment and Rural Communities Act 2006⁴⁰⁸ places a duty on public bodies to conserve biodiversity.

B.550 Wildlife and Countryside Act 1981 (as amended)⁴⁰⁹ places a duty on public bodies to protect wildlife and conserve natural habitats.

B.551 National Parks and Access to the Countryside Act 1949⁴¹⁰ is an Act of Parliament that makes provision for National Parks and the establishment of a National Parks Commission; to confer on the Nature Conservancy and local authorities’ powers for the establishment and maintenance of nature reserves; to make further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country.

Regional/Sub-regional

B.552 BHS guidelines for site selection 2023⁴¹¹ provide a systematic basis for the identification of key non-statutory wildlife sites in Lancashire, as well as initial audit of habitats and species of nature conservation importance in Lancashire, within the 1974-1998 county boundary.

B.553 Central Lancashire Core Strategy⁴¹² has been developed by the Central Lancashire authorities of Preston, South Ribble, and Chorley, with support from Lancashire County Council. As a crucial component of Central Lancashire’s Local Development Framework, the Core Strategy aims to guide development in the region, fostering increased investment and employment opportunities. Primarily, it serves as a policy

⁴⁰³ Department for Environment, Food and Rural Affairs (2013) [Biodiversity offsetting in England Green Paper](#)

⁴⁰⁴ Department for Environment, Food and Rural Affairs (2011) [Biodiversity 2020: A strategy for England’s wildlife and ecosystem services](#)

⁴⁰⁵ Department for Environment, Food and Rural Affairs (2011) [Rights of way circular \(1/09\)](#)

⁴⁰⁶ HM Government (2010) [Countryside and Rights of Way Act 2010](#)

⁴⁰⁷ Department for Environment, Food and Rural Affairs (2008) [The England Biodiversity Strategy Climate Change Adaptation Principles](#)

⁴⁰⁸ HM Government (2006) [Natural Environment and Rural Communities Act 2006](#)

⁴⁰⁹ HM Government (1981) [Wildlife and Countryside Act 1981](#)

⁴¹⁰ HM Government (1949) [National Parks and Access to the Countryside Act 1949](#)

⁴¹¹ Lancashire County Council (2023) [BHS guidelines for site selection](#)

⁴¹² Preston, South Ribble, and Chorley, Central Lancashire (2012) [Central Lancashire Adopted Core Strategy](#)

document that promotes sustainable, managed growth while safeguarding and enhancing green spaces and access to open countryside.

B.554 Central Lancashire Core Strategy Monitoring Report, 19/20⁴¹³ is the seventh Monitoring Report of the performance indicators of the Core Strategy, containing data for Chorley, Preston, and South Ribble Councils for the period April 2019-March 2020. The strategy monitors performance against policies for housing, economic growth, transport, and environmental protection, which shape sustainable development across Central Lancashire.

B.555 Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document (SPD)⁴¹⁴ provides detailed guidance to support biodiversity and nature conservation efforts within Central Lancashire, covering the areas of Preston, South Ribble, and Chorley.

B.556 Forest of Bowland AONB Management Plan 2019-2024⁴¹⁵ provides a policy framework and a 5-year action plan (April 2019-March 2024) to guide the efforts of the National Landscape partnership organisations. The primary goal is to conserve and enhance the natural and cultural beauty of the Forest of Bowland landscape.

B.557 The Lancashire Environment Record Network (LERN) Lancashire Ecological Network Approach and Analysis⁴¹⁶ provides a local response to government targets aimed at halting biodiversity loss and protecting ecosystem goods and services. The initiative supports local planning authorities in Lancashire to meet the requirements outlined in the NPPF. The primary objective is to identify ecological connections between existing core conservation sites and areas that support essential ecosystem processes and species populations, even if they are not located within these core sites. The project aims to:

- Identify the intact, natural and semi-natural landscape connections between existing protected areas.
- Evaluate how species may move through the landscape between identified sites of conservation interest (core sites).
- Consider how the ecological network, which includes both the sites and the ecological corridors and stepping stones connecting them, function.
- Recommend future management and monitoring activities for the ecological network.

B.558 LERN - the Lancashire Environment Record Network⁴¹⁷ is the 'local environmental record centre' for the county of Lancashire. The network stores and provides access to details of Lancashire's rich environment: its biodiversity, geodiversity and landscape.

Local

B.559 South Ribble Biodiversity Action Plan⁴¹⁸ commits the council to restore, conserve, and enhance biodiversity within the borough. This action plan outlines the steps to be taken over the next five years to achieve this goal.

Relevant aims and objectives identified

- Internationally, the aim is to conserve biodiversity. Any use of biodiversity should be sustainable and shared fairly amongst nations.
- At the international level, protection and restoration of natural capital is key, with recognition of its intrinsic value to well-being and prosperity and to safeguard it to avoid biodiversity loss.

⁴¹³ Central Lancashire authorities (2022) [Core Strategy Monitoring Report 19/20](#)

⁴¹⁴ Chorley Council, Preston City Council, South Ribble Borough Council (2015) [Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document \(SPD\)](#)

⁴¹⁵ Forest of Bowland National Landscape (2019) [Forest of Bowland National Landscape Management Plan 2019-2024](#)

⁴¹⁶ The Wildlife Trust Lancashire, Manchester, Merseyside (2015) [Lancashire Ecological Network Approach and Analysis \(Version I\)](#)

⁴¹⁷ Lancashire County Council (2024) [LERN - the Lancashire Environment Record Network](#)

⁴¹⁸ South Ribble Borough Council (2022) [Biodiversity Action Plan](#)

- At the national level, a need exists to halt the loss of biodiversity, support existing ecosystems and establish ecological networks.
- Mitigate against any harm to plants, animal and habitats as a consequence of development to ensure that any impacts on the natural environment are adequately mitigated in addition to the provision of environmental net gain as part of the development.
- In addition to appropriate mitigation, apply a biodiversity “net gain” approach to development, so that the natural environment is left in a measurably better state than existed before development commenced. Preserving and halting habitat and species loss will not facilitate any net gain. For new development, if on-site provision is not possible, off-site options should be considered.
- Recognise and enhance the positive impacts of the natural environment to both nature and people.
- Create and connect natural capital to form networks of green infrastructure.
- Account for the impacts of climate change on changes to biodiversity and landscape.
- Use the resources from nature more sustainably and more effectively.
- Reduce risk of harm from environmental hazards such as flooding or drought.
- Enhance beauty, heritage and engagement with the natural environment.
- At the county-wide level, conservation, protection and enhancement is vital, while ensuring separated sites are effectively connected.
- In Central Lancashire, the focus is on conservation and protection of diversity and habitat, conservation and enhancement of ecological networks and the safeguarding of ecological assets.

Baseline information

Environmental heritage

B.560 Central Lancashire is rich in natural assets. The temperate climate, distinct seasons, geology and historical land uses have all shaped the variety of habitats that make up the landscape, and the plants and animals that live within them⁴¹⁹.

B.561 Central Lancashire is surrounded by varied and accessible natural beauty. Within an hour’s drive of its boundaries are the Lake District National Park, Irish Sea coast, Pennine range, Bowland Hills, mosses, heaths, woodland ancient and new – and a host of river valleys and natural landscapes in between. Much of the landscape of the region was shaped by geology. The last Ice Age carved many of the fells, river systems and plains that make up the region. The land is higher in the eastern areas falling lower to coastal plains in the west, except along the lower, winding river valleys of the Ribble and Yarrow⁴²⁰.

B.562 These landscapes have changed and adapted with human influence. Woodland first blanketed the region, cleared by prehistoric society for fuel and shelter by cutting and coppicing, making space for farmland. The enclosure system of the middle ages further sliced up the landscape, with farmers draining the meres and mosses in western areas⁴²¹. The Industrial Revolution led to the first large towns and cities, and coal seams to the south were tapped for mining. Railway sidings and canal banks offered new habitats for wildlife, though areas of woodland were reduced to small, isolated woods.

B.563 The last 100 years have seen the new habitats in suburban gardens, greenspaces, managed woodland, protected sites and less trees felled for wood burning in place of coal and oil. A range of natural and man-made habitats and landscapes are now recognised and protected both nationally and locally.

Land cover and use

B.564 In Central Lancashire, farmland is overwhelmingly either categorised as pastoral (grazed to produce milk and/or meat products), arable (used to produce crops – mainly cereals, usually by tilling) or market

⁴¹⁹ Met Office (2019) [North West England & The Isle of Man: climate](#)

⁴²⁰ Open Street Maps (2019) [Lancashire Topographic Map](#)

⁴²¹ Visit Lancashire (2024) [Wetlands/Mosslands \(Ribble Coast & Wetlands\)](#)

gardening (tilled to produce vegetables or flowers, sometimes under glass or in poly-tunnels). Pastoral farming (pasture) in Central Lancashire primarily produces lamb-meat (in upland areas); and beef or cows' milk (in lowland areas). Arable and market gardening production in Central Lancashire is now almost exclusively confined to lowland farmland, west of the central urban 'spine'.

Preston

B.565 The land use around Preston is dominated in the lower third by urban fabric, green urban areas or industry. Pockets of mixed woodland to the east and a long strip of salt marsh along the lower course of the Ribble to the west sit either side of the urban expanse. Toward the urban edge to the north, farmland predominates into the more rural outskirts of the city boundary, which make-up the remaining two-thirds of the city area.

South Ribble

B.566 Land use around South Ribble sees a similar urban make up, though one that is broken up by pasture as areas of separation between settlements, giving way to agricultural land in the west beyond Leyland. A significant area of natural vegetation exists in the north east by Samlesbury, with a small area of woodland cover in and around Worden Park.

Chorley

B.567 Land use in Chorley forms a continuous line mostly running north to south of urban and industrial use, while woodland and bodies of water are in the east toward Rivington Pike and the West Pennines. Large areas are given over to sport and leisure, such as Yarrow Valley Country Park and Cuerden Valley Park. Much like South Ribble, many settlements are separated by a mix of farmland split east and west, with the north east and south both characterised by smaller settlements in areas of predominantly rural character.

B.568 The north/south line of urban development across Central Lancashire is known as the 'urban spine'. Much of the rural use types fall to the east and west. Much of the farmland is separated by settlement or infrastructure, leading to high rates of fragmentation and isolation of landscapes and habitats, which is more common the closer a site is to the urban spine.

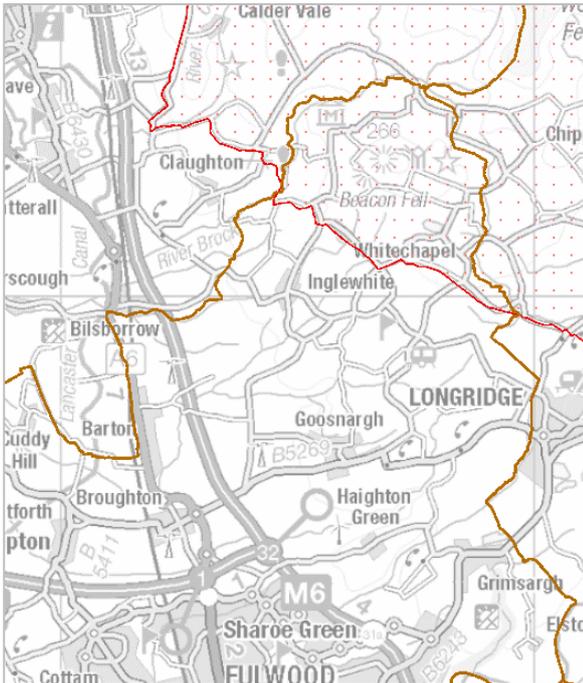
B.569 Development in these areas needs to be well planned to avoid further break-up of natural spaces and to ensure green links are made between isolated sites to allow plants and animals to transfer between them.

Nationally protected sites

National Landscapes

B.570 The Forest of Bowland National Landscape (formerly referred to as an Area of Outstanding Natural Beauty) is the only such designation in Central Lancashire, recognised internationally as an important area for its heather moorland, blanket bog and rare upland birds. The Forest of Bowland Area of Outstanding Natural Beauty Management Plan⁴²² outlines the key aims for the site, including the enhancement of natural beauty, improving habitat connectivity, conserving key species and a better understanding of natural capital. The National Landscape area crosses into Whitechapel and around Beacon Fell at the very northern extent of Preston City Council's local authority boundary.

⁴²² Forest of Bowland National Landscape (2019) [Forest of Bowland Area of Outstanding Natural Beauty Management Plan 2019-2024](#)

Figure B.15 The Forest of Bowland National Landscape⁴²³

Natura 2000

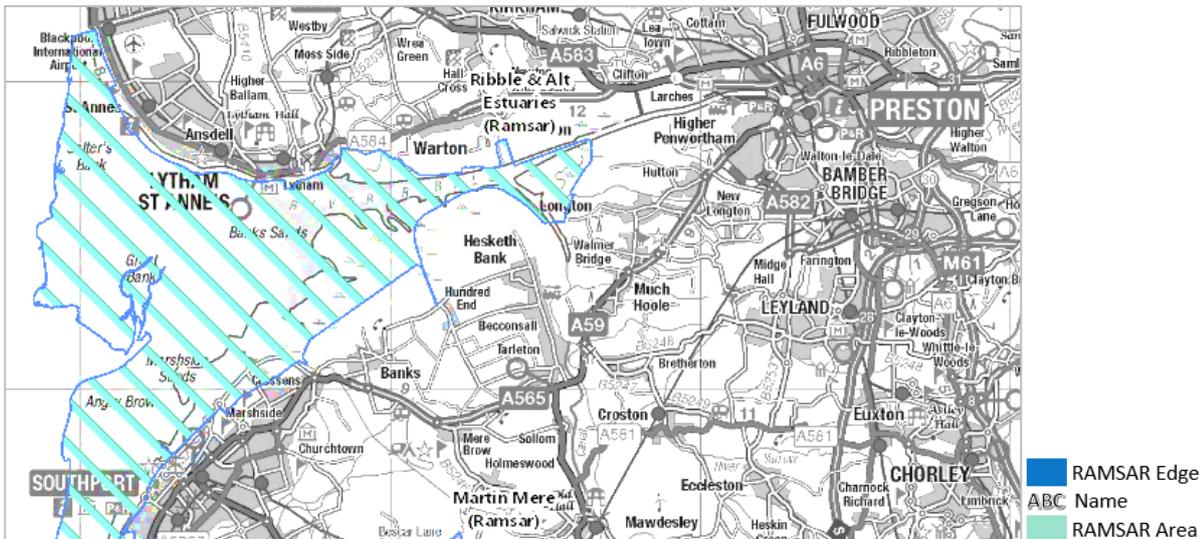
B.571 Natura 2000 is a European network of protected nature areas where certain species of animal and their natural habitats are protected in order to preserve biodiversity. EU member states designate Special Areas of Conservation (SAC) and Special Protection Areas (SPA) to ensure the long-term survival of valuable and threatened species and habitats. A Ramsar site is a wetland site designated to be of international importance under the Ramsar Convention, an intergovernmental environmental treaty established in 1971 by UNESCO.

B.572 There is only one Natura 2000 designated European protected site within Central Lancashire, the Ribble and Alt Estuaries (Ramsar) Habitat/Species Management Area. This site is also designated as a SPA, designed to protect a range of birds including Redshank, Whooper Swans, Wigeon, Oystercatcher and Common Terns.

B.573 If any Local Plan proposals are put forward in this area or near to it, screening exercises may be required to assess any likely effects on the protected area, which will be studied as part of the Habitats Regulations Assessment.

⁴²³ Chorley Council, Preston City Council, South Ribble Borough Council (2019) [Central Lancashire Local Plan integrated Assessment Scoping Report Iteration 2: October 2019](#)

Figure B.16 The Ribble and Alt Estuary Ramsar/SPA⁴²⁴



Sites of Special Scientific Interest

B.574 There are seven Sites of Special Scientific Interest (SSSIs) in Central Lancashire. These sites make up hundreds of hectares of land in the area. Around half of these are classified by Natural England as being in a 'favourable' condition, while the remainder are in an 'unfavourable' or 'declining' condition. Many of these spaces are important biological assets; with unique woodlands, protected species, rare plants, migratory stop-offs for birds and have geological interest. The West Pennine Moors SSSI was expanded in 2017 to include the former White Coppice Flush SSSI (0.56ha). The West Pennine Moors SSSI⁴²⁵ is part of a wider ninety square mile area of open countryside, comprising a patchwork of moorland, reservoirs, wooded cloughs and historic villages which is not covered by the SSSI, or any other protective designation. Instead it is managed by a partnership of local authorities and organisations, comprising seven local authorities and stakeholder groups through the West Pennine Moors Management Plan⁴²⁶.

⁴²⁴ Chorley Council, Preston City Council, South Ribble Borough Council (2019) Central Lancashire Local Plan integrated Assessment Scoping Report Iteration 2: October 2019

⁴²⁵ Natural England (2019) West Pennine Moors SSSI

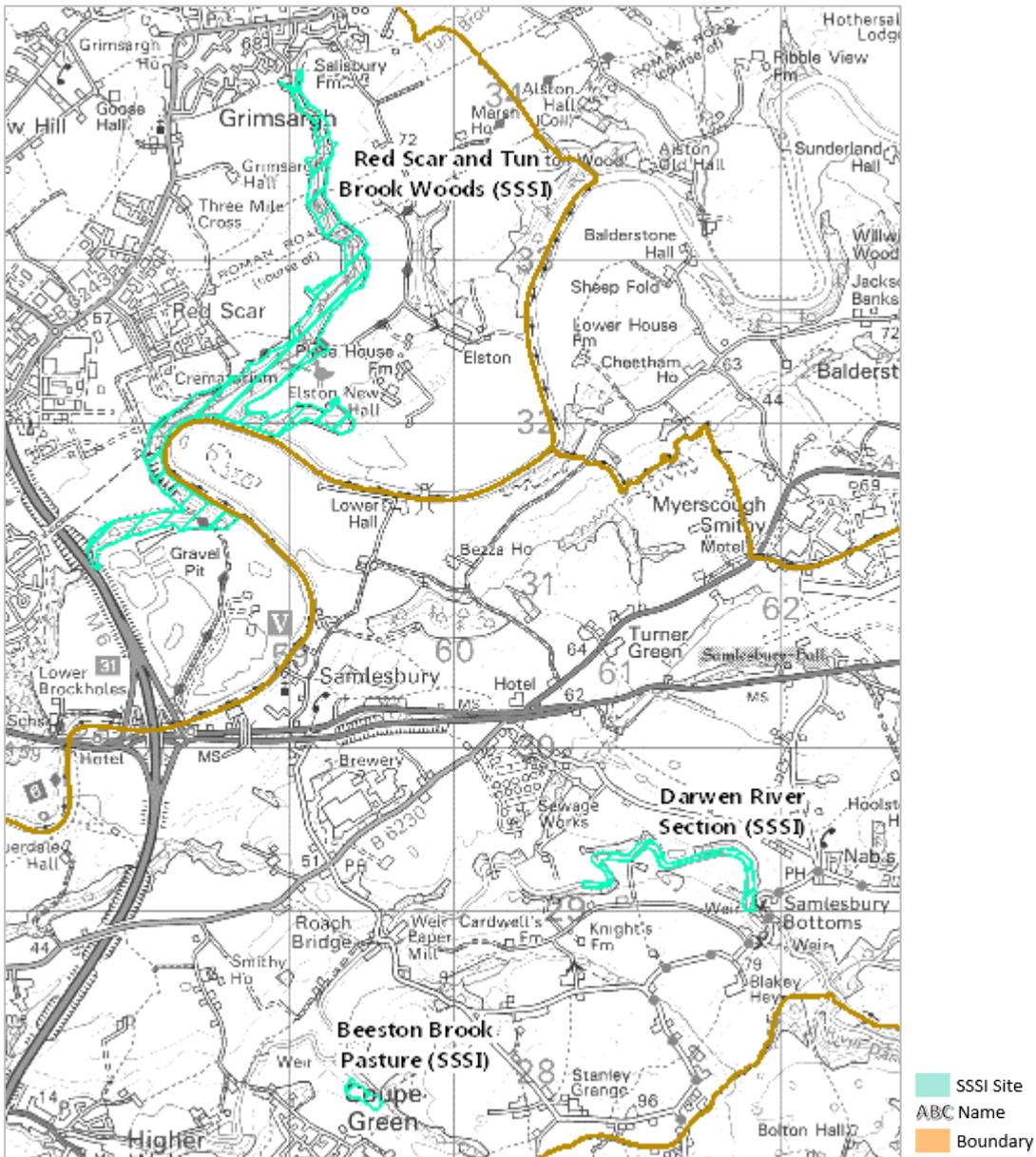
⁴²⁶ Lancashire County Council (2010) West Pennine Moors Management Plan 2010-2020

Table B.10 Past and present condition report for Central Lancashire SSSIs⁴²⁷

District	SSSI (hectareage within Central Lancashire)	Previous Condition (Area Generally)	Present Condition (Site Specific)	Features
Preston	Red Scar and Tun Brook Woods (63.62ha)	69% in favourable condition	100% favourable	Mixed deciduous woodland with Populations of nationally scarce butterfly species.
South Ribble	The Ribble Estuary (partially in Central Lancashire)	No data	44% favourable 56% not recorded	Longton and Hutton Salt Marshes, international importance for birdlife and is of regional importance for plant life.
	Darwen River Section (6.35ha)		100% favourable	One of the finest sections of rocks of Middle Namurian age originally laid down about 320 million years ago.
	Beeston Brook Pasture (1.73ha)		100% unfavourable and declining	Is one of the few remaining unimproved herb-rich pastures in Lancashire.
Chorley	Charnock Richard Pasture (1.20ha)	30% in favourable or recovering condition	100% favourable	One of the few species-rich unimproved grasslands remaining in Lancashire.
	West Pennine Moors (expanded) (partially in Central Lancashire)		6.23% favourable 55.31% favourable 31.21% favourable but stable 7.24% favourable but declining	Historical and biological importance with archaeological evidence of human activity from Neolithic times and a wide variety of habitats and species. Includes two plant communities that are rare nationally and several plant species that have very restricted distributions in Lancashire.
	Wrightington Bar Pasture (1.29ha)	No data	100% unfavourable	Area of species-rich unimproved grassland habitat notified for its perennial grasses and flowers.

