Central Lancashire Local Plan

Integrated Assessment Scoping Report

Incorporating Sustainability Appraisal, Health Impact Assessment and Equalities Impact Assessment

Iteration 2: October 2019

(Incorporating comments received from public consultation August – October 2019)

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Glossary of Acronyms

ASR	Air Quality Status Report
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
BHS	Biological Heritage Site
CCG	Clinical Commissioning Group
CFMP	Catchment Flood Management Plan
CLLP	Central Lancashire Local Plan
CLT	Central Lancashire Team
DCLG	Department of Communities and Local Government[1]
DfT	Department for Transport
ELR	Employment Land Review
ELS	Employment Land Study
EqIA	Equalities Impact Assessment
EU	European Union
FoB	Forest of Bowland
GDHI	Gross Disposable Household Income
GTAA	Gypsy and Traveller and Travelling Showpeople Assessment
GVA	Gross Value Added
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
IA	Integrated Assessment
IRZ	Impact Risk Zone
LCC	Lancashire County Council
LEP	Lancashire Enterprise Partnership
LGBTQ+	Lesbian, Gay, Bisexual, Transgender, Queer and Questioning +
LGS	Local Geodiversity Site
LLPA	Local Planning Authority
LNR	Local Nature Reserve
LPR	Local Plan Review

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[1] Now MHCLG – see glossary information for details

MHCLG	Ministry of Housing Communities and Local Government
MCZ	Marine Conservation Zone
MPA	Marine Protected Area
MSA	Mineral Safeguarding Area
Natura 2000	A network of protected areas covering Europe's most valuable and threatened species and habitats
NERC	Natural Environment Research Council
NHS	National Health Service
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NUTS	Nomenclature of Units for Territorial Statistics
OGA	Oil & Gas Authority
PEDL	Petroleum Exploration and Development Licence
ONS	Office for National Statistics
PHE	Public Health England
PPPSI	Policies, Plans, Programmes, Strategies and Initiatives
PPTS	Planning Policy for Traveller Sites (DCLG, August 2015)
Ramsar site	Wetland site of international importance designated under the Ramsar Convention
RIS	Roads Investment Strategy
RTPI	Royal Town Planning Institute
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environment Assessment
SHELAA	Strategic Housing & Employment Land Availability Assessment
SHLAA	Strategic Housing Land Availability Assessment
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPZ	Source Protection Zones (groundwater)
Sqm	Square metres
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
SUDs	Sustainable Urban Drainage systems

TfN	Transport for the North
UCLAN	University of Central Lancashire
WCML	West Coast Main Line
WPM	West Pennine Moors
WRAP	Waste and Resources Action Programme (Registered Charity)
WRMP	Water Resources Management Plan
WwTW	Wastewater Treatment Works

1.   Introduction

1.1   The Central Lancashire Authorities of Preston City, South Ribble and Chorley are undertaking a review of the development plan(s) for the area and are working towards the preparation of a Joint Local Plan for Central Lancashire. This will be a single Planning document containing the Council's vision and objectives. It will set strategic and local development management policies and site allocations for future development across the three authorities. Once adopted, the Local Plan will guide the future growth and development in the Central Lancashire area and replace the Central Lancashire Core Strategy (adopted in 2012) and the Local Plans/Site Allocations and Development Management Policies of the 3 Central Lancashire Authorities (all adopted 2015).

1.2   This Scoping Report represents the first stage of the Integrated Assessment (IA) which is carried out alongside the plan production process. It will make recommendations to enhance potential positive outcomes and minimise negative impacts of the policies within the CLLP. The process will follow the SA format as set out in NPPG[2](see Figure 1) and this Scoping Report represents Stage A of this process, this will produce a single joint appraisal for the Local Plan.

1.3   This first scoping stage identifies the relevant plans, policies, programmes and objectives that will inform the IA and the Local Plan; identifies baseline information; identifies key sustainability issues and problems; and proposes an IA framework consisting of objectives, against which the Local Plan can be assessed as it evolves. It is important to note that IA is an iterative and on-going process, and therefore stages and tasks may be revisited and updated or revised as the plan develops, to take account of updated or new evidence as well as consultation responses.

1.4   This Scoping Report was presented for consultation to obtain stakeholder comment on the proposed IA scope, including approach and method. Under the Environmental Assessment of Plans and Programmes Regulations (2004) and SEA Directive Article 5(4), three statutory consultation bodies with environmental responsibilities were consulted on the scope and level of detail of the information included in the draft Scoping Report: Environment Agency, Historic England, Natural England. The Scoping Report was sent to all the Statutory Consultees for a minimum 5 week consultation period.