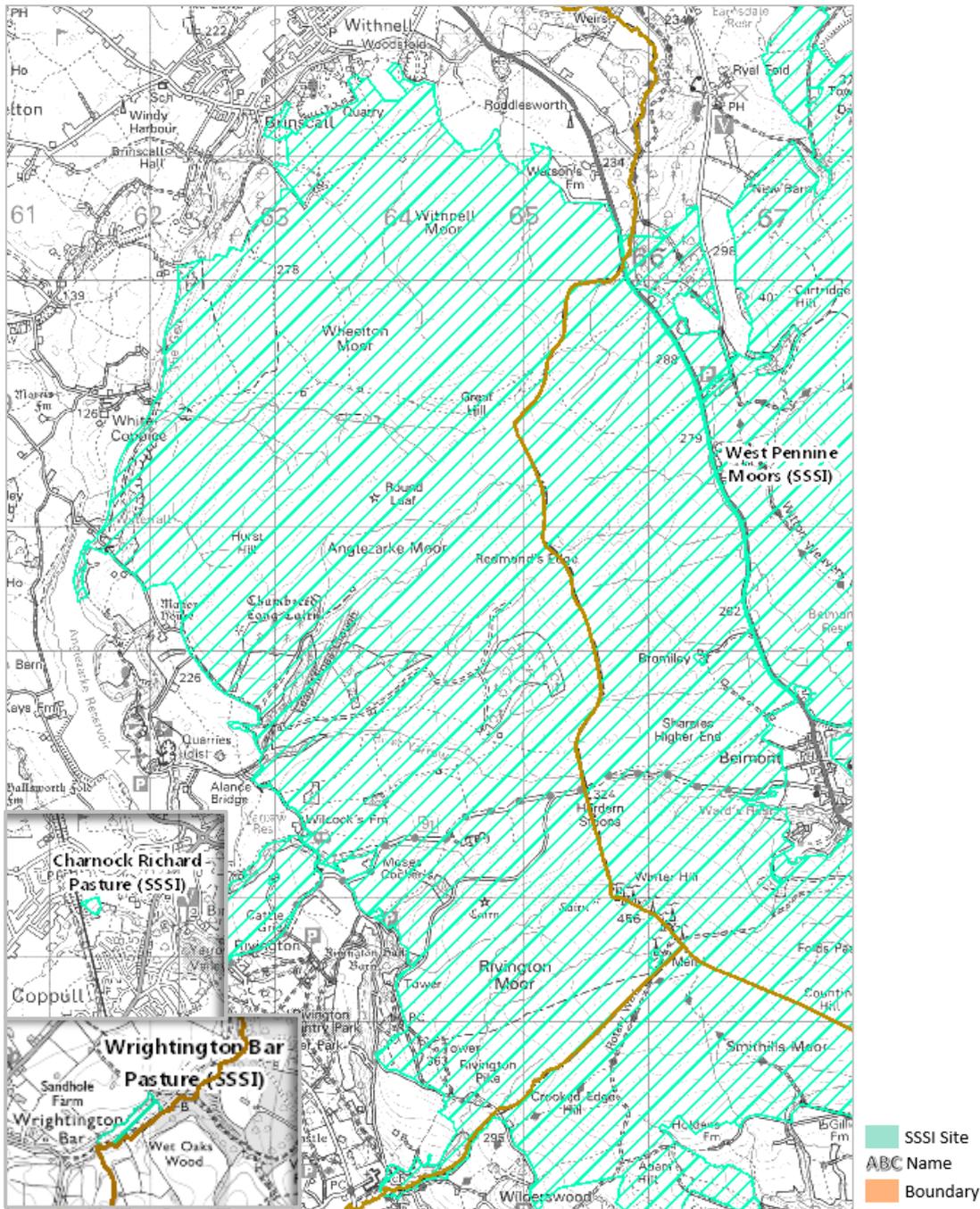
⁴²⁷ Natural England (2024) [Designated Sites View](#)

Figure B.17 Preston and South Ribble - Sites of Special Scientific Interest⁴²⁸



⁴²⁸ Chorley Council, Preston City Council, South Ribble Borough Council (2019) *Central Lancashire Local Plan integrated Assessment Scoping Report Iteration 2: October 2019*

Figure B.18 WPM SSSI (Charnock Richard Pasture & Wrightington bar pasture as insets)⁴²⁹



B.575 Most areas in Central Lancashire are in an improved condition since their last assessment during the Central Lancashire Core Strategy, though the condition of Beeston Brook Pasture, South Ribble has declined significantly with the threat of heavy farming practices nearby.

B.576 Protected sites need sufficient buffer zones and careful nearby land use planning for proposed development to control human influence and so protect or improve the condition of biodiversity there. Areas where conditions are in significant decline will need greater pre-emptive protection.

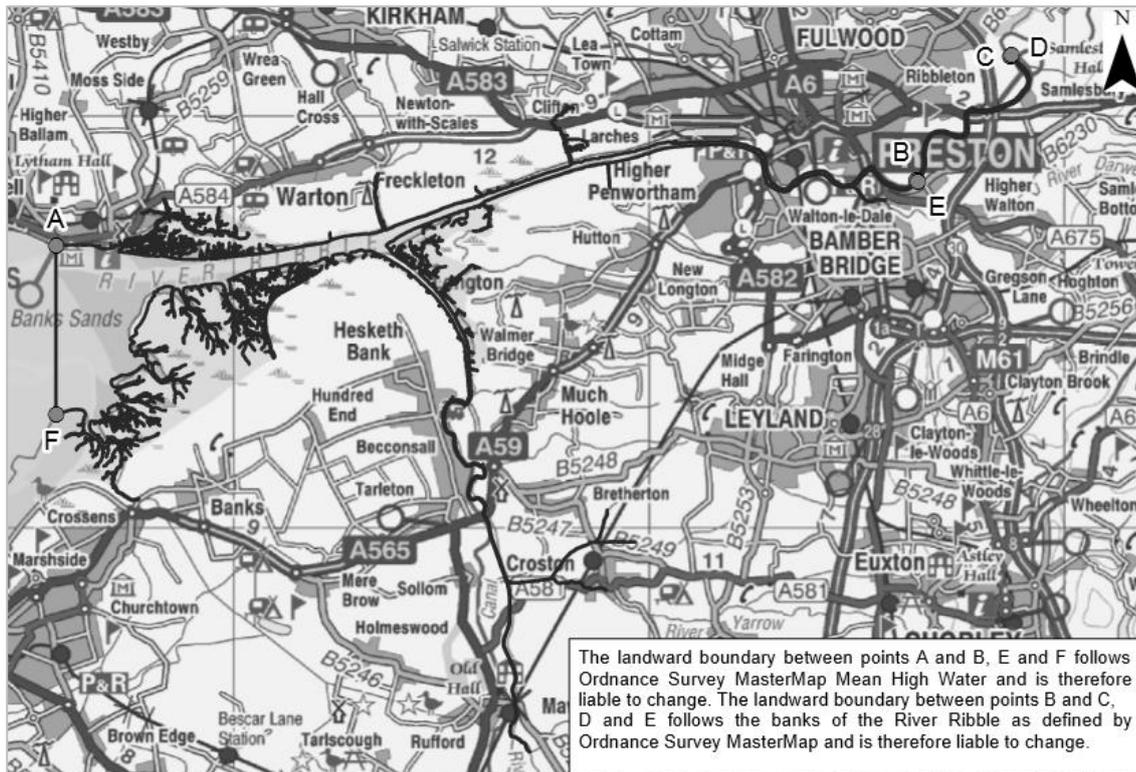
B.577 The expansion of the West Pennine SSSI may impact development proposals to the East of Chorley, recognition of this new designation will have to be given full weight.

⁴²⁹ Chorley Council, Preston City Council, South Ribble Borough Council (2019) [Central Lancashire Local Plan integrated Assessment Scoping Report Iteration 2: October 2019](#)

Marine Conservation Zones

B.578 Marine Conservation Zones (MCZs) are a type of Marine Protected Area (MPA) under the Marine and Coastal Access Act 2009. MCZs are important to conserve the diversity of nationally rare and threatened habitats and species. Where proposals are put forward in Marine Conservation Zones or near to them, screening exercises may be required to assess any likely effects on the protected area, as part of a MCZ assessment. The Ribble Estuary was included as a protected MCZ in 2019⁴³⁰ as an inshore zone that covers an area of around 15 km² to protect habitat for feeding and breeding of Smelt fish, hoping to recover the population to a 'favourable' condition. Smelt are viewed as a marker of ecosystem health, being sensitive to a range of influences including overfishing and poor water quality.

Figure B.19 Central Lancashire marine conservation zone (MCZ) Site – The Ribble Estuary⁴³¹



B.579 Future policy will need to consider the harm of development next to and nearby the Ribble River, from its Eastern approach on the boundary of Preston and South Ribble to the Western estuary, and along its tributaries; Savick Brook (Preston), Mill Brook, River Darwen and River Douglas (South Ribble). The zone extends to the edge of the Ribble river mouth and far inland into the Ribble and Douglas river catchment areas.

Country parks

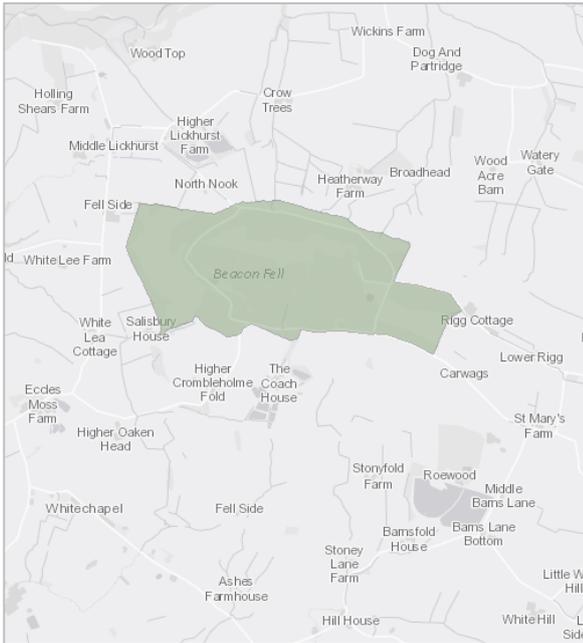
B.580 More than 400 country parks exist in the UK. They are public green spaces often at the edge of urban areas which provide places to enjoy the outdoors and experience nature in an informal semi-rural park setting⁴³². Most are owned and managed by local authorities. Many country parks were designated under the Countryside Act 1968. There are five country parks within the boundaries of Central Lancashire;

- Beacon Fell (to the North of Preston);
- Cuerden Valley (on the border of South Ribble and Chorley Councils);

⁴³⁰ DEFRA (2019) [Marine Conservation Zones: Ribble Estuary](#)

⁴³¹ Chorley Council, Preston City Council, South Ribble Borough Council (2019) [Central Lancashire Local Plan integrated Assessment Scoping Report Iteration 2: October 2019](#)

⁴³² National England (2019) [Country Parks \(England\)](#)

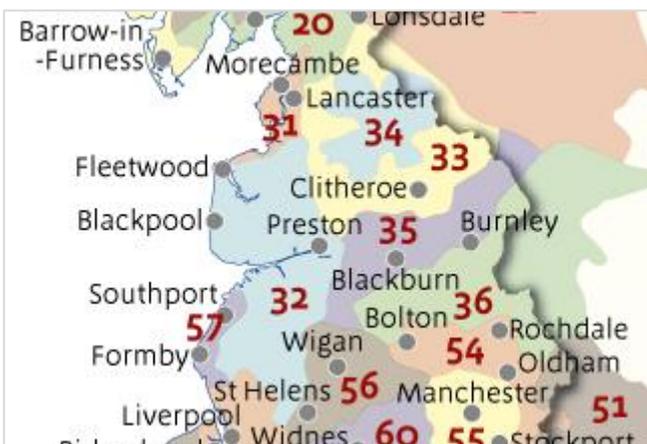


B.581 Engagement with nature by people living in urban and suburban communities throughout Central Lancashire should be encouraged. Country parks offer an additional space by which habitats and natural capital can be both given some designation to ensure the spaces are protected but also integrated sensitively with human use. Policies that encourage responsible use of these spaces and measure to mitigate human impact will be key in these areas.

National Character Areas

B.582 Central Lancashire contains four of the 159 categories of National Character Areas as defined by Natural England. These are a subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. These areas recognise the natural lines in the landscape rather than administrative boundaries and provide guidance in the management of these areas, highlighting the issues facing each one. National Character Areas are also designated locally as Landscape Character areas by Lancashire County Council.

Figure B.21 National Character Areas in Central Lancashire (as numbered)⁴³⁴



⁴³⁴ Chorley Council, Preston City Council, South Ribble Borough Council (2019) [Central Lancashire Local Plan integrated Assessment Scoping Report Iteration 2: October 2019](#)

- Area 32: Lancashire and Amounderness Plain;
- Area 33: Bowland Fringe and Pendle Hill;
- Area 35: Lancashire Valleys;
- Area 36: Southern Pennines; and
- Area 56: Lancashire Coal Measures.

B.583 The Natural England study highlights a number of landscape changes that pose a threat to the natural environment and biodiversity in these areas, to be mitigated by a number of 'landscape opportunities'. These are meant to enhance and improve the landscape not only for nature, but also for the local people and wider regional economy.

B.584 The South Pennines (Area 36) is the only significant upland landscape in England that is not designated as a National Park or National Landscape. The South Pennines Local Nature Partnership works to sustain and enhance this area⁴³⁵.

Locally protected areas

Landscape character

B.585 In their Landscape Character Assessment⁴³⁶, Lancashire County Council identified the landscapes of Lancashire and the historic evolution of them. The landscapes of Chorley, Preston and South Ribble is made up of five distinct Natural Areas, which are listed below.

1. Forest of Bowland, including
 - extensive areas of blanket bog on fells;
 - extensive areas of wet and dry upland heathland;
 - purple moorgrass and rush pastures on upland fringes;
 - upland oak and mixed ash woodlands in cloughs and valleys;
 - fast flowing streams and rivers;
 - fragments of herb-rich neutral hay meadows in valleys; and
 - small areas of upland calcareous grassland on limestone outcrops.
2. Lancashire and Amounderness Plain, including
 - arable field margins, ditches and boundary hedgerows;.
 - lowland wet grasslands; and
 - isolated fragments of species-rich neutral grasslands.
3. Lancashire Plains and Valleys, including
 - fragments of lowland raised bogs;
 - small pockets of lowland heathland and acid grassland; and
 - large numbers of small field ponds throughout the coastal plain.
4. Southern Pennines, including
 - extensive areas of blanket bog on moorland tops;
 - impoverished areas of wet and dry upland heathland;
 - large areas of upland acid grassland;

⁴³⁵ The Southern Pennines Local Nature Partnership (2019) [Pennine Prospects: Aims and Objectives](#)

⁴³⁶ Lancashire County Council (2000) [A Landscape Strategy for Lancashire – Landscape Character Assessment](#)

- frequent springs and flushes;
- fast flowing streams and rivers, and reservoirs;
- some upland hay meadows in valleys; and
- grasslands, upland oak and mixed ash woodlands in valleys.

5. Lancashire Coal Measures

- topography of gentle hills and valleys.

B.586 Many of the landscape areas have important characteristics that need to be respected. Area-sensitive tree species, planting arrangements and wild spaces should respect the existing character of the area.

B.587 The Landscape Value Assessment for Central Lancashire⁴³⁷ identifies the West Pennine Moors (Moorlands Hills Landscape Character Type), the Lower Ribble Valley (Valleys Floodplains Landscape Character Type) and the Ribble Marshes (Open Coastal Marsh) as areas of 'above ordinary' value. Within Central Lancashire, only five Landscape Character Areas (LCAs) are rated as having 'above ordinary' landscape value, recognised for qualities that make them distinct from typical countryside. Other LCAs, while they possess some valued landscape characteristics, are overall not considered to have 'above ordinary' landscape value.

B.588 The assessment also highlights sixteen settlements which are considered to make a particularly important contribution to character. These are almost exclusively small villages to which the surrounding landscape setting plays an important role in defining a rural character. A high proportion of these are located to the east of the Central Lancashire area, in close proximity to and having a strong visual relationship with the upland areas of the West Pennine Moors and West Pennine Fringes (such as Abbey Village, Brinscall/Withnell and Knowley/Little Knowley).

Protected biodiversity

Natural Environment and Rural Communities Act

B.589 The Natural Environment and Rural Communities (NERC) Act named 541 animal and 402 plant 'Species of Principle Importance', in addition to 56 'Habitats of Principle Importance'. These are the species and habitats found in England which were identified as requiring action under the UK Biodiversity Action Plan and that are regarded as conservation priorities under the UK Post-2010 Biodiversity Framework. This list includes many once-common species native to – and passing through – the Central Lancashire area, including animals such as hedgehogs, water voles and house sparrows, and habitats such as farmland field margins, traditional orchards and deciduous woodland⁴³⁸.

B.590 The Local Plan needs to support measures that not only protect NERC species in existing sites, but implement measures that are shown to improve the ability of plants and animals to thrive in our region.

Biodiversity net gain

B.591 Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state than beforehand.

B.592 Where a development has an impact on biodiversity, biodiversity net gain encourages developers to provide an increase in appropriate natural habitat and ecological features over and above that being affected in such a way it is hoped that the current loss of biodiversity through development will be halted and ecological networks can be restored. It involves the use of a metric as a way to recognise the negative impacts on habitats arising from a development and calculating how much new or restored habitat – and of what types – is required to deliver sufficient net gain.

⁴³⁷ LUC on behalf of Preston City Council, South Ribble Borough Council and Chorley Council (2022) [Open Land Designations Study Landscape Assessment](#)

⁴³⁸ National Archives (2014) [Habitats and Species of Principle Importance in England](#)

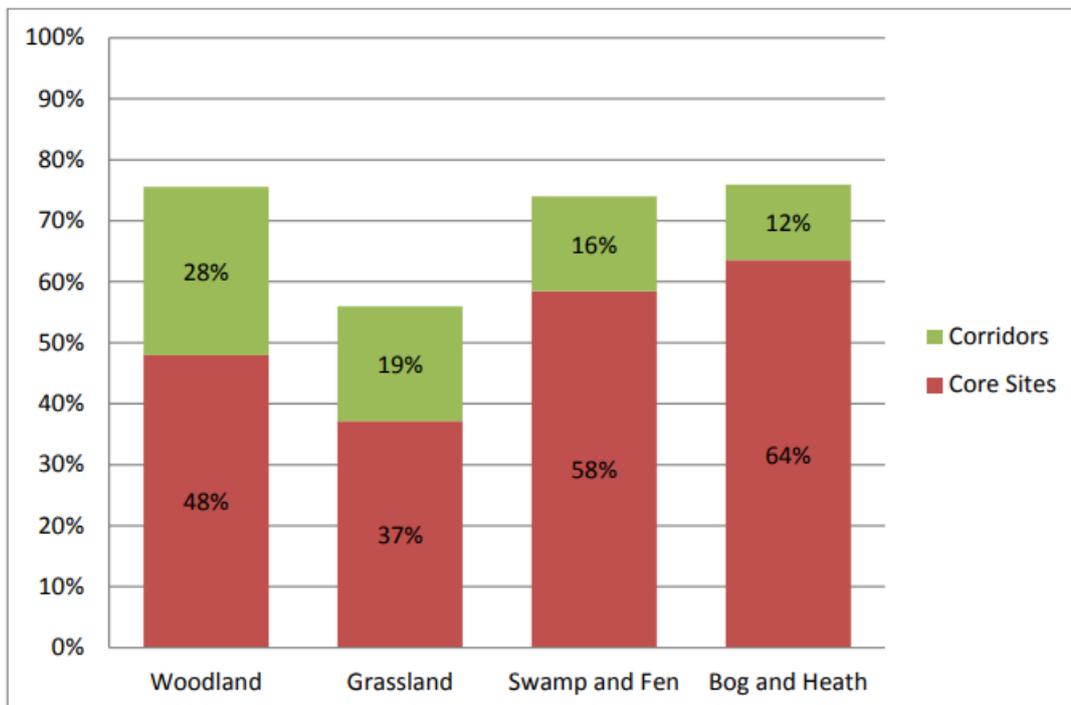
B.593 The mitigation of harm to plants, animal and habitats as a consequence of development should not be confused with the provision of net gain. Development must still ensure that any impacts it may have on the natural environment are adequately mitigated, in addition to the provision of environmental net gain as part of the development. The end result should be the creation of a better environment than that that existed prior to the development commencing.

B.594 The Local Plan must anticipate changes to policy in this area that will have significant impacts on the deliverability of all sites and not only in protected areas. For example, the Landscape Character Assessments detailed above show that a loss of biodiversity is possible even on traditionally unrecognised mosaic habitats on brownfield sites. Therefore, sufficient measures must be written to ensure that such criteria are stated and defined from the outset to ensure the greatest mitigation of harm to plants, animals and their habitats.

Lancashire key species

B.595 Species recognised for protection at a local level are given the ‘Key Species’ designation in the Lancashire Key Species study⁴³⁹. Most of these are found in biodiverse ‘core’ sites across Lancashire, though at least a quarter are found in the corridors between core sites, these include recognised nature reserves and protected sites. The smaller habitats in-between form a network of ‘Stepping Stone Habitats’, allowing plants and animals to move through them. These corridors improve plant and animal life in the core sites and habitats (e.g. in broadleaf woodland within Central Lancashire).

Figure B.22 Locations of Lancashire key species⁴⁴⁰



B.596 This study⁴⁴¹ highlights the importance of protection and enhancement of habitats, and connecting these habitats with green links, thereby avoiding the break-up or fragmentation and isolation of natural landscapes.

B.597 Therefore, the Local Plan needs to:

- Recognise the importance of green links between existing green spaces as safe havens for nature, planning their enhancement and expansion into new development and policy.

⁴³⁹ LERN (2019) [Lancashire Key Species](#)

⁴⁴⁰ The Wildlife Trust for Lancashire, Manchester and North Merseyside (LWT) (2015) [Lancashire Ecological Network Approach and Analysis \(Version I\)](#)

⁴⁴¹ LERN (2019) [Lancashire Key Species](#)

- Recognise that nature reserves exist within one interconnected Lancashire-wide network.

Biological heritage sites

B.598 These are noted Local Wildlife Sites in Lancashire recognised by ecologists from Lancashire County Council, the Wildlife Trust for Lancashire, Manchester and North Merseyside, and Natural England.

B.599 There are around 100 Biological Heritage Sites in Central Lancashire, over half of which are woodlands and a large portion of these being ancient woodlands. The list also includes nature reserves and coastal habitats. Deciduous ancient woodland is the second most abundant semi-natural vegetation in Central Lancashire and acts as wildlife stepping stones and wildlife corridors between other vegetation. Lowland raised bog is now a very rare habitat in Central Lancashire, with just one identified lowland raised bog Local Wildlife Site remaining, at Much Hoole Moss, in South Ribble Borough.

B.600 Nearby development needs to seek to both reduce the potential for harm to these sites and to provide new pathways for nature to pass between them and other nearby green areas and links.

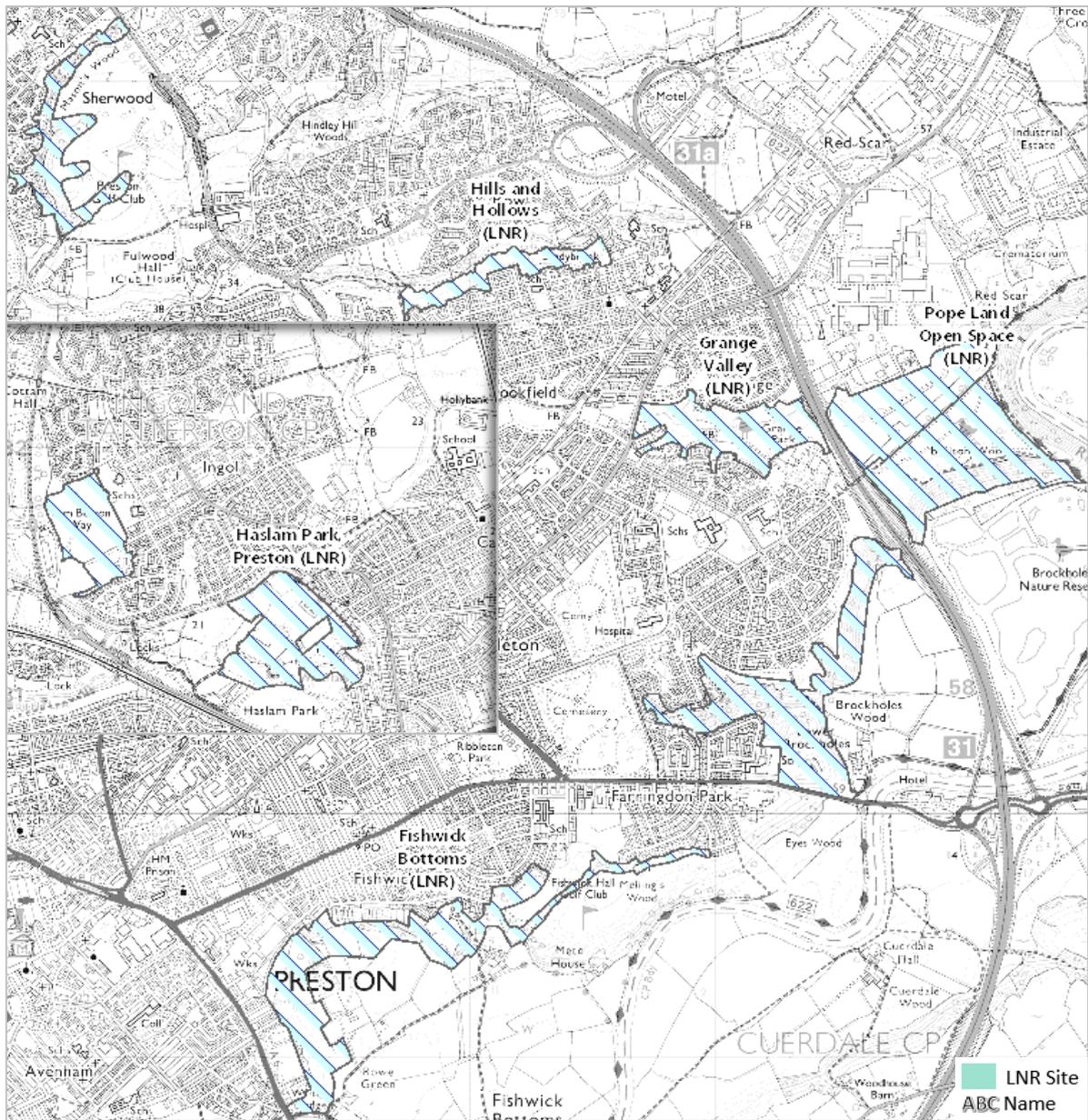
Local Nature Reserves

B.601 There are 30 Local Nature Reserves in Lancashire and a third of these are in Central Lancashire. They offer the public opportunities to study nature and are designated to ensure that plants and animals within them are protected. Parish, district and county councils all have powers to acquire, declare and manage Local Nature Reserves.

Table B.11 Local Nature Reserves in Central Lancashire

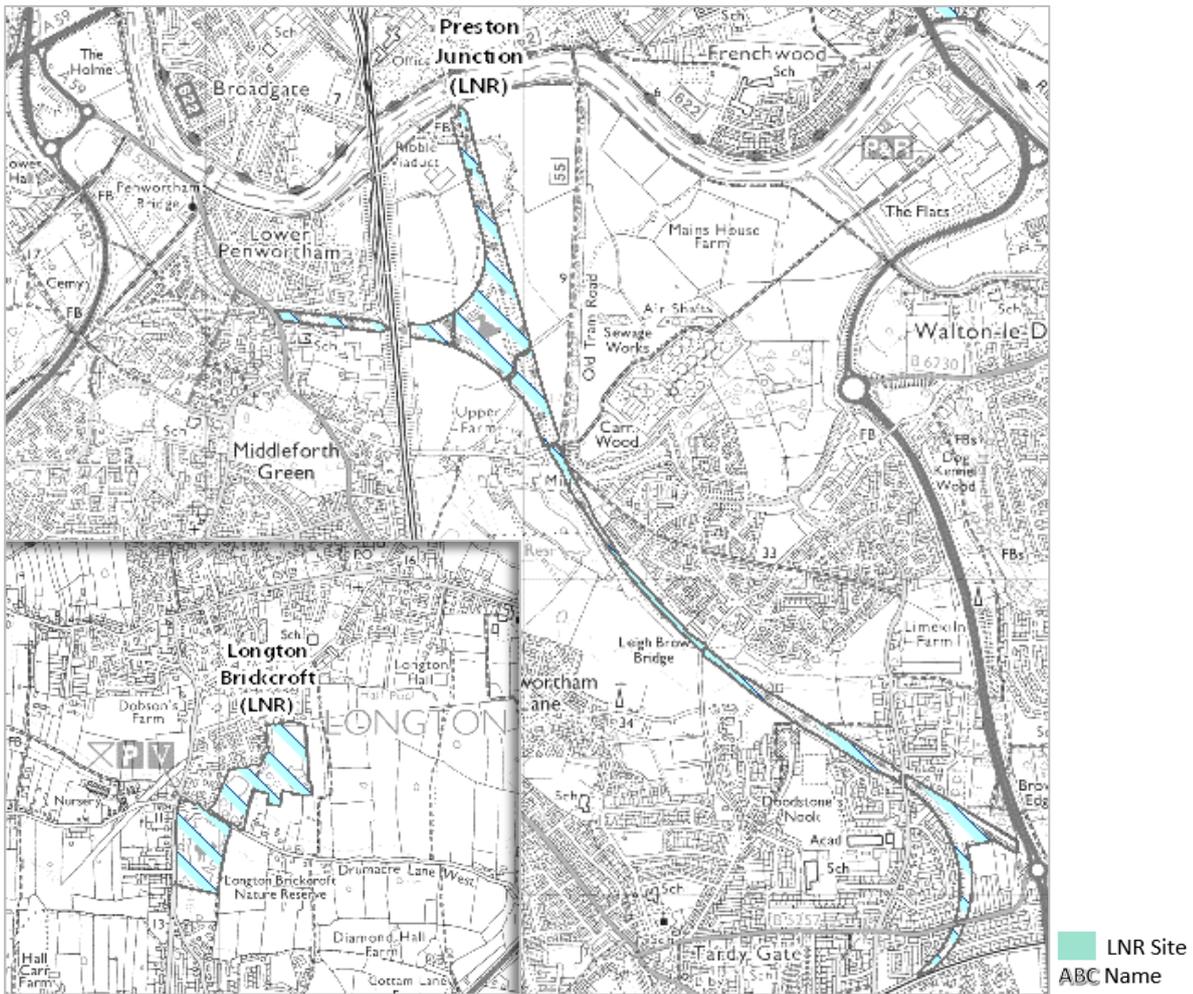
District	Local Nature Reserve	Details
Preston	Grange Valley	Variety of Woodland and grassland.
	Hills and Hollows	Grassland and woodland.
	Fishwick Bottoms	Habitats include woodland, wetlands, wildflower meadows, an orchard and hedgerows.
	Pope Lane and Boilton Wood	Wildflower meadows, including orchids. Also, for small wildlife and birds. The marshy grassland is damp and has many ruts and hollows which provide a home to different types of plants such as rushes and sedge. It also provides a habitat for Great Crested Newts which breed in the ponds outside the Local Nature Reserve.
	Haslam Park	Haslam Park is a particularly good example of a fine Victorian influenced town park with many of the original features still in place. Along the Canal there is a variety of wildlife.
South Ribble	Longton Brickcroft	Former brickworks. There is a wide range of wildlife that can be observed from the pathways including a changing population of birds that enjoy the habitat of the south lake.
	Preston Junction	Grassland and wildlife corridor.
Chorley	Hic Bibi, Coppull Nature Reserve	An 8-hectare site developed on a former clay quarry and brick works in Coppull near Chorley. Species rich unimproved/marshy grassland, Scrub and developing woodland and ponds.
	Withnell Nature Reserve	The railway cutting accommodates a valuable bird rich habitat with a diversity of common bird species. Due to dense cover, the woodland and scrub areas provide an excellent roosting and nesting territory as the birds are protected from disturbances and predators. Birds recorded include wren, great, blue and long-tailed tits, blackbird, song thrush and chaffinch.
	Withnell Fold	The canal-side nature reserve has developed and is now host to variety of wildlife and wildflower. Includes a rundown paper mill 'Wiggins Teape'.

Figure B.23 Local Nature Reserves – Preston East (with Haslam Park LNR inset)⁴⁴²



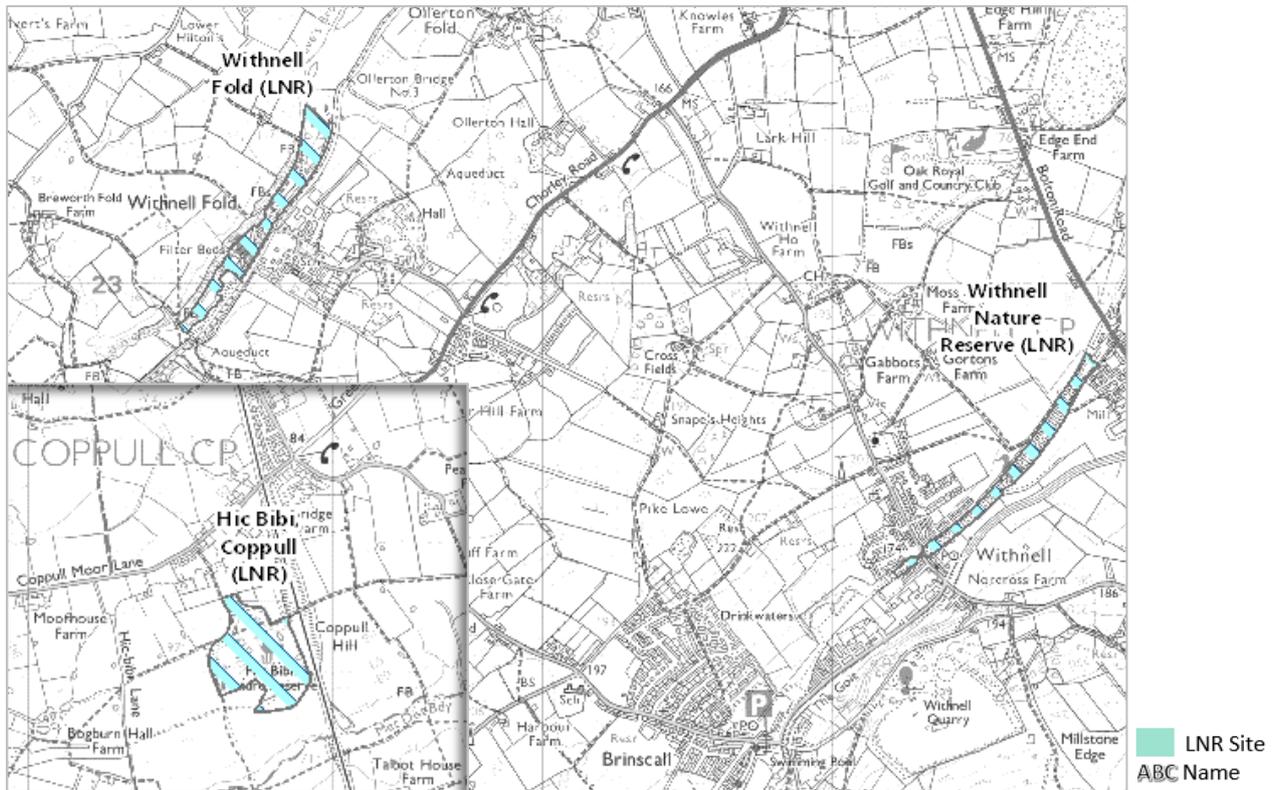
⁴⁴² Chorley Council, Preston City Council, South Ribble Borough Council (2019) *Central Lancashire Local Plan Integrated Assessment Scoping Report Iteration 2: October 2019*

Figure B.24 Local Nature Reserves – South Ribble Central (Longton Brickcroft LNR inset)⁴⁴³



⁴⁴³ Chorley Council, Preston City Council, South Ribble Borough Council (2019) *Central Lancashire Local Plan Integrated Assessment Scoping Report Iteration 2: October 2019*

Figure B.25 Local Nature Reserves – Withnell Nature Reserve (LNR insert)⁴⁴⁴

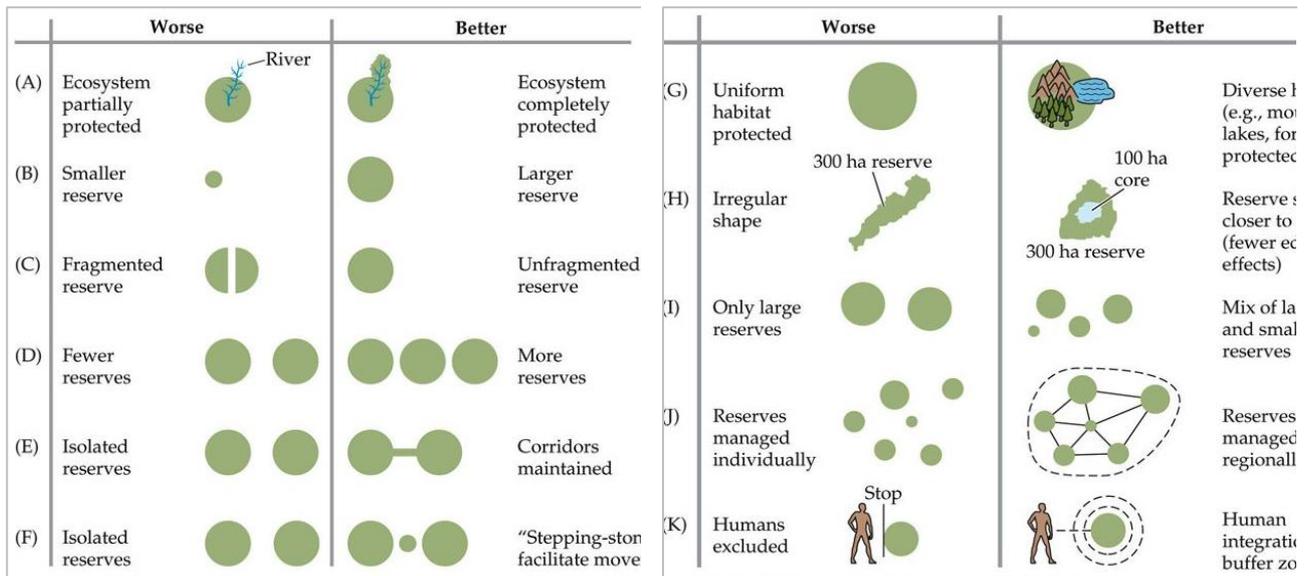


B.602 These sites are isolated, being far removed from other protected sites and each lying close to the urban spine. Consideration will need to be given to the protection of these sites to avoid further break-up and greater isolation, looking to establish new green links between them where possible.

B.603 The management of the natural environment is underpinned by models that advise on the way in which protected reserves for nature should be planned. The theory of ‘island biogeography’ notes the importance of size and arrangement of a reserve in helping it to host the greatest number of plants and animals.

⁴⁴⁴ Chorley Council, Preston City Council, South Ribble Borough Council (2019) *Central Lancashire Local Plan Integrated Assessment Scoping Report Iteration 2: October 2019*

Figure B.26 Ranking of designs in nature reserve planning⁴⁴⁵



B.604 In general, the greater the area of the edge of the reserve, or protected area, the greater the potential for sites to be cut off from the main site or bottlenecked into narrow corridors, so making harder the need of plants and animals to move safely between sites, or at all (if sites become cut-off). This is a key cause of the break-up or fragmentation of the natural landscapes in Central Lancashire. A number of our key partners and consultees already recognise the importance of this model for the protection of nature.

B.605 The Lancashire Ecological Network explores in detail the application of this model to the context of Lancashire, preparing maps of ecological networks to assist local authorities in complying with the Making Space for Nature framework. The Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document then applied this strategy to develop policies for the area.

B.606 Our future planning should avoid reserve fragmentation, by ensuring

- No wildlife corridors are lost or reduced in scale.
- New corridors are made available with exit and entry points plugged into the existing network.
- Existing corridors are strengthened in width or size where the opportunity arises.
- Green links are integrated into the human landscape, allowing them to be planned sensitively alongside housing or commercial development, so that one does not lead to the detriment of the other (e.g. cycle paths, walking routes, ponds and dykes).

Farming land

B.607 Farmed land can provide important habitats for wildlife. Traditionally grazed habitats, such as heathland and grassland and an abundance of seed from crops suit birds like finches and buntings, while regular disturbance of the soil can help plants make the most of open conditions. Hedgerows replicate habitats on the edge of woodlands, providing a combination of shelter, warmth and flowering plants. Old trees in orchards suit lichens and insects. Farmland can therefore be both an economic and natural asset.

B.608 However, in terms of the current value of the majority of Central Lancashire's farmland to the sub-region's biodiversity resources, it is a depleted and degraded ecological network. Most of Central Lancashire has been farmed very intensively for very many decades and now mainly supports a narrow range of robust and opportunistic species. The Natural Trust suggests it could become a natural asset if there was a system

⁴⁴⁵ Diamond, J. (1975) *The Island Dilemma: Lessons of modern biogeographic studies for the design of natural reserves*, p. 143

to deliver effective incentives to farmers and growers to maintain, restore and expand the ecological network, a concept introduced in the UK 25-Year Plan for the Environment.

B.609 Semi-natural habitats characteristic of less intensively farmed land, whether pastoral, arable or market-gardened, have become rare and fragmented. Most within Central Lancashire are identified as Local Wildlife Sites or SSSIs. This is not a crisis unique to Central Lancashire. The UK has become one of the most nature-depleted countries in the world, ranked in the bottom 10% globally, ranking 228th out of the 240 countries in the Biodiversity Intactness Index in 2021⁴⁴⁶. The loss of semi-natural habitat to agricultural intensification has been the principal driver of that depletion.

B.610 There are other important man-made habitats across Central Lancashire. Wild 'Green wedges' between housing and commercial spaces, railway sidings, canal banks, parks, suburban gardens and ponds are all shared spaces for people and nature. Opportunities for the enhancement of nature not only involves protected reserves but can also be achieved throughout the urban and suburban fabric.

B.611 The Local Plan should recognise high-quality agricultural land, green spaces and green wedges in the region not only as an economic resource, but also as important habitats.

The natural environment and health

B.612 A population's ability to access and use nature is associated with a variety of positive mental outcomes. Studies report a relationship of living close to nature and having improved mental health, reduced stress, also reducing symptoms of depression and mood disorders in adults. People moving into urban areas with more greenspace report mental health improvements. Exposure to woodlands can even improve the behaviour and school performance of children. Rates of depression and anxiety are reduced in older people through exposure to greenspaces.

B.613 The weight of this data suggests that future policy and decision-making should take account of the need for good quality natural spaces in and around the living environment, benefitting residents of Central Lancashire⁴⁴⁷.

The natural environment and climate change

B.614 Enhancement of the natural environment can help with the impacts of climate change. Green spaces can improve absorption of heavy downpours, as vegetation soaks up rainfall and reduces surface water run-off that affects road flooding and sewage overflow. The UK climate is now wetter than the 1981-2010 average, extremely wet days of heavy rainfall have increased 17%.