1.5   The Central Lancashire Team (CLT) also sent this report to neighbouring authorities and other bodies prescribed for the purposes of section 33A of the Planning and Compulsory Purchase Act 2004 (as amended) to ensure the CLT meets its statutory duty to cooperate in planning of sustainable development.

1.6   This consultation ran from 12th August 2019, to 7th October 2019 (8 weeks).

Comments on the scoping report were sent to the CLT by:

- Email: centrallancashireplan@chorley.gov.uk

- Post: Central Lancashire Team, Civic Offices, Union Street, Chorley, Lancashire, PR7 1AL

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[2] National Planning Practice Guidance: Sustainability Appraisal process, Paragraph: 013 Reference ID: 11-013-20140306

If you require any further information please refer to the website: https://centrallocalplan.lancashire.gov.uk/

1.7 All consultation responses received were considered, and used to inform the IA. This document therefore is Iteration 2 of the IA Scoping Report, which takes into consideration all responses received to the initial Consultation Draft.

2. What is covered in the IA

The IA Scoping process and purpose of this Report

2.1   IA is an iterative process and will be conducted at relevant points throughout Local Plan development as shown in Figure 1. The IA brings together into a single framework a number of assessments of the social, environmental and economic impact of planning policies, incorporating the statutory requirements of Sustainability Appraisal (SA) and Strategic Environmental Assessments (SEA), Health Impact Assessment (HIA) and Equalities Impact Assessment to present a common and fully integrated assessment of the Local Plan policies.

2.2   This provides a balanced and inclusive assessment and better informed Local Plan. An overview of the individual requirements and methodologies required for each of these assessments is presented within this report. The IA will be carried out as an iterative process that considers the impacts of emerging policies and proposes policy alterations or mitigation for any adverse impacts that are identified. The IA will follow the prescribed structure for the SA process (Figure 1) as the basis of the framework while incorporating the requirements of the Equalities Impact Assessment (EqIA) and the Health Impact Assessments (HIA).

2.3   The IA includes three separate but complementary assessments in order to inform the development of the Local Plan. These are:

- **Sustainability Appraisal (SA) / Strategic Environment Assessment (SEA)**:

     To assess the effects of the Local Plan across a range of environmental, social and economic issues.

- **Health Impact Assessment (HIA)**:

     To assess the effects of the Local Plan on the health and well-being of the population and its ability to access health-related facilities and services. This also addresses equalities issues and has some overlap with Equalities Impact Assessment.

- **Equalities Impact Assessment (EqIA)**:

     To assess the effects of the Local Plan in terms of equalities issues, with a particular focus on disadvantaged or excluded groups of people. EqIA helps identify where we can promote equality of opportunity.

2.4   The IA framework will be developed to incorporate the requirement of all 3 in one assessment.

2.5   National Planning Practice Guidance (NPPG) sets out a clear and transparent framework for the preparation of SA to inform Plan making, in compliance with the regulatory requirements of the SEA directive. The stages outlined in the guidance are set out in Figure 1 alongside the key stages of the Local Plan Process, and this process will be used for the assessment of the CLLP.

Figure 1: Sustainability Appraisal (SA) Process and Local Plan Preparation

Sustainability Appraisal (SA) Process & Stages

Local Plan Preparation

A

- Setting the **context** and **objectives**
- establishing the **baseline**
- deciding on **scope**
1. Identify other relevant policies, plans and programmes and sustainability objectives
2. Collect baseline information
3. Identify sustainability issues and problems
4. Develop the SA framework
5. Consult the consultation bodies on the scope of the SA

Evidence gathering and engagement

Consult on the Local Plan (once or more as needed) in preparation (Reg 18)

B

- Developing alternatives
- Refining alternatives
- Assessing the facts
1. Test the local plan objectives against the SA framework
2. Develop LP options including reasonable alternatives
3. Evaluate the likely effects of the LP and alternatives
4. Consider ways of mitigating adverse effects and maximising beneficial effects
5. Propose measures to monitor the significant effects of implementing the Local Plan

C Prepare the SA report

Prepare the publication version

D Seek representations on the SA report from consultation bodies and the public

Seek representations on the published Local Plan from consultation bodies and the public (Reg 19*)

Submit draft Local Plan and supporting documents for independent examination

Consider the implications for the SA compliance of the outcome of the examination

LOCAL PLAN ADOPTION

E Post adoption reporting and monitoring
6. Prepare and publish post-adoption statement
7. Monitor significant effects of implementing the LP
8. Respond to adverse effects