B.615 Trees provide natural cooling and shading through canopy cover and evapotranspiration when in or near to urban landscape, cooling the air during dry spells and offering shade on the hottest days. Seasonal temperatures are increasing, nine of the warmest years on record have occurred since 2002 and average temperatures are 0.3°C warmer now than the 1981-2010 average⁴⁴⁸.

B.616 The Local Plan should aim to redress the impacts of climate change by strengthening existing natural spaces across the region, while seeking to introduce new spaces deeper and more commonly among the urban fabric, where their effects are most felt and needed.

Urban options

B.617 A wealth of research is now emerging showing the impact new habitats in the urban environment are having on the integration of nature with human settlement⁴⁴⁹. With the aim of balancing denser urban communities living side-by-side with biodiversity and natural landscapes, including:

- vertical gardens;

⁴⁴⁶ State of Nature Partnership (2023) [State of Nature Report](#)

⁴⁴⁷ Natural England (2022) [Links Between natural environment and mental health: evidence briefing](#)

⁴⁴⁸ Met Office (2019) [UKCP 18 Headline Findings](#)

⁴⁴⁹ (Designing Buildings Wiki (n.d) [Biodiversity in the Urban Environment](#)

- rooftop gardens and green roofs;
- wildflower planting on road verges;
- new urban parks;
- urban farms; and
- allotments.

B.618 The emerging Local Plan must not miss the opportunity to plan for further ideas in this field, ensuring policy can be written to encourage and facilitate the inclusion of these schemes in new urban developments, with the recognition of the need to protect existing ones.

Natural environment and the economy

B.619 Economic growth and the natural environment are not incompatible. Sustainable economic growth relies on services provided by the natural environment, often referred to as 'ecosystem services'. Some of these are provided directly, such as food, timber and energy. Others are indirect, such as climate regulation, water purification and the productivity of soil. Protection of ecological systems gives a greater return than the cost of their protection. Many benefits of ecosystems are poorly valued in economic terms, leading to an understating of natural capital. Ecotourism is an ever-expanding arm of the tourism sector which will add further to its 'inherent value'⁴⁵⁰.

B.620 The Local Plan should not undervalue natural capital and offer poor protection but seek to highly value and enhance natural assets, which will lead to positive impacts on local industry, tourism and economic activity.

Threats to the natural environment

B.621 Trees are a key source of carbon storage, providing clean air to the public as well as habitat for plants and animals, but deforestation has been occurring for centuries in our region. There is potential for medium to high level woodland expansion in Central Lancashire, particularly to the west and east of the urban spine⁴⁵¹.

B.622 The natural environment is sensitive to pollution. Noise, light, air and groundwater contamination all affect nature. Their sources of pollution, the pathways by which pollution travels and the receptors in natural areas will be considered as part of the HRA.

B.623 The delicate natural environment can also be impacted by non-native species. Invasive non-native species are any non-native animal or plant that has the ability to spread causing damage to the native environment, the economy, our health and the way we live. There are six such species under active management and six species alerts in place, some of which, including the Asian Hornet, cause a threat to native honey bees and has been recorded in Lancashire in 2018⁴⁵².

B.624 Species decline is widespread due to habitat loss, land management techniques and climate change. Sixty percent of species studied in the State of Nature report (2016) were in decline. Once common, the lesser spotted woodpeckers, barbastelle bats and hedgehogs are now among the quickest declining species. Over 1,309 plant types have declined by 11%. Human actions causing this decline include:

- Drainage of wetlands, upland bogs, fens and lowland wet grasslands.
- Over abstraction of water.
- Loss of green space (including allotments, parks and gardens).
- Loss of habitats to development (especially lowland heathland).

⁴⁵⁰ HM Government (2011) [The Natural Choice: Securing the Value of Nature](#)

⁴⁵¹ Historic England (2019) [Woodland Futures. Assessing Impacts of Forestry Strategies on the Historic Environment](#)

⁴⁵² Non-Native Species Secretariat (n.d) [Species Alerts](#)

- Increased grazing pressure.
- Switch from spring to autumn agricultural sowing.
- Loss of marginal habitats adjacent farmland.
- Use of pesticides and fertilisers.
- Reduction in traditional land management in woodland and heathland (including coppicing and burning)⁴⁵³.

B.625 The emerging Local Plan should reflect the facts-on-the-ground threats to local plants and animals. Controlled development in sensitive habitats, greater control of agriculture and requirements for designated habitats in marginal spaces are measures that will help hold these threats at bay to allow nature to recover.

B.626 Some of the designated sites within Central Lancashire are sensitive to some of the following: recreational disturbance, air quality, water quality, water quantity and impacts on functionally linked land. For example, particular threats to the West Pennine Moors SSSI include recreational disturbance, hydrological impacts and air quality.

B.627 All deep peat (40cm or deeper) is understood by Natural England to be Blanket Bog. Blanket bog is an irreplaceable habitat and needs to be carefully considered when preparing the Local Plan. However, there may be deep peat in the Local Plan area that is currently not mapped as Blanket Bog.

B.628 Protection and enhancement of the natural environment will have positive impacts for the other aims of the Local Plan. The evidence above has implications for health and well-being, longevity, crime, happiness and the success of the local economy.

B.629 A comprehensive Local Plan leads to a greater ability to control development and its impact on the region. Without this, the risk for speculative development in or near protected areas at an uncontrolled scale is high, with negative outcomes not just for nature, but for all.

Land and natural resources

Relevant policies, plans, programmes, strategies and initiatives

International

B.630 The **2030 Agenda for Sustainable Development** (2015)⁴⁵⁴, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 6: Clean Water and Sanitation;
- SDG 14: Life Below Water; and
- SDG 15: Life on Land.

National

B.631 The **NPPF** (2023)⁴⁵⁵ states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soil and the economic and other benefits of the best and most versatile agricultural land. Policies should also prevent new and existing development from “contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution.”

⁴⁵³ State of Nature Partnership (2023) [State of Nature Report](#)

⁴⁵⁴ United Nations Department of Economic and Social Affairs (2015) [The 2030 Agenda for Sustainable Development](#)

⁴⁵⁵ The most recent update to the NPPF was in December 2023 although at the time of writing, the new Labour Government has published a consultation on proposed changes to the NPPF – [please see here](#)

B.632 The document also requires that strategic policies should seek to make the most effective use of land in meeting local requirements making as much use as possible of previously developed or ‘brownfield’ land. Furthermore, policies should “support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land”.

B.633 The NPPF is supported by planning practice guidance relating to:

- **Air quality** (2019)⁴⁵⁶ provides guidance on air quality considerations planning needs to take into account.
- **Effective use of land** (2019)⁴⁵⁷ provides guidance on making effective use of land, including planning for higher density development.
- **Green Belt** (2019)⁴⁵⁸ provides advice on the role of the Green Belt in the planning system, removal of land from the Green Belt and compensatory improvements.
- **Land affected by contamination** (2019)⁴⁵⁹ outlines guiding principles on how planning can deal with land affected by contamination.
- **Land stability** (2019)⁴⁶⁰ sets out advice on how to ensure that development is suitable to its ground condition and how to avoid risks caused by unstable land or subsidence.
- **Natural environment** (2019)⁴⁶¹ highlights key issues in implementing policy to protect and enhance the natural environment, agricultural land, soils and brownfield land of environmental value, green infrastructure, biodiversity, geodiversity, ecosystems and landscapes.
- **Water supply, wastewater and water quality** (2019)⁴⁶² advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure.
- **Brownfield land registers** (2017)⁴⁶³ provides guidance on the purpose, preparation, publication and reviewing of brownfield land registers.
- **Minerals** (2014)⁴⁶⁴ outlines guidance for planning for mineral extraction in the plan-making and application process.

B.634 The Environment Act 2021⁴⁶⁵ sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. It also establishes the Office for Environmental Protection which will act as an impartial and objective body for the protection and improvement of the environment. The Act sets out legislation which covers:

- Resource efficiency, producer responsibility, and the management, enforcement and regulation of waste.
- Local air quality management frameworks and the recall of motor vehicles etc.
- Plans and proposals for water resources, drainage and sewerage management, storm overflows, water quality and land drainage.

B.635 The **Air Quality Strategy for England** (2023)⁴⁶⁶ sets out local authorities powers and responsibilities as well as the actions that Defra expects local authorities to take in support of the Government’s long-term air quality goals, including new PM_{2.5} targets.

⁴⁵⁶ Ministry of Housing, Communities and Local Government (2019) [Air quality](#)

⁴⁵⁷ Ministry of Housing, Communities and Local Government (2019) [Effective use of land](#)

⁴⁵⁸ Ministry of Housing, Communities and Local Government (2019) [Green Belt](#)

⁴⁵⁹ Ministry of Housing, Communities and Local Government (2019) [Land affected by contamination](#)

⁴⁶⁰ Ministry of Housing, Communities and Local Government (2019) [Land Stability](#)

⁴⁶¹ Ministry of Housing, Communities and Local Government (2019) [Natural Environment](#)

⁴⁶² Ministry of Housing, Communities and Local Government (2019) [Water supply, wastewater and water quality](#)

⁴⁶³ Ministry of Housing, Communities and Local Government (2017) [Brownfield land registers](#)

⁴⁶⁴ Ministry of Housing, Communities and Local Government (2014) [Minerals](#)

⁴⁶⁵ HM Government (2021) [Environment Act 2021](#)

⁴⁶⁶ Department for Environment, Food & Rural Affairs (2023) [The air quality strategy for England](#)

B.636 Plan for Water: Our Integrated Plan for Delivering Clean and Plentiful Water (2023)⁴⁶⁷ sets out actions to transform the management of the water system, deliver cleaner water for nature and people, and secure a plentiful water supply. The plan also sets out measures to address sources of pollution, and boost water supplies through more investment, tighter regulation, and more effective enforcement.

B.637 The Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023)⁴⁶⁸ sets out the Government's priorities for managing resources and waste, in line with the resources and waste strategy for England. The programme aims to move to a circular economy by keeping goods in circulation for as long as possible and at their highest value. This includes increasing the reuse, repair and remanufacture of goods.

B.638 Establishing the Best Available Techniques for the UK (UK BAT) (2022)⁴⁶⁹ sets out a new framework that aims to improve industrial emissions and protect the environment through the introduction of a UK BAT regime. It aims to set up a new structure of governance with a new independent body in the form of the Standards Council and the Regulators Group, consisting of government officials and expert regulators from all UK nations. It aims to also establish a new UK Air Quality Governance Group to oversee the work of the Standards Council and the delivery of the requirements under this new framework. It is anticipated that the BATC for the first four industry sectors will be published in the second half of 2023.

B.639 National Chalk Streams Strategy (2021)⁴⁷⁰ was built around the "trinity of ecological health": water quantity, water quality and habitat quality and included 30+ recommendations to Defra, the Environment Agency, Natural England, the water companies, NGOs and stakeholders.

B.640 The Waste (Circular Economy) (Amendment) Regulations (2020)⁴⁷¹ amend a range of legislation to prevent waste generation and to monitor and assess the implementation of measures included in waste prevention programmes. They set out requirements to justify not separating waste streams close to source for re-use, recycling or other recovery operations, prohibit incineration and landfilling of waste unless such treatment processes represent the best environmental outcome in accordance with the waste hierarchy. The Regulations set out when waste management plans and waste prevention programmes are required. The Regulations focus on the circular economy as a means for businesses to maximise the value of waste and waste treatment.

B.641 Meeting Our Future Water Needs: A National Framework for Water Resources (2020)⁴⁷² explores England's long-term water needs for:

- public water supplies;
- agriculture;
- the power and industry sectors; and
- environmental protection

B.642 The framework sets out the principles, expectations and challenges for five regional groups (made up of the 17 English water companies and other water users).

B.643 Clean Air Strategy 2019 (2019)⁴⁷³ sets out the comprehensive action that is required from across all parts of Government and society to meet these goals. New legislation will create a stronger and more coherent framework for action to tackle air pollution. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement

⁴⁶⁷ DEFRA (2023) [Plan for Water: our integrated plan for delivering clean and plentiful water](#)

⁴⁶⁸ Department for Environment, Food & Rural Affairs (2023) [Waste prevention programme for England: Maximising Resources, Minimising Waste](#)

⁴⁶⁹ Department for Environment, Food & Rural Affairs (2022) [Establishing the Best Available Techniques for the UK \(UK BAT\)](#)

⁴⁷⁰ CIEEM (2021) [Chalk Stream Restoration Strategy 2021 & Implementation Plan 2022](#)

⁴⁷¹ HM Government (2020) [The Waste \(Circular Economy\) Regulations](#)

⁴⁷² Environment Agency (2020) [Meeting our future water needs: a national framework for water resources](#)

⁴⁷³ DEFRA (2019) [Clean Air Strategy](#)

mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030. The goal is to reduce the harm to human health from air pollution by half.

B.644 Of the key areas in the **25 Year Environment Plan**⁴⁷⁴ around which action will be focused in terms of the protection of air, land and water quality are:

- Using and managing land sustainably:
- Embed a 'net environmental gain' principle for development, including natural capital benefits to improved water quality.
- Protect best agricultural land.
- Improve soil health, and restore and protect peatlands.
- Recovering nature and enhancing the beauty of landscapes.
- Respect nature by using our water more sustainably.
- Increasing resource efficiency and reducing pollution and waste.
- Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals.

B.645 The Environmental Noise Regulations (2018)⁴⁷⁵ apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise, and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

B.646 The Road to Zero (2018)⁴⁷⁶ sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emissions by 2040.

B.647 Our Waste, Our Resources: A Strategy for England (2018)⁴⁷⁷ aims to increase resource productivity and eliminate avoidable waste by 2050. The strategy sets out key targets which include: a 50% recycling rate for household waste by 2020, a 75% recycling rate for packaging by 2030, 65% recycling rate for municipal solid waste by 2035 and municipal waste to landfill 10% or less by 2035.

B.648 The Water Supply (Water Quality) Regulations (2018)⁴⁷⁸ provides an updated version to the standards for water quality set by the 2016 regulations. This version provides stricter guidelines on certain chemicals and substances, including fluoride and pesticides, and introduces more stringent measures in response to emerging risks such as microplastics.

B.649 The Water Environment Regulations (2017)⁴⁷⁹ protect inland surface waters, transitional waters, coastal waters and groundwater, and outlines the associated river basin management process.

B.650 Drought Response: Our Framework for England (2017)⁴⁸⁰ sets out how the Environment Agency will work with the Government, water companies, and other stakeholders to manage and reduce the impact of drought on the natural environment, people and businesses.

⁴⁷⁴ HM Government (2018) [A Green Future: Our 25 Year Plan to Improve the Environment](#)

⁴⁷⁵ HM Government (2018) [The Environmental Noise \(England\) Regulations](#)

⁴⁷⁶ Department for Transport (2018) [The Road to Zero](#)

⁴⁷⁷ HM Government (2018) [Our Waste, Our Resources: A strategy for England](#)

⁴⁷⁸ HM Government (2018) [The Water Supply \(Water Quality\) Regulations 2018](#)

⁴⁷⁹ HM Government (2017) [The Water Environment \(Water Framework Directive\) \(England and Wales\) Regulations](#)

⁴⁸⁰ Environment Agency (2017) [Drought response: our framework for England](#)

B.651 The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017)⁴⁸¹ provides the Government's ambition and actions for delivering a better environment and cleaner air, including £1 billion investment in ultra-low emission vehicles, a £290 million National Productivity Investment Fund, a £11 million Air Quality Grant Fund and £255 million Implementation Fund to help local authorities to prepare Air Quality Action Plans and improve air quality, an £89 million Green Bus Fund, £1.2 billion Cycling and Walking Investment Strategy and £100 million to help improve air quality on the national road network.

B.652 The Nitrate Pollution Prevention Regulations (2016)⁴⁸² provides for the designation of land as nitrate vulnerable zones and imposes annual limits on the amount of nitrogen from organic manure that may be applied or spread in a holding in a nitrate vulnerable zone. The Regulations also specify the amount of nitrogen to be spread on a crop and how, where and when to spread nitrogen fertiliser, and how it should be stored. It also establishes closed periods during which the spreading of nitrogen fertiliser is prohibited.

B.653 The Water Supply (Water Quality) Regulations (2016)⁴⁸³ focus on the quality of water for drinking, washing, cooking and food preparation, and for food production. Their purpose is to protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring it is wholesome and clean.

B.654 The Environmental Permitting Regulations (2016)⁴⁸⁴ streamline the legislative system for industrial and waste installations into a single permitting structure for those activities which have the potential to cause harm to human health or the environment. They set out how to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment and human health.

B.655 Managing Water Abstraction (2016)⁴⁸⁵ sets out how water abstraction management will reform over the coming years. It states how this will protect the environment and improve access to water in line with the River Basin Management Plans. The plan has three main parts to:

- address unsustainable abstraction;
- develop a stronger catchment focus; and
- modernise regulation.

B.656 The Air Quality Standards Regulations (2016)⁴⁸⁶ set out limits on concentrations of outdoor air pollutants that impact public health, most notably particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide (NO₂). It also sets out the procedure and requirements for the designation of Air Quality Management Areas (AQMAs).

B.657 National Planning Policy for Waste (NPPW) (2014)⁴⁸⁷, whereby key planning objectives are identified within the NPPW, requiring planning authorities to:

- Help deliver sustainable development through driving waste management up the waste hierarchy.
- Ensure waste management is considered alongside other spatial planning concerns.
- Provide a framework in which communities take more responsibility for their own waste.
- Help secure the recovery or disposal of waste without endangering human health and without harming the environment.
- Ensure the design and layout of new development supports sustainable waste management.

⁴⁸¹ Department for Environment, Food and Rural Affairs and Department for Transport (2017) [UK plan for tackling roadside nitrogen dioxide concentrations](#)

⁴⁸² HM Government (2016) [The Nitrate Pollution Prevention Regulations](#)

⁴⁸³ HM Government (2016) [The Water Supply \(Water Quality\) Regulations](#)

⁴⁸⁴ HM Government (2016) [The Environmental Permitting Regulations](#)

⁴⁸⁵ Department for Environment, Food and Rural Affairs (2017) [Managing Water Abstraction](#)

⁴⁸⁶ HM Government (2016) [The Air Quality Standards Regulations](#)

⁴⁸⁷ Department for Communities and Local Government (2014) [National Planning Policy for Waste](#)

B.658 The **Water White Paper** (2012)⁴⁸⁸ provides the Government's vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It outlines the measures that will be taken to tackle issues such as poorly performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources.

B.659 **National Policy Statement for Waste Water** (2012)⁴⁸⁹ sets out Government policy for the provision of major wastewater infrastructure. The policy set out in this National Policy Statement is, for the most part, intended to make existing policy and practice in consenting nationally significant waste water infrastructure clearer and more transparent.

B.660 **Building Regulations** (2010)⁴⁹⁰ requires that reasonable precautions are taken to avoid risks to health and safety cause by contaminants in ground to be covered by building and associated ground.

B.661 **Safeguarding our Soils – A Strategy for England** (2009)⁴⁹¹ sets out how England's soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention in tackling degradation threats, including: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and dealing with contaminated land.

B.662 **Groundwater (England and Wales) Regulations** (2009)⁴⁹² establish the protection of groundwater against pollution and deterioration. The Regulations prevent the pollution of water resources that may be used for drinking water, irrigation, or other industrial processes.

B.663 **Future Water: The Government's Water Strategy for England** (2008)⁴⁹³ sets out how the Government wants the water sector to look by 2030, providing an outline of steps which need to be taken to get there. These steps include improving the supply of water; agreeing on important new infrastructure such as reservoirs; proposals to time limit abstraction licences; and reducing leakage. The document also states that pollution to rivers will be tackled, while discharge from sewers will be reduced.

B.664 **The Air Quality Strategy for England, Scotland, Wales and Northern Ireland** (2007)⁴⁹⁴ sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the strategy's objectives. The objectives of the strategy are to:

- Further improve air quality in the UK from today and long term; and
- Provide benefits to health quality of life and the environment.

B.665 **The Urban Waste Water Treatment Regulations** (2003)⁴⁹⁵ protect the environment from the adverse effects of urban waste water discharges and certain industrial sectors, notably domestic and industrial waste water. The regulations require the collection of waste water and specify how different types of waste water should be treated, disposed and reused.

B.666 The **Environmental Protection Act 1990**⁴⁹⁶ makes provision for the improved control of pollution to the air, water and land by regulating the management of waste and the control of emissions. Seeks to ensure that decisions pertaining to the environment are made in an integrated manner, in collaboration with appropriate authorities, non-governmental organisations and other persons.

⁴⁸⁸ Department for Environment, Food and Rural Affairs (2012) [The Water White Paper](#)

⁴⁸⁹ HM Government (2012) [National Policy Statement for Waste Water](#)

⁴⁹⁰ HM Government (2010) [Building Regulations](#)

⁴⁹¹ Department for Environment, Food and Rural Affairs (2009) [Safeguarding our Soils - A Strategy for England](#)

⁴⁹² HM Government (2009) [The Groundwater \(England and Wales\) Regulations 2009](#)

⁴⁹³ HM Government (2008) [Future Water: The Government's water strategy for England](#)

⁴⁹⁴ Department for Environment Food and Rural Affairs (2007) [The Air Quality Strategy for England, Scotland, Wales and Northern Ireland](#)

⁴⁹⁵ HM Government (2003) [The Urban Waste Water Treatment Regulations](#)

⁴⁹⁶ HM Government (1990) [Environmental Protection Act 1990](#)

Regional/Sub-regional

B.667 Lancashire Minerals and Waste Local Plan⁴⁹⁷ (emerging) is being reviewed, with consultation on the scope of the review carried out in November to December 2014, and consultation on the draft revised Local Plan carried out in September to November 2018. However, the development scheme and the Local Plan Review timetable is now out of date; it stated that a further consultation would take place in Winter 2023/24, prior to submission to the Secretary of State for examination in Summer 2024.

B.668 Joint Lancashire Local Waste Assessment⁴⁹⁸ provides an analysis of current and future waste management needs across Lancashire, including Blackburn with Darwen and Blackpool. The assessment evaluates the types, quantities and sources of waste generation in the region, considering both household and commercial waste streams. The assessment also identifies existing waste management facilities, their capacity, and how they align with current waste disposal, recycling and recovery targets.

B.669 Joint Lancashire Local Aggregate Assessment⁴⁹⁹ estimates the quantity of minerals across the administrative areas of Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Council, and plans for a steady and adequate supply of aggregates over the coming years to help meet housing and infrastructure needs.

B.670 Joint Lancashire Minerals and Waste Core Strategy⁵⁰⁰ sets out the overarching vision and objectives for sustainable minerals and waste management in Lancashire.

B.671 Joint Lancashire Minerals and Waste Local Plan Site Allocation and Development Management Policies⁵⁰¹ is a combined document which identifies:

- Specific locations for development complete with inset maps showing the detailed extent of site allocations and safeguarding areas.
- Specific requirements for individual proposals.

B.672 The document also provides policies to ensure the development of the identified locations is done in line with the Core Strategy.

B.673 Joint Lancashire Guidance Note on Policy M2 – Safeguarding Minerals (Minerals Safeguarding Areas)⁵⁰² outlines the approach to protecting mineral resources in Lancashire. It establishes designated Minerals Safeguarding Areas to ensure that valuable mineral deposits are preserved for future extraction and are safeguarded from direct sterilisation by other development.

B.674 North West River Basin District River Basin Management Plan⁵⁰³ describes the challenges that threaten the water environment and how these challenges can be managed.

B.675 Revised Draft Water Resources Management Plan (rdWRMP)⁵⁰⁴ outlines a strategy for ensuring sustainable water supplies in the North West from 2025 to 2085. It aims to provide an adequate water supply to meet future demand while also ensuring the system is resilient to drought conditions. The plan focuses on delivering long-term, cost-effective solutions for water management in the region.

B.676 Household waste recycling, municipal waste and fly-tipping (2017/18) – Key findings for the Lancashire-12 area (2022/23)⁵⁰⁵ provides an analysis of waste management trends in the Lancashire-12

⁴⁹⁷ Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council (2024) [Local planning policy for minerals and waste](#)

⁴⁹⁸ Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council (2017) [Joint Lancashire Local Waste Assessment](#)

⁴⁹⁹ Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council (2023) [Joint Lancashire Local Aggregate Assessment](#)

⁵⁰⁰ Lancashire County Council (2016) [Joint Lancashire Minerals and Waste Local Plan](#)

⁵⁰¹ Lancashire County Council (2013) [Site Allocations and Development Control Policies Local Plan](#)

⁵⁰² Lancashire County Council (2014) [Joint Lancashire Guidance Note on Policy M2 – Safeguarding Minerals \(Minerals Safeguarding Areas\)](#)

⁵⁰³ Environment Agency (2022) [North West river basin district river basin management plan: updated 2022](#)

⁵⁰⁴ United Utilities (2024) [Revised Draft Water Resources Management Plan 2024](#)

⁵⁰⁵ Lancashire County Council (2024) [Household waste recycling, municipal waste and fly-tipping \(2022/23\)](#)

area. It presents key statistics on household waste recycling rates, municipal waste generation, and incidents of fly-tipping for the year 2022/23.

B.677 State of the Environment: Renewable Technology Input reviews renewable energy deployment progress since 2011, analyses past successes and challenges, and provides a new vision for renewable development in Lancashire by 2030, mapping realistic deployment opportunities to decarbonise Lancashire's energy system⁵⁰⁶.

Relevant aims and objectives identified

Water

- Assess the quality and capacity of infrastructure for water supply and waste water and its treatment.
- Conserve water resources, enhance water quality and incorporate water sensitive design.
- Minimise pollution to water bodies and watercourses.

Wind and solar

- Ensure that the technical potential of wind and solar power is investigated and utilised as fully as possible.

Waste

- Minimise waste produced and maximise the reuse and recycling of products.
- Ensure that sufficient waste management facilities are in place.
- Promote and encourage the circular economy including the reuse and recycling of materials.
- Ensure the design and layout of new development supports sustainable waste management.

Minerals

- Prevent the needless sterilisation of mineral resources by non-minerals development.
- Take full account of the opportunities to use materials from secondary and other sources as alternatives to primary materials.

Land

- Maximise the benefits soil can bring to economic and environmental well-being for today's generation and future generations.
- Contribute to conserving and enhancing the natural environment and reducing pollution.
- Encourage the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value.
- Take account of the need to protect soil resources and ensure that soils in the built environment are able to fulfil as many of their functions as possible, especially in the storage, transfer and filtering of water.
- Identify and take account of the economic and other benefits of the best and most versatile agricultural land.
- Reclaim contaminated land and avoid future contamination.

⁵⁰⁶ Lancashire Independent Economic Review (2021) [State of the Environment: Renewable Technology Input A Technical Report on Renewable Energy Deployment Opportunities Across Lancashire to 2030](#)

Baseline information

Water

B.678 The Water Framework Directive categorises water quality of rivers and lakes in terms of ecological and chemical quality at present and estimated for the future. Ecological quality is categorised as bad, poor, moderate, good or high, and chemical quality is assessed as a pass, fail or 'does not require assessment'.

B.679 Central Lancashire contains the Douglas and Ribble Management Catchments⁵⁰⁷. In the Douglas Management Catchment (which extends beyond Central Lancashire), there are a total of 24 waterbodies, all of which are classified as having 'moderate' ecological status or potential and all have a 'good' chemical status. In the Ribble Management Catchment (which extends beyond Central Lancashire), there are a total of 96 waterbodies, most of which (66) are classified as having 'moderate' ecological status or potential and a 'good' chemical status (94). Part of the Darwen river in South Ribble is classed as 'poor' for its ecological status and 'fail' for its chemical status.

B.680 Currently, there are no significant constraints on the availability of water for domestic and industrial purposes.

B.681 Total demand for water in the region has tended to reduce in the last 20 years and is expected to continue reducing over the next 25 years. United Utilities anticipate that demand will continue to reduce despite the expected population and housing growth.

B.682 In United Utilities' revised draft Water Resources Management Plan⁵⁰⁸, there is no major infrastructure planned in Central Lancashire. This may partly be due to United Utilities baseline demand management strategy, which it says has avoided the need for over £300 million of new water source development. However, while water demand has tended to reduce, climate change could have an impact on this, in particular on water resource availability. Water efficiency measures therefore need to be a consideration in new developments.

Wind and solar

B.683 The Government's Clean Growth Strategy says that renewable energy sources are providing more electricity in the UK, and costs for renewable technologies are also falling. For example, between 2010 and 2021 the cost of solar panels reduced by 85%, while onshore wind reduced by 68% and offshore wind by 60%⁵⁰⁹. Government support has helped enable householders to install a number of low carbon heating technologies, including solar water heating.

B.684 Within the North West of England, in 2022 there was a total of 56,935 sites generating electricity from energy from wind, solar, wave, hydro and biomass renewable sources. This accounts for 5.6% of all renewable energy sites in the UK. As of 2022, in Chorley there are 3,267 renewable energy installations, of which 3,256 are photovoltaics. Similarly, Preston has 4,067 renewable energy installations, of which 4,061 are photovoltaics. South Ribble has the least number of renewable energy installations of the three districts, with 2,257 renewable energy installations as of 2022, of which 2,248 are photovoltaics⁵¹⁰.

B.685 There are solar photovoltaics installations at Carver Hay, near Walmer Bridge (2.5MW), at BAE Samlesbury Aerodrome, in South Ribble. There are also two installations at Fell View Farm (Phase 1 – 4.2MW, Phase 2 – 2.9MW), near Elston in Preston⁵¹¹.

B.686 There is an onshore wind installation at Mawdesley Moss⁵¹² (2.3 MW) in Chorley.

⁵⁰⁷ DEFRA (2023) [England: River basins district](#)

⁵⁰⁸ United Utilities (2023) [Revised Draft Water Resources Management Plan 2024](#)

⁵⁰⁹ UK Parliament (2023) [Why is cheap renewable electricity so expensive on the wholesale market?](#)

⁵¹⁰ Gov.uk (2023) [Regional Renewable Statistics](#)

⁵¹¹ MyGridGB (2018) [UK Renewable Energy Map](#)

⁵¹² Ibid

B.687 Chorley has the potential to provide 10% of Lancashire’s technical potential resource capacity of electricity and heat, with Preston being at 6% and South Ribble at 5%. Chorley’s percentage potential is the third largest of all the Lancashire authorities.

Waste

B.688 Responsibility for the management of municipal waste in Lancashire is divided between the waste collection authorities and the waste disposal authorities. Lancashire County Council is a waste disposal authority, responsible for the disposal of waste collected within the 12 districts.

B.689 In Central Lancashire, the waste produced by households in 2022/23 was 443kg in Chorley, 535.8kg in Preston and 431.5kg in South Ribble – each area showing a reduction in the amount of waste produced from previous years (the England average was 508.8kg)⁵¹³.

B.690 Percentages of household waste sent for reuse, recycling or composting in 2022/23 were 46% in Chorley, 45.6% in South Ribble and 30.7% in Preston. Preston has the fourth lowest recycling rate of all the Lancashire authorities.

B.691 Published figures regarding the management of collected waste in terms of whether it is landfilled, incinerated, or recycled/composted are only available for the Lancashire-12 area, rather than for Central Lancashire or each district.

B.692 **Table B.12** below shows that in terms of what happens to collected waste in the Lancashire-12 area. The amount of municipal waste landfilled decreased from 48.1% in 2017/18 to 33.7% in 2022/23. The amount of waste incinerated has significantly increased from 1.5% to 18.50% during the same period, with most now incinerated without capturing energy from it. The amount of waste recycled has slightly increased from 38.7% to 42.5% over the same timeframe.

Table B.12 Local authority waste collection data⁵¹⁴

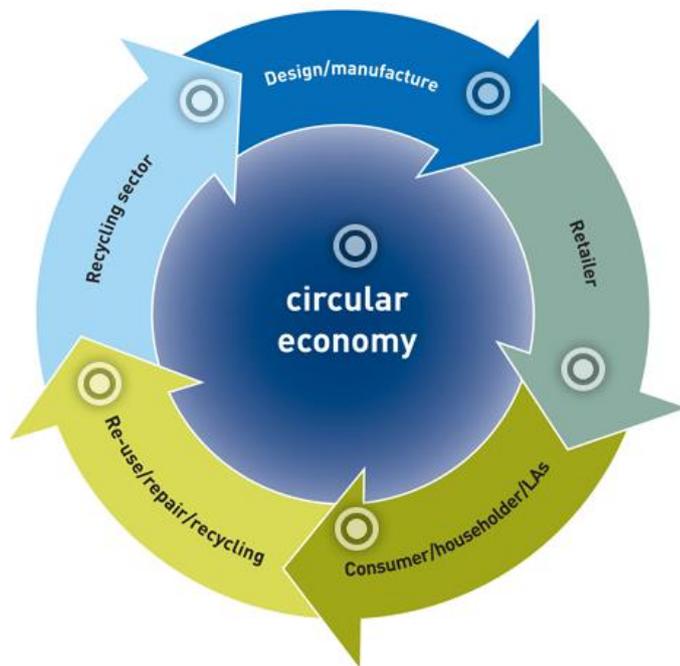
	Lancashire-12 (%)	
	2017/18	2022/23
Landfill	37.78	33.67
Incineration with energy from waste	1.51	18.50
Incineration without energy from	9.09	0
Recycled	38.73	42.50

B.693 The traditional economy is based on a linear model which involves making items using them and then disposing of them. Instead of this, it is important to adopt a circular economy where resources are kept in use for as long as possible, extract their maximum value while they are in use, and then recover and regenerate products and materials at the end of their useful life. This is shown **Figure B.27** below.

⁵¹³ Lancashire County Council (2024) [Household waste recycling, municipal waste and fly-tipping \(2022/23\)](#)

⁵¹⁴ Ibid

Figure B.27 The Circular Economy (Waste and Resource Action Programme, WRAP)⁵¹⁵



Source: Wrap.org.uk

B.694 A circular economy is important because as well as creating more opportunities for growth it will

- Reduce waste;
- Drive greater resource productivity;
- Deliver a more competitive UK economy;
- Position the UK to better address emerging resource security/scarcity issues in the future; and
- Help reduce the environmental impacts of our production and consumption in both the UK and abroad.

Minerals

B.695 Lancashire contains a number of minerals of economic importance including limestone, sand and gravel, gritstone (sandstone), shallow coal and brickshales. These mineral resources have been designated and protected as Mineral Safeguarding Areas. Much of Central Lancashire is affected by a Minerals Safeguarding Area.

Land

B.696 Central Lancashire has a strong industrial heritage. Preston grew quickly in the late 18th Century experiencing rapid growth late in the following century, founded on the success of the cotton industry and docks. Chorley was a cotton mill town and being on the edge of the Lancashire Coalfield had various coal mines.

B.697 Therefore, there are areas of potentially contaminated land across Central Lancashire, given the decline of traditional industries which over the years have left areas of dereliction.

B.698 In Chorley, 55.59ha of land is identified on the Brownfield Land Register (January 2019). In Preston, 43.61ha of land is identified on the Brownfield Land Register (November 2018) and 68.51ha in South Ribble (July 2018).

⁵¹⁵ The Waste and Resources Action Programme (n.d) [Wrap and the circular economy](#)

B.699 In Central Lancashire just under half of the land is designated as Green Belt. The Green Belt serves five purposes as set out in the NPPF.

Table B.13 Green Belt land in Central Lancashire⁵¹⁶

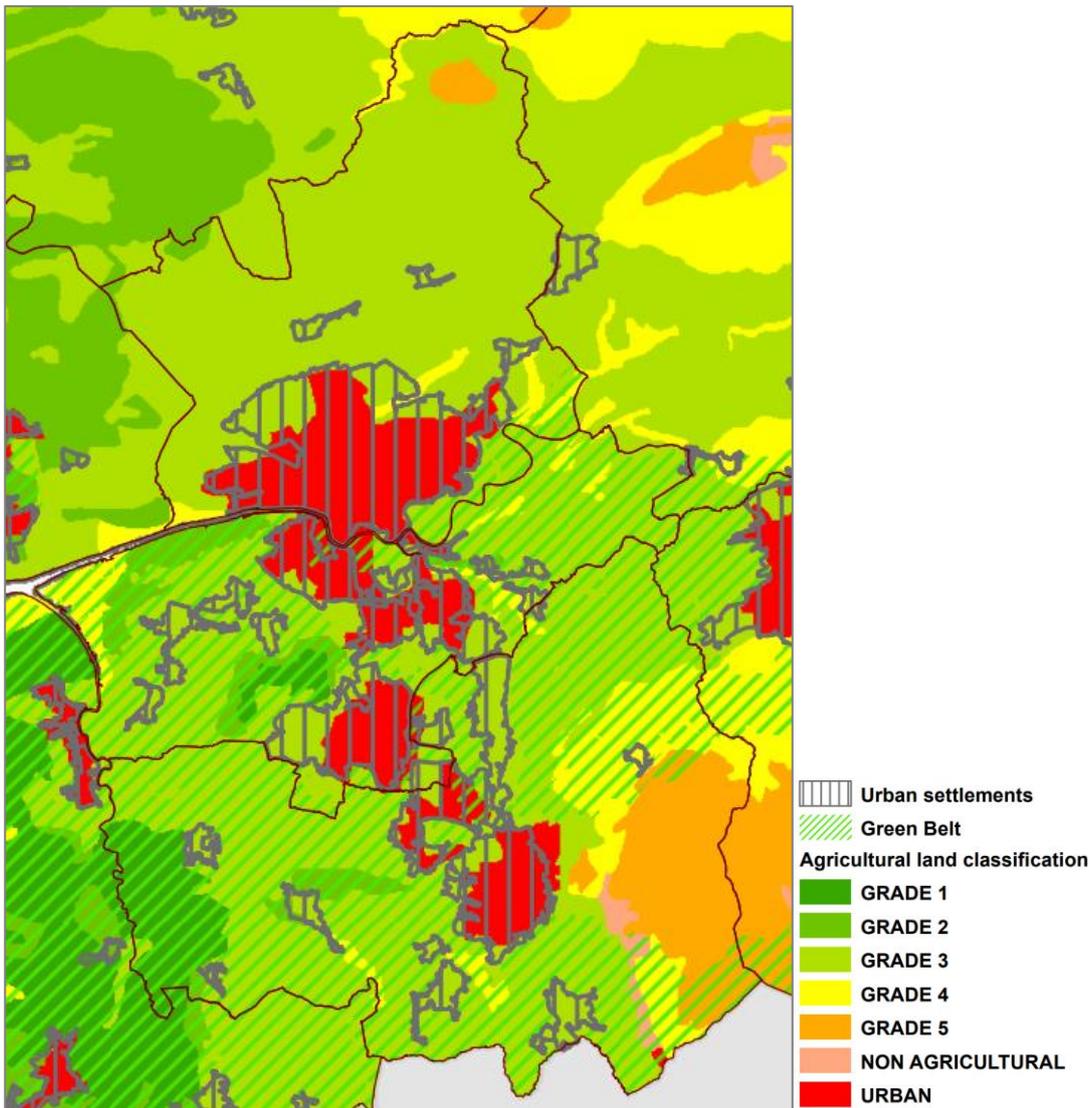
Local authority area	Percentage of area designated Green Belt (%)	Size in hectares (ha)
Chorley	71.8	14,550
Preston	4.6	660
South Ribble	67.3	7,610
Central Lancashire	47.9	22,840

B.700 Although Preston only has a comparatively small amount of designated Green Belt land, the area to the north of the main urban area is predominantly rural in character, comprising open countryside and various rural settlements.

B.701 There is the full range of agricultural land in Central Lancashire, ranging from Grade 1 (excellent) to Grade 5 (very poor). The best is found in two areas to the north west of Leyland and to the west through to the south of Croston. The worst is located to the east of Chorley on the moors. This can be seen in Figure B.28.

⁵¹⁶ Department for Levelling Up, Housing and Communities (2023) [Local authority green belt statistics for England: 2022 to 2023](#)

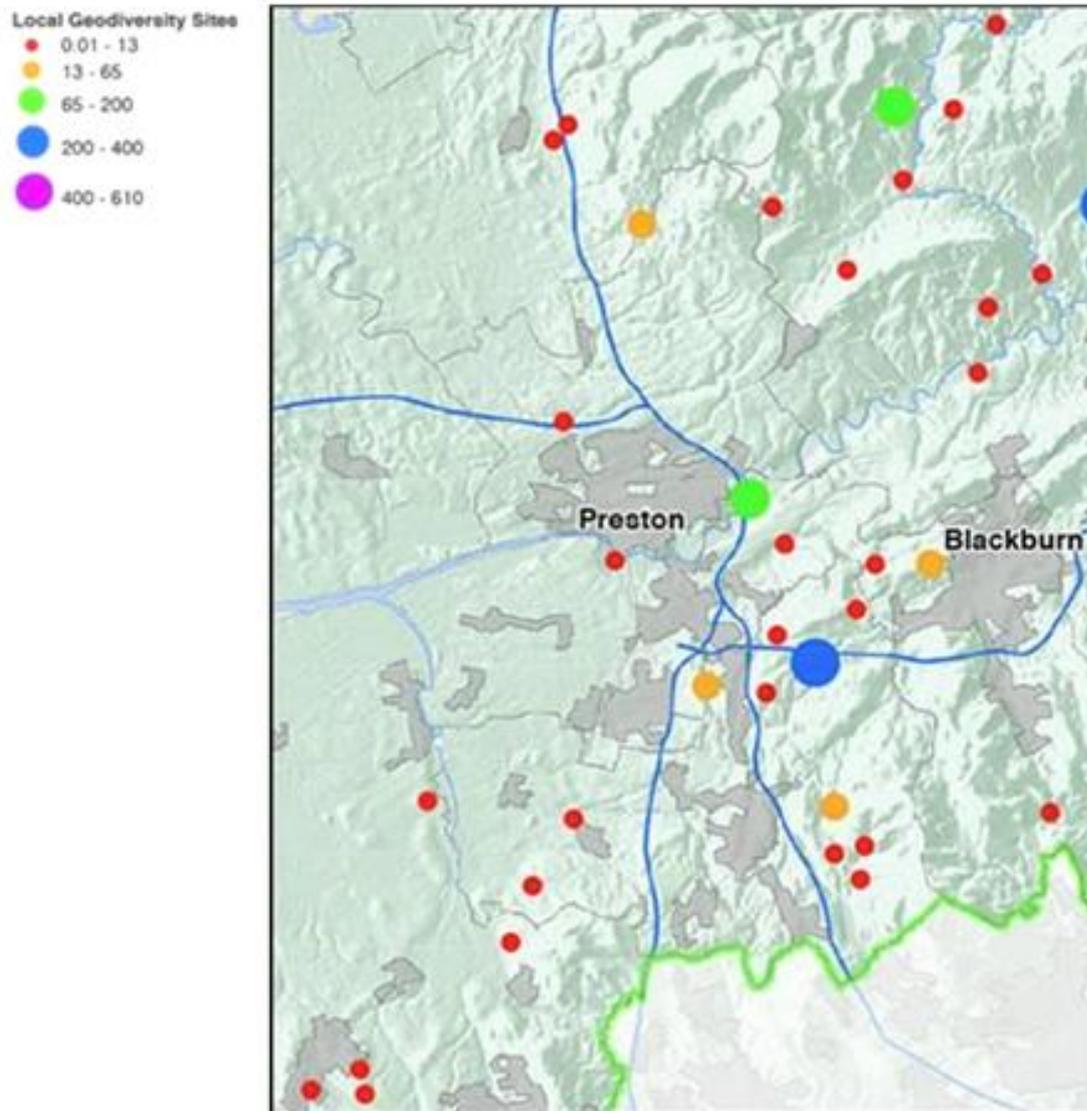
Figure B.28 Agricultural Land Classification in Central Lancashire⁵¹⁷



B.702 In terms of geodiversity (see **Figure B.29**) the upland areas and rivers systems of Central Lancashire host the greatest number of sites of geodiversity, while smaller groupings of sites are spread throughout the three boroughs. Chorley is host to 11 'notified' sites, while there are four in Preston and two in South Ribble.