Monitor and report on the implementation of the Local Plan

2.6 This scoping report covers Stage A of the SA, which is divided into five tasks:

- Task A1: Identifying other relevant policies plans, programmes and sustainability objectives
- Task A2: Collecting baseline information
- Task A3: Identifying sustainability issues and problems
- Task A4: Developing the SA framework
- Task A5: Consulting on the scope of the SA

Sustainability Appraisal and Strategic Environmental Assessment

2.7 National planning policy states that local plans are key to delivering sustainable development and that they must be prepared with the objective of contributing to the achievement of sustainable development. Under section 19(5) of the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is mandatory for new or revised Development Plan Documents (DPDs), including Local Plans. The appraisal should include an assessment of the likely significant impacts - economic, social and environmental - of the plan. When conducting an SA an environmental assessment must also be conducted in accordance with the requirements of European Directive 2001/42/EC (The Strategic Environmental Assessment Directive), transposed into the UK legislation by the Environmental Assessment of Plans and Programmes Regulations 2004, Section 12.

2.8 The SEA Directive requires the assessment of the likely significant environmental effects arising from a plan or programme. This requirement has been implemented in to domestic legislation in England and Wales through the Environmental Assessment of Plans and Programmes Regulations 2004. SEA allows the Local Plan to be tested as a whole and its individual objectives and policies against defined environmental topics, to identify significant effects. Where significant effects are predicted, the SEA also identifies the measures required to mitigate them and the indicators that will be used to monitor them once the new Local Plan is adopted.

2.9 Sustainable development is that which seeks to strike a balance between economic, environmental and social factors to enable people to meet their needs without compromising the ability of future generations to meet their own needs. It is therefore very important that the Local Plan contributes to a sustainable future for the Central Lancashire area. To support this objective, the Council is required to carry out an SA of the Local Plan.

2.10 An SA is required by the Planning and Compulsory Purchase Act 2004. SA is a means of ensuring that the likely social, economic and environmental effects of the Local Plan are identified, described and appraised, and also incorporates SEA in accordance with the UK SEA Regulations (The Environmental Assessment of Plans and Programmes Regulations 2004) and the related European Directive 2001/42/EC.

2.11 The SEA Regulations require that SEA addresses potential impacts on:

- Biodiversity

- Fauna

- Flora

- Population

- Human health

- Soil

- Water

- Air

- Climatic factors

- Material assets

- Cultural heritage, including architectural and archaeological heritage

- Landscape

2.12   SEA must also address the inter-relationships amongst the above topics, which means that additional topics such as geodiversity / geological conservation (related to 'soil' and 'biodiversity') and flood risk (related to 'water' and 'population') can be considered. This consideration, based primarily on professional judgement using guidance and experience, helps to provide further clarity and transparency when it comes to reporting impacts. These inter-relationships are also partly covered by recognising the way one topic influences another, for example that good human health requires good air quality, and that healthy flora and fauna require non-polluted water.

2.13   The key aspects of the appraisal include the following, all of which are addressed through the SA process as set out in Figure 1:

- Collecting and presenting baseline information.

- Predicting the significant effects of the Plan and addressing them during its preparation.

- Identifying reasonable plan options and their effects.

- Involving the public and authorities with social, environmental and economic responsibilities as part of the assessment process.

- Monitoring the actual effects of the Plan during its implementation.

Equalities Impact Assessment (EqIA)

2.14   The Public Sector Equality Duty contained in Section 149 of the Equality Act 2010 requires public authorities to have due regard to a number of equality considerations when exercising their functions. An EqIA is not required by law, but it is a way of ensuring that the Public Sector Equality

Duty, alongside requirements under the Race Relations (Amendment) Act 2000 and Disability Discrimination Act 2005, have been complied with by considering the effects of Council services, practices and policies (such as the Local Plan) on different groups protected from discrimination by the Equality Act:

- Race

- Gender

- Disability

- Age

- Sexual orientation

- Religion or belief

- Gender reassignment

- Pregnancy and maternity

- Marriage and civil partnerships

2.15   It is a tool that can help local authorities ensure that their policies and decisions do not discriminate, that they promote equality wherever possible and that they foster good community relations.

2.16   The EqIA addresses issues associated with the SEA topic of 'population and equality' in greater detail. The EqIA is a two-stage process:

- Stage 1, Screening: the impacts of the proposed new policies are assessed against a defined set of protected characteristics. If no negative effects are identified during screening, no further assessment is required. If there are effects that cannot easily be mitigated, a full EqIA will be undertaken.

- Stage 2, full EqIA: an in-depth assessment of the impacts of any policies which cannot be mitigated, the recommendation of mitigation measures, definition of monitoring, and evaluation measures and public consultation.