⁵¹⁷ Chorley Council, Preston City Council, South Ribble Borough Council (2019) *Central Lancashire Local Plan Integrated Assessment Scoping Report Iteration 2: October 2019*

Figure B.29 Local Geodiversity Sites in Central Lancashire⁵¹⁸



⁵¹⁸ Chorley Council, Preston City Council, South Ribble Borough Council (2019) Central Lancashire Local Plan Integrated Assessment Scoping Report Iteration 2: October 2019

Appendix C

Site assessment criteria

N.B. There is some overlap between the topics covered by the IA objectives. The issues of most relevance to each IA objective have been placed under that IA objective and not any others, so as to avoid duplication of effects.

Table C.1 Site assessment criteria

IA objectives	Assumptions
<p>IA1: Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, and tenures in locations to meet housing need, and to support economic growth.</p>	<p>Residential</p>
	<p>All of the residential site options are expected to have positive effects on this objective, due to the nature of the proposed development being residential and contributing to meeting the five year housing supply. Larger sites would provide opportunities for the development of a larger number of homes, including more affordable homes and so would have significant positive effects. Therefore:</p> <ul style="list-style-type: none"> ■ Sites delivering 500 homes or more will have a significant positive (++) effect. ■ Sites delivering fewer than 500 homes will have a minor positive (+) effect.
	<p>Employment</p>
	<p>The location of employment site options is unlikely to have a direct effect on this IA objective. Therefore, this IA objective has been scoped out for all employment sites.</p>
<p>IA2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation.</p>	<p>Mixed use</p>
	<p>All of the mixed use site options are expected to have positive effects on this objective, due to the residential aspect of development and contributing to meeting the five year housing supply. Larger sites would provide opportunities for the development of a larger number of homes, including more affordable homes and so would have significant positive effects. Therefore:</p> <ul style="list-style-type: none"> ■ Sites delivering 500 homes or more will have a significant positive (++) effect. ■ Sites delivering fewer than 500 homes will have a minor positive (+) effect.
	<p>Residential</p>
<p></p>	<p>The location of residential site allocations within the Central Lancashire Local Plan (CLLP) area is unrelated to the sustainable supply of employment land and job creation. Therefore, this IA objective has been scoped out for all residential sites.</p>
<p></p>	<p>Employment</p>

IA objectives	Assumptions
	<p>All of the employment site options are expected to have positive effects on this objective, due to the nature of the proposed development being employment and contributing towards economic growth. Larger sites will provide opportunities for the development of a larger amount of employment floorspace. Therefore:</p> <ul style="list-style-type: none"> ■ Large sites (>=5ha) will have a significant positive (++) effect. ■ Small sites (<5ha) will have a minor positive (+) effect. <p>Mixed use</p> <p>All of the mixed use site options are expected to have positive effects on this objective, due to the employment aspect of development and contributing towards economic growth. Larger sites will provide opportunities for the development of a larger amount of employment floorspace. All effects are recorded as uncertain because it is unknown how much of each mixed use site will comprise employment development. Therefore:</p> <ul style="list-style-type: none"> ■ Large sites (>=5ha) will have a significant positive (++) effect, although uncertain. ■ Small sites (<5ha) will have a minor positive (+) effect, although uncertain.
<p>IA3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development.</p>	<p>Residential</p> <p>Broadband connectivity can affect peoples' ability to work from home effectively, as well as affecting how businesses can operate. It is a very localised issue and quality of coverage can change very quickly. The Government has several programmes in place with the aim to increase speeds and access to Broadband connectivity and therefore Broadband connectivity is likely to change very rapidly in Central Lancashire over the Plan period. The Central Lancashire Highways Masterplan and the Chorley Highways and Transport Strategy will assess transport capacity rather than the IA. This IA objective has therefore been scoped out.</p> <p>Employment</p> <p>Broadband connectivity can affect peoples' ability to work from home effectively, as well as affecting how businesses can operate. It is a very localised issue and quality of coverage can change very quickly. The Government has several programmes in place with the aim to increase speeds and access to Broadband connectivity and therefore Broadband connectivity is likely to change very rapidly in Central Lancashire over the Plan period. The Central Lancashire Highways Masterplan and the Chorley Highways and Transport Strategy will assess transport capacity rather than the IA. This IA objective has therefore been scoped out.</p> <p>Mixed use</p>

IA objectives	Assumptions
	<p>Broadband connectivity can affect peoples' ability to work from home effectively, as well as affecting how businesses can operate. It is a very localised issue and quality of coverage can change very quickly. The Government has several programmes in place with the aim to increase speeds and access to Broadband connectivity and therefore Broadband connectivity is likely to change very rapidly in Central Lancashire over the Plan period. The Central Lancashire Highways Masterplan and the Chorley Highways and Transport Strategy will assess transport capacity rather than the IA. This IA objective has therefore been scoped out.</p>
<p>IA4: Reduce levels of deprivation and disparity and levels of crime.</p>	<p>Residential</p>
	<p>The CLLP area contains 22 Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England and 26 LSOAs that fall within the 10-20% most deprived areas in England. New residential development within the most deprived areas of the CLLP area can help regenerate those areas, including through the delivery of supporting infrastructure.</p> <ul style="list-style-type: none"> ■ Sites partially or entirely located within one of the 0-20% most deprived areas within England will have a minor positive (+) effect. ■ Sites not located within one of the 0-20% most deprived areas within England will have a negligible (0) effect. <p>With regard to crime, the effects of new development on levels of crime will depend on factors such as design and the use of appropriate lighting, particularly at night. However, such issues will not be influenced by the location of residential development; rather they will be determined through the detailed proposals for each site.</p>
	<p>Employment</p>
<p>The CLLP area contains 22 Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England and 26 LSOAs that fall within the 10-20% most deprived areas in England. New employment development within the most deprived areas of the CLLP area can help regenerate those areas, including through the delivery of supporting infrastructure.</p> <ul style="list-style-type: none"> ■ Sites partially or entirely located within one of the 0-20% most deprived areas within England will have a minor positive (+) effect. ■ Sites not located within one of the 0-20% most deprived areas within England will have a negligible (0) effect. <p>With regard to crime, the effects of new development on levels of crime will depend on factors such as design and the use of appropriate lighting, particularly at night. However, such issues will not be influenced by the location of residential development; rather they will be determined through the detailed proposals for each site.</p>	

IA objectives	Assumptions
	<p data-bbox="712 300 842 323">Mixed use</p> <p data-bbox="712 352 2074 485">The CLLP area contains 22 Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England and 26 LSOAs that fall within the 10-20% most deprived areas in England. New residential development within the most deprived areas of the CLLP area can help regenerate those areas, including through the delivery of supporting infrastructure.</p> <ul data-bbox="712 507 2056 616" style="list-style-type: none"> <li data-bbox="712 507 2056 564">■ Sites partially or entirely located within one of the 0-20% most deprived areas within England will have a minor positive (+) effect. <li data-bbox="712 587 2056 616">■ Sites not located within one of the 0-20% most deprived areas within England will have a negligible (0) effect. <p data-bbox="712 638 2056 735">With regard to crime, the effects of new development on levels of crime will depend on factors such as design and the use of appropriate lighting, particularly at night. However, such issues will not be influenced by the location of residential development; rather they will be determined through the detailed proposals for each site.</p>
<p data-bbox="147 762 674 820">IA5: Promote equality of opportunity and the elimination of discrimination.</p>	<p data-bbox="712 762 853 786">Residential</p> <p data-bbox="712 825 1973 882">The location of residential site options will not affect the achievement of this objective. This IA objective has therefore been scoped out.</p> <p data-bbox="712 904 1391 928">Deprivation is considered separately under IA objective 4.</p> <p data-bbox="712 962 869 986">Employment</p> <p data-bbox="712 1024 1973 1082">The location of mixed use site options will not affect the achievement of this objective. This IA objective has therefore been scoped out.</p> <p data-bbox="712 1104 1391 1128">Deprivation is considered separately under IA objective 4.</p> <p data-bbox="712 1161 842 1185">Mixed use</p> <p data-bbox="712 1224 1973 1281">The location of mixed use site options will not affect the achievement of this objective. This IA objective has therefore been scoped out.</p> <p data-bbox="712 1303 1391 1327">Deprivation is considered separately under IA objective 4.</p>
	<p data-bbox="712 1353 853 1377">Residential</p>

IA objectives	Assumptions
<p>IA6: Support improved health and well-being of the population and reduce health inequalities.</p>	<p>Public health and well-being will be influenced by the proximity of residential site options to open spaces and walking and cycling paths, which can encourage participation in active outdoor recreation. Therefore:</p> <ul style="list-style-type: none"> ■ Sites within 800m of an area of open space and within 400m of a walking or cycling path will have a significant positive (++) effect. ■ Sites that are within 800m of an area of open space or within 400m of a walking or cycling path (but not both) will have a minor positive (+) effect. ■ Sites that are more than 800m from an area of open space and more than 400m from a walking or cycling path will have a minor negative (-) effect. ■ Sites that contain an existing area of open space or a walking or cycling path which could therefore be lost as a result of new development could have a significant negative (--?) effect, although this is uncertain. The actual effect is also dependent on whether the development of the site would in fact result in the loss of that facility. <p>Residential site options that are within close proximity of existing healthcare facilities will ensure that residents have good access to healthcare services, although it is noted that if a number of sites are allocated within close proximity of one another, this could lead to existing healthcare facilities becoming overloaded. It is also recognised that new development could stimulate the provision of new healthcare facilities, but this cannot be assumed at this stage.</p> <ul style="list-style-type: none"> ■ Sites that are within 800m⁵¹⁹ of a GP surgery and a hospital will have a significant positive (++) effect. ■ Sites that are within 800m of either a GP surgery or a hospital (but not both) will have a minor positive (+) effect. ■ Sites that are not within 800m of a GP surgery or a hospital will have a significant negative (--) effect.
	<p>Employment</p>
	<p>The delivery of employment sites is likely to increase the number of job opportunities available, which can have beneficial effects on people's health and wellbeing. Therefore, all employment site options are expected to have a minor positive (+) effect on this objective.</p> <p>The proximity of sites to walking and cycle routes that may be used for active modes of commuting is considered under IA9 below.</p>
	<p>Mixed use</p>

⁵¹⁹ Planning for Walking. Chartered Institution of Highways and Transportation, 2015. This document states "Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800 m, or 10 minutes walk".

IA objectives	Assumptions
	<p>The delivery of the employment aspect of each site is also likely to increase job opportunities available, which can have beneficial effects on people's health and wellbeing. Therefore, all mixed use site options are expected to have a minor positive (+) effect on this objective.</p> <p>Public health and well-being will also be influenced by the proximity of mixed use site options to open spaces and walking and cycling paths, which can encourage participation in active outdoor recreation. Therefore:</p> <ul style="list-style-type: none"> ■ Sites within 800m of an area of open space and within 400m of a walking or cycling path will have a significant positive (++) effect. ■ Sites that are within 800m of an area of open space or within 400m of a walking or cycling path (but not both) will have a minor positive (+) effect. ■ Sites that are more than 800m from an area of open space and more than 400m from a walking or cycling path will have a minor negative (-) effect. ■ Sites that contain an existing area of open space or a walking or cycling path which could therefore be lost as a result of new development could have a significant negative (--?) effect, although this is uncertain. The actual effect is also dependent on whether the development of the site would in fact result in the loss of that facility. <p>Mixed use site options that are within close proximity of existing healthcare facilities will ensure that residents have good access to healthcare services, although it is noted that if a number of sites are allocated within close proximity of one another, this could lead to existing healthcare facilities becoming overloaded. It is also recognised that new development could stimulate the provision of new healthcare facilities, but this cannot be assumed at this stage.</p> <ul style="list-style-type: none"> ■ Sites that are within 800m⁵²⁰ of a GP surgery and a hospital will have a significant positive (++) effect. ■ Sites that are within 800m of either a GP surgery or a hospital (but not both) will have a minor positive (+) effect. ■ Sites that are not within 800m of a GP surgery or a hospital will have a significant negative (--) effect.
<p>IA7: Ensure access to and provision of appropriate social infrastructure.</p>	<p>Residential</p> <p>The Settlement Hierarchy was considered a good proxy for access to services and facilities. Residential site options that are within close proximity of the settlements higher up the Settlement Hierarchy will ensure that residents have good access to the services and facilities in those areas. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 1 and 2 settlements will have a significant positive (++) effect.

⁵²⁰ Planning for Walking. Chartered Institution of Highways and Transportation, 2015. This document states "Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800 m, or 10 minutes walk".

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 3 settlements will have a minor positive (+) effect. ■ Sites that are adjacent to or within the Tier 4 settlements will have a negligible (0) effect. ■ Sites that are adjacent to or within the Tier 5 settlements will have a minor negative (-) effect. ■ Sites that are not adjacent to or within any of these settlements will have a significant negative (--) effect. <p>Proximity to GP surgeries is considered separately under IA objective 6, whilst proximity to primary and secondary schools is considered separately under IA objective 8.</p>
	<p>Employment</p>
	<p>The Settlement Hierarchy was considered a good proxy for access to services and facilities. Employment site options that are within close proximity of the settlements higher up the Settlement Hierarchy will ensure that residents have good access to the services and facilities in those areas. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 1 and 2 settlements will have a significant positive (++) effect. ■ Sites that are adjacent to or within the Tier 3 settlements will have a minor positive (+) effect. ■ Sites that are adjacent to or within the Tier 4 settlements will have a negligible (0) effect. ■ Sites that are adjacent to or within the Tier 5 settlements will have a minor negative (-) effect. ■ Sites that are not adjacent to or within any of these settlements will have a significant negative (--) effect.
	<p>Mixed use</p>
	<p>The Settlement Hierarchy was considered a good proxy for access to services and facilities. Mixed use site options that are within close proximity of the settlements higher up the Settlement Hierarchy will ensure that residents have good access to the services and facilities in those areas. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 1 and 2 settlements will have a significant positive (++) effect. ■ Sites that are adjacent to or within the Tier 3 settlements will have a minor positive (+) effect. ■ Sites that are adjacent to or within the Tier 4 settlements will have a negligible (0) effect. ■ Sites that are adjacent to or within the Tier 5 settlements will have a minor negative (-) effect. ■ Sites that are not adjacent to or within any of these settlements will have a significant negative (--) effect.

IA objectives	Assumptions
	Proximity to GP surgeries is considered separately under IA objective 6, whilst proximity to primary and secondary schools is considered separately under IA objective 8.
IA8: Support improved educational attainment and skill levels for all.	<p>Residential</p>
	<p>The effects of residential site options on the educational element of this objective will depend on the access that they provide to existing educational facilities, although there are uncertainties as the effects will depend on there being capacity at those schools to accommodate new pupils. New residential development could stimulate the provision of new schools/school places, particularly larger sites, but this cannot be assumed at this stage. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are within 800m of at least one primary school and at least one secondary school may have a significant positive (++) effect, although this is uncertain. ■ Sites that are within 800m of at least one primary school or at least once secondary school (but not both) may have a minor positive (+) effect, although this is uncertain. ■ Sites that are not within 800m of an existing school may have a minor negative (-) effect, although this is uncertain.
	<p>Employment</p>
	<p>The location of employment site options will not affect educational attainment, although the delivery of employment sites may increase opportunities for work based learning and skills development. This IA objective has been scoped out for all employment sites.</p>
	<p>Mixed use</p>
	<p>The effects of mixed use site options on the educational element of this objective will depend on the access that they provide to existing educational facilities, although there are uncertainties as the effects will depend on there being capacity at those schools to accommodate new pupils. New mixed use development could stimulate the provision of new schools/school places, particularly larger sites, but this cannot be assumed at this stage. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are within 800m of at least one primary school and at least one secondary school may have a significant positive (++) effect, although this is uncertain. ■ Sites that are within 800m of at least one primary school or at least once secondary school (but not both) may have a minor positive (+) effect, although this is uncertain. ■ Sites that are not within 800m of an existing school may have a minor negative (-) effect, although this is uncertain.

IA objectives	Assumptions
IA9: Promote sustainable modes of transport.	<p data-bbox="712 300 853 328">Residential</p> <p data-bbox="712 360 2089 512">The proximity of residential site options to sustainable transport links will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities, although the actual use of sustainable transport modes will depend on people's behaviour. It is possible that new transport links such as bus routes or cycle paths may be provided as part of new developments, particularly at larger sites, but this cannot be assumed.</p> <p data-bbox="712 531 2089 711">It is assumed that people would generally be willing to travel further to access a railway station than a bus stop. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which is not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site.</p> <ul data-bbox="712 730 2089 1070" style="list-style-type: none"> <li data-bbox="712 730 2089 794">■ Sites that are within 800m of a railway station and 400m of a bus stop⁵²¹ (regardless of proximity to cycle routes) will have a significant positive (++) effect. <li data-bbox="712 810 2089 874">■ Sites that are within 800m of a railway station or 400m of a bus stop (regardless of proximity to cycle routes) will have a minor positive (+) effect. <li data-bbox="712 890 2089 986">■ Sites that are more than 800m from any railway station and 400m from a bus stop but have an existing cycle route passing the site could have a minor negative (-?) effect, although this is uncertain depending on whether the cycle route could be used for the purposes of commuting or undertaking day to day journeys. <li data-bbox="712 1002 2089 1070">■ Sites that are more than 800m from any railway station and 400m from a bus stop and that do not have an existing cycle route passing the site will have a significant negative (--) effect. <p data-bbox="712 1090 2045 1185">The Settlement Hierarchy was considered a good proxy for built-up areas where services and facilities are within close proximity of one another, which reduces the need for residents to travel long distances to reach certain amenities. Therefore:</p> <ul data-bbox="712 1204 1995 1284" style="list-style-type: none"> <li data-bbox="712 1204 1995 1233">■ Sites that are adjacent to or within the Tier 1 and 2 settlements will have a significant positive (++) effect. <li data-bbox="712 1249 1995 1284">■ Sites that are adjacent to or within the Tier 3 settlements will have a minor positive (+) effect.

⁵²¹ Planning for Walking. Chartered Institution of Highways and Transportation, 2015. This document states "The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point and, in town centres, 200m. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 4 settlements will have a negligible (0) effect. ■ Sites that are adjacent to or within the Tier 5 settlements will have a minor negative (-) effect. ■ Sites that are not adjacent to or within any of these settlements will have a significant negative (--) effect.
	<p style="text-align: center;">Employment</p>
	<p>The proximity of employment site options to sustainable transport links will affect the extent to which people are able to make use of non-car based modes of transport to access their workplace, although the actual use of sustainable transport modes will depend on people's behaviour. It is possible that new transport links such as bus routes or cycle paths may be provided as part of new developments, particularly at larger sites, but this cannot be assumed.</p> <p>It is assumed that people would generally be willing to travel further to access a railway station than a bus stop. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which is not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site.</p> <ul style="list-style-type: none"> ■ Sites that are within 800m of a railway station and 400m of a bus stop⁵²² (regardless of proximity to cycle routes) will have a significant positive (++) effect. ■ Sites that are within 800m of a railway station or 400m of a bus stop (regardless of proximity to cycle routes) will have a minor positive (+) effect. ■ Sites that are more than 800m from any railway station and 400m from a bus stop but have an existing cycle route passing the site could have a minor negative (-?) effect, although this is uncertain depending on whether the cycle route could be used for the purposes of commuting. ■ Sites that are more than 800m from any railway station and 400m from a bus stop and that do not have an existing cycle route passing the site will have a significant negative (--) effect.
	<p style="text-align: center;">Mixed use</p>

⁵²² Planning for Walking. Chartered Institution of Highways and Transportation, 2015. This document states "The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point and, in town centres, 200m. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.

IA objectives	Assumptions
	<p>The proximity of mixed use site options to sustainable transport links will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities, although the actual use of sustainable transport modes will depend on people's behaviour. It is possible that new transport links such as bus routes or cycle paths may be provided as part of new developments, particularly at larger sites, but this cannot be assumed.</p> <p>It is assumed that people would generally be willing to travel further to access a railway station than a bus stop. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which is not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site.</p> <ul style="list-style-type: none"> ■ Sites that are within 800m of a railway station and 400m of a bus stop⁵²³ (regardless of proximity to cycle routes) will have a significant positive (++) effect. ■ Sites that are within 800m of a railway station or 400m of a bus stop (regardless of proximity to cycle routes) will have a minor positive (+) effect. ■ Sites that are more than 800m from any railway station and 400m from a bus stop but have an existing cycle route passing the site could have a minor negative (-?) effect, although this is uncertain depending on whether the cycle route could be used for the purposes of commuting or undertaking day to day journeys. ■ Sites that are more than 800m from any railway station and 400m from a bus stop and that do not have an existing cycle route passing the site will have a significant negative (--) effect. <p>The Settlement Hierarchy was considered a good proxy for built-up areas where services and facilities are within close proximity of one another, which reduces the need for residents to travel long distances to reach certain amenities. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 1 and 2 settlements will have a significant positive (++) effect. ■ Sites that are adjacent to or within the Tier 3 settlements will have a minor positive (+) effect. ■ Sites that are adjacent to or within the Tier 4 settlements will have a negligible (0) effect.

⁵²³ Planning for Walking. Chartered Institution of Highways and Transportation, 2015. This document states "The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point and, in town centres, 200m. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are adjacent to or within the Tier 5 settlements will have a minor negative (-) effect. ■ Sites that are not adjacent to or within any of these settlements will have a significant negative (--) effect.
IA10: Improve air quality.	<p>Residential</p>
	<p>Residential site options that are within close proximity to one of the Air Quality Management Areas (AQMAs) in the CLLP area could increase levels of air pollution in those areas as a result of increased vehicle traffic.</p> <p>Therefore:</p> <ul style="list-style-type: none"> ■ Sites within 500m of an AQMA are likely to have a significant negative (--) effect on air quality. ■ Sites within 3km of an AQMA are likely to have a minor negative (-) effect on air quality. ■ All other sites are expected to have a negligible (0) effect on air quality. <p>Transport is considered separately under IA objective 9.</p>
	<p>Employment</p>
	<p>Employment site options that are within close proximity to one of the Air Quality Management Areas (AQMAs) in the CLLP area could increase levels of air pollution in those areas as a result of increased vehicle traffic.</p> <p>Therefore:</p> <ul style="list-style-type: none"> ■ Sites within 500m of an AQMA are likely to have a significant negative (--) effect on air quality. ■ Sites within 3km an AQMA are likely to have a minor negative (-) effect on air quality. ■ All other sites are expected to have a negligible (0) effect on air quality. <p>Transport is considered separately under IA objective 9.</p>
<p>Mixed use</p>	
<p>Mixed use site options that are within close proximity to one of the Air Quality Management Areas (AQMAs) in the CLLP area could increase levels of air pollution in those areas as a result of increased vehicle traffic.</p> <p>Therefore:</p> <ul style="list-style-type: none"> ■ Sites within 500m of an AQMA are likely to have a significant negative (--) effect on air quality. 	

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites within 3km of an AQMA are likely to have a minor negative (-) effect on air quality. ■ All other sites are expected to have a negligible (0) effect on air quality. <p>Transport is considered separately under IA objective 9.</p>
<p>IA11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets.</p>	<p>Residential</p>
	<p>Residential site options that are within close proximity of an internationally, nationally or locally designated conservation site have the potential to affect the biodiversity or geodiversity of that site/feature, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <ul style="list-style-type: none"> ■ Residential sites that are within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites, or sites that are less than 250m from a National Nature Reserve or Local Nature Reserve and/or less than 100m from a Priority Habitat or Ancient Woodland may have a significant negative (--?) effect, although this is uncertain. ■ Residential sites that are between 250m and 1km of one or more internationally or nationally designated biodiversity or geodiversity sites, or sites that are 250-750m from a National Nature Reserve or Local Nature Reserve and/or 100-250m from a Priority Habitat or Ancient Woodland may have a minor negative (-?) effect, although this uncertain. ■ Sites that are more than 1km from any internationally or nationally designated biodiversity or geodiversity site and that are located beyond 750m from a National Nature Reserve Local Nature Reserve and/or beyond 250m from a Priority Habitat or Ancient Woodland will have a negligible (0) effect.
	<p>Employment</p>
<p>Employment site options that are within close proximity of an internationally, nationally or locally designated conservation site have the potential to affect the biodiversity or geodiversity of that site/feature, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In</p>	

IA objectives	Assumptions
	<p>addition, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <ul style="list-style-type: none"> ■ Employment sites that are within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites, or sites that are less than 250m from a National Nature Reserve or Local Nature Reserve and/or less than 100m from a Priority Habitat or Ancient Woodland, may have a significant negative (--?) effect, although this is certain. ■ Employment sites that are between 250m and 1km of one or more internationally or nationally designated biodiversity or geodiversity sites, or sites that are 250-750m from a National Nature Reserve or Local Nature Reserve and/or 100-250m from a Priority Habitat or Ancient Woodland may have a minor negative (-?) effect, although this is uncertain. ■ Sites that are more than 1km from any internationally or nationally designated biodiversity or geodiversity site and that are located beyond 750m from a National Nature Reserve or Local Nature Reserve and/or beyond the 250m from a Priority Habitat or Ancient Woodland will have a negligible (0) effect. <p>Mixed use</p> <p>Mixed use site options that are within close proximity of an internationally, nationally or locally designated conservation site have the potential to affect the biodiversity or geodiversity of that site/feature, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <ul style="list-style-type: none"> ■ Mixed use sites that are within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites, or sites that are less than 250m from a National Nature Reserve or Local Nature Reserve and/or less than 100m from a Priority Habitat or Ancient Woodland may have a significant negative (--?) effect, although this is uncertain. ■ Mixed use sites that are between 250m and 1km of one or more internationally or nationally designated biodiversity or geodiversity sites, or sites that are 250-750m from a National Nature Reserve or Local Nature Reserve and/or 100-250m from a Priority Habitat or Ancient Woodland may have a minor negative (-?) effect, although this uncertain.

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are more than 1km from any internationally or nationally designated biodiversity or geodiversity site and that are located beyond 750m from a National Nature Reserve or Local Nature Reserve and/or beyond 250m from a Priority Habitat or Ancient Woodland will have a negligible (0) effect.
<p>IA12: Ensure communities, developments and infrastructure are resilient to the effects of climate change.</p>	<p>Residential</p>
	<p>The extent to which the location of residential site options would facilitate the use of sustainable modes of transport in place of cars (and therefore contributions to climate change) is considered under IA objective 9.</p> <p>Flood risk, which is expected to increase as a result of climate change, is considered separately under IA objective 13.</p>
	<p>Employment</p>
	<p>The extent to which the location of employment site options would facilitate the use of sustainable modes of transport in place of cars (and therefore contributions to climate change) is considered under IA objective 9.</p> <p>Flood risk, which is expected to increase as a result of climate change, is considered separately under IA objective 13.</p>
<p>IA13: Reduce the risk of flooding to people and property.</p>	<p>Mixed use</p>
	<p>The extent to which the location of mixed use site options would facilitate the use of sustainable modes of transport in place of cars (and therefore contributions to climate change) is considered under IA objective 9.</p> <p>Flood risk, which is expected to increase as a result of climate change, is considered separately under IA objective 13.</p>
<p>IA13: Reduce the risk of flooding to people and property.</p>	<p>Residential</p>
	<p>The effects of new development on this IA objective will depend to some extent on its design which will not be influenced by the location. Where residential site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. As such:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 3 and/or are at high risk (1 in 30 year) of surface water flooding will have a significant negative (--) effect. ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 2 and/or are at medium risk (1 in 100 year) of surface water flooding will have a minor negative (-) effect.

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 1 and/or are at low risk (1 in 1,000 year) or no risk of surface water flooding will have a negligible (0) effect. <p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are on brownfield land will have a minor positive (+) effect.
	<p>Employment</p>
	<p>The effects of new development on this IA objective will depend to some extent on its design which will not be influenced by the location. Where residential site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. As such:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 3b and/or at high risk (1 in 30 year) of surface water flooding will have a significant negative (--) effect. ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zones 3a or 2 and/or at medium risk (1 in 100 year) of surface water flooding will have a minor negative (-) effect. ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 1 and/or at low risk (1 in 1,000 year) or no risk of surface water flooding will have a negligible (0) effect. <p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are on brownfield land will have a minor positive (+) effect.
	<p>Mixed use</p>
<p>The effects of new development on this IA objective will depend to some extent on its design which will not be influenced by the location. Where residential site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. As such:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 3 and/or at high risk (1 in 30 year) of surface water flooding will have a significant negative (--) effect. ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 2 and/or at medium risk (1 in 100 year) of surface water flooding will have a minor negative (-) effect. 	

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are on greenfield land and that are partially or entirely located within Flood Zone 1 and/or at low risk (1 in 1,000 year) or no risk of surface water flooding will have a negligible (0) effect. <p>In addition:</p> <ul style="list-style-type: none"> ■ Sites that are on brownfield land will have a minor positive (+) effect.
<p>IA14: Protect and improve the quality and availability of water resources.</p>	<p>Residential</p>
	<p>The effects of new development on water quality will depend on factors such as whether there is capacity at the relevant sewage treatment works to accommodate the new development, which cannot be assessed at this stage. It is recognised that policies in the Local Plan may require any necessary upgrades to be made before development proceeds. However, the effects could also be influenced by the proximity of residential site options to Source Protection Zones. Therefore:</p> <ul style="list-style-type: none"> ■ Sites within Source Protection Zone 1 could have a significant negative (--?) effect on water quality, although this is uncertain. ■ Sites within Source Protection Zones 2 or 3 could have a minor negative (-?) effect on water quality, although this is uncertain. ■ Sites that are not within a Source Protection Zone are likely to have a negligible (0) effect on water quality.
	<p>Employment</p>
	<p>The effects of new development on water quality will depend on factors such as whether there is capacity at the relevant sewage treatment works to accommodate the new development, which cannot be assessed at this stage. It is recognised that policies in the Local Plan may require any necessary upgrades to be made before development proceeds. However, the effects could also be influenced by the proximity of residential site options to Source Protection Zones. Therefore:</p> <ul style="list-style-type: none"> ■ Sites within Source Protection Zone 1 could have a significant negative (--?) effect on water quality, although this is uncertain. ■ Sites within Source Protection Zones 2 or 3 could have a minor negative (-?) effect on water quality, although this is uncertain. ■ Sites that are not within a Source Protection Zone are likely to have a negligible (0) effect on water quality.
	<p>Mixed use</p>

IA objectives	Assumptions
	<p>The effects of new development on water quality will depend on factors such as whether there is capacity at the relevant sewage treatment works to accommodate the new development, which cannot be assessed at this stage. It is recognised that policies in the Local Plan may require any necessary upgrades to be made before development proceeds. However, the effects could also be influenced by the proximity of residential site options to Source Protection Zones. Therefore:</p> <ul style="list-style-type: none"> ■ Sites within Source Protection Zone 1 could have a significant negative (--?) effect on water quality, although this is uncertain. ■ Sites within Source Protection Zones 2 or 3 could have a minor negative (-?) effect on water quality, although this is uncertain. ■ Sites that are not within a Source Protection Zone are likely to have a negligible (0) effect on water quality.
<p>IA15: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions.</p>	<p>Residential</p>
	<p>The location of residential site options will not affect the achievement of this objective – effects will depend largely on the detailed proposals for design and construction of the sites. Energy efficiency will also depend on new residents’ behaviour and the inclusion of renewable energy generation in development. The extent to which the location of development would facilitate the use of sustainable modes of transport in place of cars is considered under IA objective 9 above.</p>
	<p>Employment</p>
	<p>The location of employment site options will not affect the achievement of this objective – effects will depend largely on the detailed proposals for design and construction of the sites. Energy efficiency will also depend on new residents’ behaviour and the inclusion of renewable energy generation in development. The extent to which the location of development would facilitate the use of sustainable modes of transport in place of cars is considered under IA objective 9 above.</p>
<p>Mixed use</p>	
<p>The location of mixed use site options will not affect the achievement of this objective – effects will depend largely on the detailed proposals for design and construction of the sites. Energy efficiency will also depend on new residents’ behaviour and the inclusion of renewable energy generation in development. The extent to which the location of development would facilitate the use of sustainable modes of transport in place of cars is considered under IA objective 9 above.</p>	

IA objectives	Assumptions
<p>IA16a: Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area.</p>	<p>Residential</p>
	<p>Residential development could have some effect on the sensitivity of the surrounding landscape and/or townscape, which has been assessed in the Stage 2 Landscape Sensitivity report. All effects are recorded as uncertain as the actual effects will depend on the final design, scale and layout of development. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are recorded as having high or moderate-high sensitivity are expected to have a significant negative (-?) effect, although this is uncertain. ■ Sites that are recorded as having moderate or low-moderate sensitivity are expected to have a minor negative (-?) effect, although this is uncertain. ■ Sites that are recorded as having low sensitivity or which are located within an existing settlement and were therefore not assessed as part of the Stage 2 Landscape Sensitivity report are expected to have a negligible (0?) effect, although this is uncertain.
	<p>Employment</p>
	<p>Employment development could have some effect on the sensitivity of the surrounding landscape and/or townscape, which has been assessed in the Stage 2 Landscape Sensitivity report. All effects are recorded as uncertain as the actual effects will depend on the final design, scale and layout of development. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are recorded as having high or moderate-high sensitivity are expected to have a significant negative (-?) effect, although this is uncertain. ■ Sites that are recorded as having moderate or low-moderate sensitivity are expected to have a minor negative (-?) effect, although this is uncertain. ■ Sites that are recorded as having low sensitivity or which are located within an existing settlement and were therefore not assessed as part of the Stage 2 Landscape Sensitivity report are expected to have a negligible (0?) effect, although this is uncertain.
<p>Mixed use</p>	
<p>Mixed use development could have some effect on the sensitivity of the surrounding landscape and/or townscape, which has been assessed in the Stage 2 Landscape Sensitivity report. All effects are recorded as uncertain as the actual effects will depend on the final design, scale and layout of development. Therefore:</p>	

IA objectives	Assumptions															
	<ul style="list-style-type: none"> Sites that are recorded as having high or moderate-high sensitivity are expected to have a significant negative (-?) effect, although this is uncertain. Sites that are recorded as having moderate or low-moderate sensitivity are expected to have a minor negative (-?) effect, although this is uncertain. Sites that are recorded as having low sensitivity or which are located within an existing settlement and were therefore not assessed as part of the Stage 2 Landscape Sensitivity report are expected to have a negligible (0?) effect, although this is uncertain. 															
<p>IA16b: Conserve and/or enhance heritage assets and their setting.</p>	<p>Residential</p> <p>The NPPF states that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)". However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset).</p> <p>In all cases, effects will be uncertain at this stage as the potential for negative or positive effects on historic and heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).</p> <p>Lancashire County Council's Historic Environment Team undertook a historic environment assessment to establish the potential for site options to generate significant effects on the significance and setting of the built (heritage considerations) and buried (archaeological considerations) historic environment in the CLLP area. The following assumptions will be used:</p> <table border="1" data-bbox="763 1123 1767 1348"> <thead> <tr> <th colspan="2"></th> <th colspan="3">Heritage considerations</th> </tr> <tr> <th colspan="2"></th> <th>Red</th> <th>Amber</th> <th>Green</th> </tr> </thead> <tbody> <tr> <th>Archaeological considerations</th> <th>Red</th> <td>Uncertain significant negative (--?)</td> <td>Uncertain significant negative (--?)</td> <td>Uncertain significant negative (--?)</td> </tr> </tbody> </table>			Heritage considerations					Red	Amber	Green	Archaeological considerations	Red	Uncertain significant negative (--?)	Uncertain significant negative (--?)	Uncertain significant negative (--?)
		Heritage considerations														
		Red	Amber	Green												
Archaeological considerations	Red	Uncertain significant negative (--?)	Uncertain significant negative (--?)	Uncertain significant negative (--?)												

IA objectives	Assumptions					
		Amber	Uncertain significant negative (--?)	Uncertain minor negative (-?)	Uncertain minor negative (-?)	
		Green	Uncertain significant negative (--?)	Uncertain minor negative (-?)	Uncertain negligible (0?)	
Employment						
<p>The NPPF states that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)". However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset).</p> <p>In all cases, effects will be uncertain at this stage as the potential for negative or positive effects on historic and heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).</p> <p>Lancashire County Council's Historic Environment Team undertook a historic environment assessment to establish the potential for site options to generate significant effects on the significance and setting of the built (heritage considerations) and buried (archaeological considerations) historic environment in the CLLP area. The following assumptions will be used:</p>						
		Heritage considerations				
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Archaeological considerations	Red	Uncertain significant negative (--?)	Uncertain significant negative (--?)	Uncertain significant negative (--?)		
	Amber	Uncertain significant negative (--?)	Uncertain minor negative (-?)	Uncertain minor negative (-?)		

IA objectives	Assumptions					
			Green	Uncertain significant negative (--?)	Uncertain minor negative (-?)	Uncertain negligible (0?)
	Mixed use					
	<p>The NPPF states that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)". However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset).</p> <p>In all cases, effects will be uncertain at this stage as the potential for negative or positive effects on historic and heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).</p> <p>Lancashire County Council's Historic Environment Team undertook a historic environment assessment to establish the potential for site options to generate significant effects on the significance and setting of the built (heritage considerations) and buried (archaeological considerations) historic environment in the CLLP area. The following assumptions will be used:</p>					
		Heritage considerations				
			Red	Amber	Green	
	Archaeological considerations	Red	Uncertain significant negative (--?)	Uncertain significant negative (--?)	Uncertain significant negative (--?)	
Amber		Uncertain significant negative (--?)	Uncertain minor negative (-?)	Uncertain minor negative (-?)		
Green		Uncertain significant negative (--?)	Uncertain minor negative (-?)	Uncertain negligible (0?)		

IA objectives	Assumptions
<p>IA17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, whilst reducing land contamination.</p>	<p>Residential</p>
	<p>Development on brownfield land represents more efficient use of land in comparison to the development of greenfield sites. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land classed as Grade 1 or 2 agricultural land will have a significant negative (--) effect. This will be uncertain (--?) if the site is within Grade 3 land, as only Grade 3a is classed as high quality but the GIS data available does not distinguish between Grades 3a and 3b. ■ Sites that are on greenfield land classed as Grade 4 or 5 agricultural land, or urban land, will have a minor negative (-) effect. ■ Sites that are on brownfield land will have a minor positive (+) effect. <p>Furthermore, all new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of the development. The location of development sites can influence the efficient use of minerals as development in Minerals Safeguarding Areas may sterilise mineral resources and restrict the availability of resources in the CLLP area. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that fall within a Minerals Safeguarding Area are expected to have a minor negative (-?) effect with uncertainty. ■ Sites that do not fall within a Minerals Safeguarding Area are expected to have a negligible (0) effect.
	<p>Employment</p>
	<p>Development on brownfield land represents more efficient use of land in comparison to the development of greenfield sites. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land classed as Grade 1 or 2 agricultural land will have a significant negative (--) effect. This will be uncertain (--?) if the site is within Grade 3 land, as only Grade 3a is classed as high quality but the GIS data available does not distinguish between Grades 3a and 3b. ■ Sites that are on greenfield land classed as Grade 4 or 5 agricultural land, or urban land, will have a minor negative (-) effect. ■ Sites that are on brownfield land will have a minor positive (+) effect. <p>Furthermore, all new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of the development. The location of development sites can influence the efficient</p>

IA objectives	Assumptions
	<p>use of minerals as development in Minerals Safeguarding Areas may sterilise mineral resources and restrict the availability of resources in the CLLP area. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that fall within a Minerals Safeguarding Area are expected to have a minor negative (-?) effect with uncertainty. ■ Sites that do not fall within a Minerals Safeguarding Area are expected to have a negligible (0) effect. <p>Mixed use</p> <p>Development on brownfield land represents more efficient use of land in comparison to the development of greenfield sites. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are on greenfield land classed as Grade 1 or 2 agricultural land will have a significant negative (--) effect. This will be uncertain (--?) if the site is within Grade 3 land, as only Grade 3a is classed as high quality but the GIS data available does not distinguish between Grades 3a and 3b. ■ Sites that are on greenfield land classed as Grade 4 or 5 agricultural land, or urban land, will have a minor negative (-) effect. ■ Sites that are on brownfield land will have a minor positive (+) effect. <p>Furthermore, all new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of the development. The location of development sites can influence the efficient use of minerals as development in Minerals Safeguarding Areas may sterilise mineral resources and restrict the availability of resources in the CLLP area. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that fall within a Minerals Safeguarding Area are expected to have a minor negative (-?) effect with uncertainty. ■ Sites that do not fall within a Minerals Safeguarding Area are expected to have a negligible (0) effect.
<p>IA18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy.</p>	<p>Residential</p> <p>The effects of new residential development on waste generation will depend largely on residents' behaviour. However, where development takes place on previously developed land there may be opportunities to reuse onsite buildings and materials, thereby reducing waste generation. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are on brownfield land will have a minor positive (+?) effect on reducing waste generation, although this is uncertain.

IA objectives	Assumptions
	<ul style="list-style-type: none"> ■ Sites that are on greenfield land will have a negligible (0) effect on reducing waste generation.
	<p>Employment</p>
	<p>The effects of new employment development on waste generation will depend largely on residents' behaviour. However, where development takes place on previously developed land there may be opportunities to reuse onsite buildings and materials, thereby reducing waste generation. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are on brownfield land will have a minor positive (+?) effect on reducing waste generation, although this is uncertain. ■ Sites that are on greenfield land will have a negligible (0) effect on reducing waste generation.
	<p>Mixed use</p>
	<p>The effects of new mixed use development on waste generation will depend largely on residents' behaviour. However, where development takes place on previously developed land there may be opportunities to reuse onsite buildings and materials, thereby reducing waste generation. Therefore:</p> <ul style="list-style-type: none"> ■ Sites that are on brownfield land will have a minor positive (+?) effect on reducing waste generation, although this is uncertain. ■ Sites that are on greenfield land will have a negligible (0) effect on reducing waste generation.

Appendix D

Reasons for selecting or rejecting site options

D.1 The Central Lancashire Authorities have provided an audit trail of the site selection process, which can be found overleaf. This table lists all of the sites appraised in the IA, with the final column setting out the councils' reasons for the selection of sites for allocation and why other sites were discounted.

Table D.1 Reasons for selecting and discounting sites

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19C006	-	Chorley	Residential	Yes	Located in the Rural Local Service Centre of Ecclestone (Tier 4 of the settlement hierarchy) where there is a limited range of services and facilities. Highway access issues.
19C050	-	Chorley	Employment	Yes	Site is in the Green Belt. Only the previously developed part of the site was taken forward. The Employment Land Study identifies that it would likely be of negligible interest to local developers.
19C100	EC5.3	Chorley	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C227x	HS2.1	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Adlington (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C228x	HS2.2	Chorley	Residential	No	Site has planning permission.
19C230x	HS2.3	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Adlington (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C233x	HS2.6	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Bretherton (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C236x	HS2.8	Chorley	Residential	No	Suitable, available and achievable. Majority of the site has planning permission. All identified constraints on the remainder of the site are likely to be able to be mitigated. Located in the village of Charnock Richard (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
					some development is required in Tier 5 to meet the housing requirement. The additional development is small scale.
19C238x	HS2.13	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C239x	EC5.2	Chorley	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C241x	-	Chorley	Residential	Yes	Highways access issues
19C242x	EC5.6	Chorley	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C243x	HS2.11	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C244x	-	Chorley	Employment	Yes	Site has planning permission and is under construction
19C245x	EC2.1	Chorley	Employment	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities. Good access to motorway network.
19C247x	HS2.9	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C248x	EC5.4	Chorley	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities. Good access to motorway network.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19C250x	HS2.12	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities.
19C251x	HS2.16	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Clayton-le-Woods (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C253x	-	Chorley	Residential	Yes	Site no longer available
19C254x	HS2.18	Chorley	Residential	No	Site has planning permission.
19C255x	HS2.19	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Coppull (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C256x	HS2.20	Chorley	Residential	No	Site has planning permission.
19C257x	-	Chorley	Residential	Yes	Site no longer available
19C260x	-	Chorley	Residential	Yes	Highways access issues
19C262x	HS2.23	Chorley	Residential	No	Site has planning permission.
19C263x	-	Chorley	Residential	Yes	Site has planning permission and is under construction
19C264x	HS2.25	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Euxton (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C265x	EC5.1	Chorley	Mixed use	No	Suitable, available and achievable. Site has planning permission for employment uses, some built out. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Buckshaw

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
					Village (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities. Good access to the strategic road network.
19C267x	-	Chorley	Employment	Yes	Site has retrospective planning permission for employment uses
19C268x	-	Chorley	Residential	Yes	Site has planning permission and is under construction
19C271x	HS2.33	Chorley	Residential	No	Site has planning permission.
19C272x	HS2.5	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Adlington (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C274x	HS2.26	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Mawdesley (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C275x	HS2.30	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Mawdesley (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C276x	HS2.27	Chorley	Residential	No	Site has planning permission.
19C277x	HS2.34	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Whittle-le-Woods (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C281x	HS2.35	Chorley	Residential	No	Suitable, available and achievable. Majority of site has planning permission. Remainder has a planning application under consideration.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19C282x	-	Chorley	Residential	Yes	Site has planning permission and is under construction
19C283x	HS2.7	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Brinscall (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C285	HS2.37	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Whittle-le-Woods (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C346	HS2.28	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Mawdesley (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C350	EC2.2	Chorley	Employment	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the settlement hierarchy) where there is a good range of services and facilities. Good access to the strategic road network.
19C359	HS2.29	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Mawdesley (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C369	-	Chorley	Residential	Yes	Site no longer available
19C383	HS2.15	Chorley	Residential	No	Site has planning permission.
19C393a	HS2.10	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Key Service Centre of Chorley (Tier 2 of the

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
					settlement hierarchy) where there is a good range of services and facilities. Site area has been significantly reduced to mitigate impact on landscape character.
19C394a	-	Chorley	Residential	Yes	Unable to demonstrate exceptional circumstances for Green Belt release
19C396a	-	Chorley	Residential	Yes	Unable to demonstrate exceptional circumstances for Green Belt release
19C397a	-	Chorley	Residential	Yes	Highways access issues
19C399a	HS2.21	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Coppull (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities. Site boundary has been amended to remove the part of the site located within the Green Belt as unable to demonstrate exceptional circumstances for Green Belt release.
19C400a	HS2.31	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Wheelton (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C401a	HS2.36	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the Urban Local Service Centre of Whittle-le-Woods (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19C402a	-	Chorley	Residential	Yes	Highways access issues
19C410	-	Chorley	Residential	Yes	The site is detached from the Chorley settlement boundary and development of the site would have a significant impact on landscape character
19C411	EC5.7	Chorley	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Eccleston (Tier 4 of the settlement hierarchy) where there is a limited range of services and facilities.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19C413	HS2.14	Chorley	Residential	No	Site has planning permission.
19C414	HS2.4	Chorley	Residential	No	Site has planning permission.
19C415	EC5.5	Chorley	Mixed use	No	Site has planning permission.
19C416	HS2.17	Chorley	Residential	No	Site has planning permission.
19C417	HS2.24	Chorley	Residential	No	Site has planning permission.
19C418	-	Chorley	Residential	Yes	Site has planning permission and is under construction
19C419	-	Chorley	Residential	Yes	Site has planning permission and is under construction
19C427	HS2.32	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Wheelton (Tier 5 of the settlement hierarchy) where there is a very limited range of services and facilities however some development is required in Tier 5 to meet the housing requirement. The development is small scale.
19C434	HS2.22	Chorley	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the village of Croston (Tier 4 of the settlement hierarchy) where there is a limited range of services and facilities.
19S019	HS3.8	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area.
19S021	HS3.18	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Small site.
19S028	-	South Ribble	Residential	Yes	Size and shape of site once Greenbelt area is removed, and on site constraints, mean that any residential development on site is highly unlikely.
19S029	-	South Ribble	Residential	Yes	Green Infrastructure, areas in FZ 3 and extensive tree cover on site.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S039	HS3.9	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area.
19S044	-	South Ribble	Residential	Yes	Green Corridor, Green Infrastructure, extensive tree cover, PROW.
19S051	-	South Ribble	Residential	Yes	Poor access
19S052	EC6.1	South Ribble	Mixed use	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of a previous allocation.
19S062	-	South Ribble	Residential	Yes	Green Infrastructure, area of TPOs on site.
19S064	HS3.2	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S067	-	South Ribble	Residential	Yes	Site complete
19S070	-	South Ribble	Residential	Yes	Green Corridor
19S077	-	South Ribble	Residential	Yes	Duplicate site
19S087	-	South Ribble	Residential	Yes	Under construction
19S088	-	South Ribble	Residential	Yes	Under construction

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S093	-	South Ribble	Residential	Yes	Green Infrastructure.
19S094	-	South Ribble	Residential	Yes	Green Infrastructure.
19S098	HS3.2	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S103	HS3.2	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S108	-	South Ribble	Residential	Yes	Green Corridor
19S110	HS3.3	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
19S119	-	South Ribble	Employment	Yes	Greenbelt
19S122	-	South Ribble	Residential	Yes	Duplicate site
19S123	-	South Ribble	Residential	Yes	Poor access
19S124	-	South Ribble	Residential	Yes	Duplicate Site
19S129	-	South Ribble	Residential	Yes	Green Corridor

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S132	-	South Ribble	Residential	Yes	Site complete
19S137	-	South Ribble	Residential	Yes	Overhead powerline constrains most of site. Green Infrastructure.
19S146	-	South Ribble	Residential	Yes	Green Corridor
19S147	-	South Ribble	Residential	Yes	Green Corridor
19S153	-	South Ribble	Residential	Yes	Green Infrastructure
19S158/159/160/167 (all to be merged into one site)	SS6 B	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S162	HS3.4	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S163	SS6 A	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
19S165	HS3.3	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
19S166	-	South Ribble	Mixed use	Yes	Under construction
19S168	-	South Ribble	Residential	Yes	Site N/A

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S169 (central)	-	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
19S169 (east)	HS3.3	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
19S170	-	South Ribble	Residential	Yes	Under construction
19S171	-	South Ribble	Residential	Yes	Small garden site only suitable for a replacement dwelling.
19S172	-	South Ribble	Residential	Yes	Small garden site only suitable for a replacement dwelling.
19S173	-	South Ribble	Residential	Yes	Small site with PP. Not suitable for allocation
19S174	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S175	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S176	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S177	-	South Ribble	Residential	Yes	Under construction
19S179	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S181	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S182	-	South Ribble	Residential	Yes	Site complete
19S183	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S188	EC4.1	South Ribble	Employment	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Lies adjacent to an existing employment area. Site has permission and/or is a continuation of an existing allocation.
19S189	-	South Ribble	Residential	Yes	Under construction
19S190	EC4.2	South Ribble	Employment	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Lies adjacent to an existing employment area. Site has permission and/or is a continuation of an existing allocation.
19S191	HS3.10	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area.
19S194	-	South Ribble	Residential	Yes	No access, extensive tree cover
19S195	-	South Ribble	Residential	Yes	Green corridor/Green infrastructure, extensive tree cover
19S196	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S197	-	South Ribble	Residential	Yes	Existing employment use

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S198	-	South Ribble	Residential	Yes	Flood risk, existing employment use
19S199	-	South Ribble	Residential	Yes	Flood risk, developable area constrained by shape
19S201	-	South Ribble	Residential	Yes	Small site currently in use, and not available.
19S202	-	South Ribble	Residential	Yes	Small site currently in use, and not available.
19S203	-	South Ribble	Residential	Yes	Green Infrastructure
19S204	-	South Ribble	Residential	Yes	Small site currently in use, and not available.
19S205	-	South Ribble	Residential	Yes	Small site currently in use, and not available.
19S206	-	South Ribble	Residential	Yes	Small site currently in use, and not available.
19S208	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S210	-	South Ribble	Residential	Yes	Poor access
19S212	HS3.2	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S213	-	South Ribble	Residential	Yes	Under construction

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S215	HS3.11	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area.
19S216	-	South Ribble	Residential	Yes	No access
19S217	-	South Ribble	Residential	Yes	Ecological constraints
19S220	-	South Ribble	Residential	Yes	Small site with poor access.
19S221	HS3.9	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area.
19S222	-	South Ribble	Residential	Yes	Poor access
19S223	-	South Ribble	Residential	Yes	Green Infrastructure
19S225	-	South Ribble	Residential	Yes	Green Infrastructure
19S227	-	South Ribble	Residential	Yes	Protected employment
19S230	-	South Ribble	Residential	Yes	Not available
19S232	HS3.7	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Located near to an existing residential area. Good access.
19S238	-	South Ribble	Residential	Yes	Green corridor

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S239	-	South Ribble	Residential	Yes	Site N/A
19S240	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S241	-	South Ribble	Residential	Yes	Poor access, existing building on site which could be converted, however more suitable as a planning application
19S242	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S243	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S245	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S246	-	South Ribble	Residential	Yes	Single dwelling. Too small for allocation
19S249	HS3.5	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
19S250	HS3.1	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
19S263	HS3.16	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Brownfield.
19S269	HS3.2	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S304	HS3.9	South Ribble	Residential	Yes	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area. Duplicate site.
19S320	-	South Ribble	Mixed use	Yes	Flood risk, current mill supporting multiple employment uses.
19S326	-	South Ribble	Residential	Yes	Duplicate site
19S331x	HS3.6	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Good access. Located near to an existing residential area.
19S334x	HS3.19	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Small site.
19S337a	-	South Ribble	Residential	Yes	Flood risk, Poor access
19S350	-	South Ribble	Residential	Yes	Under construction
19S351a	-	South Ribble	Mixed use	Yes	Flood risk, current mill supporting multiple employment uses.
19S355a	HS3.17	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Brownfield.
19S362	-	South Ribble	Residential	Yes	Green Infrastructure
19S366	HS3.13	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19S367	HS3.15	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Part-Brownfield
SRBC001	-	South Ribble	Employment	Yes	LDO on site so allocation unnecessary. Site is part under construction.
SRBC002	-	South Ribble	Residential	Yes	Under construction
SRBC004	-	South Ribble	Residential	Yes	Under construction
SRBC005	HS3.12	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation. Brownfield.
SRBC006	-	South Ribble	Residential	Yes	Under construction
SRBC007	HS3.3	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation.
SRBC008	-	South Ribble	Residential	Yes	Under construction
SRBC009	HS3.4	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site was previously safeguarded and now released.
SRBC010	HS3.14	South Ribble	Residential	No	Site suitable, available and achievable. Any constraints are likely to be able to be mitigated. Site has permission and/or is a continuation of an existing allocation. Brownfield.
SRBC013	-	South Ribble	Residential	Yes	Site complete

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
SRBC018	-	South Ribble	Residential	Yes	Under construction
SRBC019	-	South Ribble	Residential	Yes	Site complete
SRBC020	-	South Ribble	Residential	Yes	Under construction
SRBC021	-	South Ribble	Residential	Yes	Under construction
19P002	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P005	SS4	Preston	Residential	No	Suitable, available (following decommissioning by MoD) and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P007	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P008	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P012	EC3.1	Preston	Employment	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P013	-	Preston	Residential	Yes	Carried forward as part of larger site 19P031B
19P014	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P015	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P016	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P017	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P018	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P019	-	Preston	Residential	Yes	Removed as part of MD2
19P021	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P022	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P023	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P028	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P029	-	Preston	Residential	Yes	Site suggested by parish council without landowner support. Parish Council agreed to withdraw site
19P030	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P031	SS5	Preston	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P032	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P033	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P034	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P035	HS4.3	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P036	-	Preston	Residential	Yes	Site has secured outline (06/2018/1356) and reserved matters (06/2022/1000) planning permission. Within settlement boundary
19P037	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P038	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P039	-	Preston	Employment	Yes	Site promoter survey has resulted in no willing landowner, therefore site can not be considered available
19P040	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P041	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P042	HS4.4	Preston	Residential	No	Site has planning permission.
19P044	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P051	HS4.5	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P052	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P053	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P054	-	Preston	Employment	Yes	Carried forward as 19P141
19P055	-	Preston	Residential	Yes	Existing employment site, to remain an employment site
19P056	-	Preston	Mixed use	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P057	-	Preston	Residential	Yes	Carried forward as part of larger site 19P031B
19P058	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P060	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P061	HS4.6	Preston	Mixed use	No	Site has planning permission.
19P062	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P064	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P065	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P066	-	Preston	Residential	Yes	Site completely within flood zone 3b
19P067	-	Preston	Residential	Yes	Site completely within flood zone 3b
19P069	-	Preston	Residential	Yes	carried forward as 19P279
19P070	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P071	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P072	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P075	HS4.7	Preston	Residential	No	Site has planning permission pending s106
19P076	-	Preston	Residential	Yes	Site has had funding and improvements to remain Tennis courts, alternative uses are no longer being sought
19P077	-	Preston	Residential	Yes	site owner requested the site be withdrawn
19P078	HS4.8	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P079	-	Preston	Residential	Yes	site owner requested the site be withdrawn
19P080	HS4.9	Preston	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P082	-	Preston	Employment	Yes	Considered premature to allocate this site. Site was considered unavailable as there was no access. As of Oct 24 access has been secured through land owned by Homes England, adjacent to the site, which is allocated for

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
					employment . The access needs to be created through the adjacent site, to unlock this site. Will be considered in the next plan.
19P083	HS4.10	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P086	-	Preston	Mixed use	Yes	Flood zone 3 and site unavailable
19P087	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P088	-	Preston	Employment	Yes	Site removed as not suitable location for employment (rear garden in a low density housing area)
19P089	HS4.11	Preston	Residential	No	Suitable, available (following disposal by LCC) and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P095	SS3	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P096	-	Preston	Residential	Yes	site has since been put forward for an alternative use, planning permission pending for a nursery
19P097	-	Preston	Residential	Yes	site promoter requested the site be withdrawn
19P098	HS4.12	Preston	Residential	No	Has Planning permission and under construction.
19P100	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P101	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P102	SS3	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P104	HS4.13	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the expanded Urban Local Service Centre of Longridge (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19P105	HS4.14	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in the expanded Urban Local Service Centre of Longridge (Tier 3 of the settlement hierarchy) where there is a reasonable range of services and facilities.
19P106	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P107	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P108	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P109	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P112	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P115	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P116	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P117	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P118	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P119	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P120	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P121	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P122	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P124	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P126	-	Preston	Employment	Yes	Site does not accord with Spatial Strategy - site within OC
19P128	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P131	SS3	Preston	Residential	No	Existing allocation and part of City Deal. Site has had significant infrastructure improvements to enable release of the site for housing development.
19P133	-	Preston	Employment	Yes	Existing employment site, will be brought forwards as the new EP2
19P135	-	Preston	Employment	Yes	site is within EP2 Red Scar area and therefore doesn't need allocating
19P136	-	Preston	Employment	Yes	site is within EP2 area and therefore doesn't need allocating
19P141	EC3.2	Preston	Employment	No	Adjacent to an established employment area
19P142	EC3.3	Preston	Employment	No	Has Planning permission
19P144	HS4.15	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P145	-	Preston	Residential	Yes	site owner requested the site be withdrawn
19P146	-	Preston	Residential	Yes	No willing land owner, old LP site which is no longer considered available
19P149	-	Preston	Residential	Yes	No willing landowner
19P151	-	Preston	Residential	Yes	No willing land owner, old LP site which is no longer considered available
19P152	-	Preston	Residential	Yes	No willing land owner, old LP site which is no longer considered available

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P155	HS4.16	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P156	HS4.17	Preston	Residential	No	Has Planning permission
19P161	HS4.18	Preston	Residential	No	Has Planning permission
19P162	HS4.19	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P163	-	Preston	Residential	Yes	NCP carpark to remain in that use
19P165	HS4.20	Preston	Residential	No	Has Planning permission
19P166	HS4.21	Preston	Residential	No	Has Planning permission
19P174	-	Preston	Residential	Yes	duplicate of 19P178
19P178	EC3.4	Preston	Employment	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P184	HS4.22	Preston	Residential	No	Has Planning permission
19P185	-	Preston	Residential	Yes	Duplicate site of 19P165
19P186	-	Preston	Residential	Yes	site promoter requested the site be withdrawn (PCC suggestion from as far back as UPS.. Still in employment use)
19P187	-	Preston	Residential	Yes	Site expected to be complete within 12 months
19P188	-	Preston	Residential	Yes	Site is now completed student accomodation
19P189	-	Preston	Residential	Yes	Level 2 required - no developable area left

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P190	-	Preston	Residential	Yes	Majority of small scale site is Green Infrastructure
19P191	-	Preston	Residential	Yes	Unwilling leaseholder for remaining 50 years
19P192	-	Preston	Residential	Yes	site owner requested the site be withdrawn
19P193	-	Preston	Residential	Yes	Site completed
19P194	-	Preston	Employment	Yes	Has existing established employment uses onsite. Will be brought forward as an Existing employment site
19P196	-	Preston	Employment	Yes	site owner requested the site be withdrawn
19P197	-	Preston	Employment	Yes	site owner requested the site be withdrawn
19P199	HS4.23	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P200	-	Preston	Residential	Yes	No willing land owner, old extant permission, stalled site for almost 20 years, no sign of it coming forward
19P201	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P205	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P215	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P216	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P219	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P220	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P222	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P223	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P225	-	Preston	Residential	Yes	site not carried forward as not considered to have any capacity - existing dwelling
19P226	-	Preston	Residential	Yes	site not carried forward as not considered to have any capacity - existing dwelling
19P227	HS4.24	Preston	Residential	No	Has Planning permission
19P231	-	Preston	Residential	Yes	App pending - UU have objected - flooding issues
19P232	-	Preston	Residential	Yes	site not carried forward as not considered to have any capacity - existing dwelling
19P233	-	Preston	Residential	Yes	site not carried forward as not considered to have any capacity - existing dwelling
19P234	-	Preston	Residential	Yes	No willing land owner
19P236	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P239	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P240	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P241	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P243	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P244	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P247	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P248	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P251	-	Preston	Residential	Yes	Maximum delivery 1 unit as rear garden - not considered for allocation.
19P252	-	Preston	Residential	Yes	Removed as part of MD2
19P253	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P254	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P255	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P256	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P265	-	Preston	Residential	Yes	removed as part of larger site 19P031B
19P266	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P268	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P269	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P270	-	Preston	Residential	Yes	Site is wholly within Existing Employment Area
19P271	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P273	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P274	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P275	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P278	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P279	HS4.25	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Broughton (Tier 4 of the settlement hierarchy) where there is a limited range of services and facilities. The development is small scale.

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P280	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P281	-	Preston	Residential	Yes	removed as part of larger site 19P031B
19P282	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P283	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P284	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P285	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P286	-	Preston	Employment	Yes	Site wholly within Existing Employment area
19P287	HS4.26	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P288	-	Preston	Residential	Yes	Development would not result in a net gain of housing
19P290	-	Preston	Residential	Yes	Access issues
19P292	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P293	SS3	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P294	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P296	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P297	-	Preston	Mixed use	Yes	Site does not accord with Spatial Strategy - site within OC
19P298	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P299	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P300	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P301	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P302	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P303	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P307a	-	Preston	Mixed use	Yes	Flood zone 3 and site unavailable
19P308a	-	Preston	Residential	Yes	Site is partly within Greenbelt and partly Flood Zone 2 & 3
19P309	HS4.27	Preston	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P310	-	Preston	Residential	Yes	More recent planning permission for c1 serviced apartments
19P311	HS4.28	Preston	Mixed use	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P312	HS4.29	Preston	Residential	No	The majority of the site has planning permission. Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P313	-	Preston	Residential	Yes	Site is a grade 2* listed building. Originally a PCC suggestion with no response from land owner
19P314	-	Preston	Employment	Yes	Site has had existing commercial uses on site. Does not need allocating as no gain in employment land
19P315	-	Preston	Residential	Yes	site promoter requested the site be withdrawn

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
19P316	-	Preston	Residential	Yes	Site expected to be complete within 12 months
19P317	-	Preston	Residential	Yes	Existing EP2 area so needs removing as not acceptable to be brought forward as housing
19P318	HS4.30	Preston	Residential	No	Has Planning permission
19P319	-	Preston	Residential	Yes	land owner requests removal
19P323	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P324	-	Preston	Residential	Yes	Site does not accord with Spatial Strategy - site within OC
19P325	SS3	Preston	Residential	No	Suitable, available and achievable. All identified constraints are likely to be able to be mitigated. Located in expanded Preston Urban Area (Tier 1 of the settlement hierarchy) where there is a good range of services and facilities.
19P326	-	Preston	Residential	Yes	Wrongly mapped site at CF4 - covers the BHS
19P328	-	Preston	Residential	Yes	Site is wholly within Green Infrastructure and would result in loss of sports facility
19P329	-	Preston	Employment	Yes	Site is wholly within existing Employment area
19P330	-	Preston	Employment	Yes	To be washed over as existing employment
19P331	-	Preston	Mixed use	Yes	LCC request removal as site not available
19P335	-	Preston	Mixed use	Yes	Site does not accord with Spatial Strategy - site within AoS and OC
19P338	-	Preston	Residential	Yes	Removed as part of proposed strategic allocation 19P031
PCC001	SS3	Preston	Residential	No	Has Planning permission
PCC002	HS4.1	Preston	Residential	No	Has Planning permission

SHELAA ref.	Local Plan ref.	Local authority	Proposed use	Site discounted? (Yes/No)	Reason for selecting/discounting site
PCC003	HS4.2	Preston	Residential	No	Has Planning permission