Health Impact Assessment

2.17   Health Impact Assessment (HIA) is a systematic approach to predicting the magnitude and significance of the potential health and well-being impacts, both positive and negative, of new plans and projects. The approach ensures decision making at all levels considers the potential impacts of decisions on health and health inequalities. HIA is particularly concerned with the distribution of effects within a population (as different groups are likely to be affected in different ways) and therefore looks at how health and social inequalities might be reduced or widened by a proposed plan or project.

2.18   There is no statutory requirement to undertake a Health Impact Assessment (HIA) as part of the plan-making process. However, 'human health' is a statutory SEA topic and HIA can support

decision-making by predicting the health consequences of proposals, helping to ensure that plans and policies avoid or minimise negative, and maximise positive, health impacts. HIA considers various 'determinants' of health, including:

- People – includes characteristics such as age, sex and hereditary factors;

- Lifestyle – includes factors such as diet, physical activity, and work/life balance;

- Community – addresses 'social capital', and people's access to and place within community networks;

- Local Economy – including wealth creation and the markets which people work within and gain opportunities from;

- Activities – such as working, shopping, moving, living, playing and learning;

- Built Environment – such as buildings, places, streets and routes;

- Natural Environment – such as natural habitats, air, water and land; and

- Global Ecosystem – consideration of how climate change and biodiversity affects our lives.

2.19   The overarching aim of HIA is to ensure that plans and policies minimise negative impacts and maximise positive health impacts. The approach to the health element of the IA has been based on appropriate guidance and health assessment tools, including the Department of Health's Health Impact Assessment Tool, and the NHS Healthy New Towns Programme.

2.20   The Department of Health's Health Impact Assessment Tool includes the following screening questions to assist in considering potential health effects:

- Will the proposal have an impact on health, mental health and well-being?

- Will the policy have an impact on social, economic and environmental living conditions that would indirectly affect health?

- Will the proposal affect an individual's ability to improve their own health and well-being?

- Will there be a change in demand for, or access to, health and social care services?

- Will the proposal have an impact on global health (either directly or indirectly)?

2.21   The NHS Healthy New Towns Programme has 3 priorities:

- Planning and designing a healthy built environment;

- Creating innovative models of healthcare; and

- Encouraging strong and connected communities.

3. Approach and Methodology

Integrated Appraisal: Stage A

3.1   Stage A of the Integrated Appraisal is made up of 5 key tasks, which are identified in Figure 2, below. Although this approach is prescribed for SA/SEA it is also being applied to HIA and EqIA for the purposes of carrying out the IA on the Local Plan.

Figure 2: Sustainability Appraisal – The Key Tasks of Stage A

A1	Identifying other relevant policies, plans, programmes and sustainability objectives to document how the plan is affected by outside measures.
A2	Collecting baseline information to provide an evidence base for sustainability issues, effects, prediction and monitoring.
A3	Identifying sustainability issues and problems to help focus the Sustainability Appraisal and develop sustainable plan objectives and options.
A4	Developing the Sustainability Appraisal Framework to provide a means by which the sustainability of the plan can be appraised.
A5	Consulting on the scope of the Sustainability Appraisal to ensure the appraisal covers the key sustainability issues.

Task A1: Review of relevant Policies, Plans, Programmes, Strategies and Initiatives (PPPSI's)

3.2   The first Task of the IA is to undertake a review of relevant policies, plans, programmes, strategies and initiatives (PPPSI's[3]) that may be relevant to the IA and the Local Plan to identify any social, environmental and economic objectives contained within them that should be reflected in the IA process and to identify sustainability issues that might influence the preparation of the plan.

3.3   The Royal Town Planning Institute (RTPI) SEA Practice Advice (2018) states the aim of this work is to show how the plan is affected by, and affects, other PPPSI's. Drawing out the relevant issues and identifying the key themes to be taken forward in the IA Framework inform the development of the IA objectives.

Task A2: Establishing the current and future baseline

The aim of establishing a baseline for the plan is to have a position against which the plan's effects can be monitored. This work can also identify existing issues which the plan can be used to

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[3] PPPSI's of international, national, regional and local significance should be considered.

develop policies to address. The scoping report also needs to consider what the future conditions of an area may be with or without the Local Plan in place as well as considering the potential for cumulative effects.

3.4 This information enables the effects of the options to be predicted and assessed. The identification of baseline information also helps to identify sustainability problems and describe the differences within and across the area in terms of baseline status. For example, data for Chorley, Preston and South Ribble can be compared to data at the county, regional and national level, enabling any specific issues/problems in Central Lancashire to be identified and subsequently addressed.

3.5 The collection of baseline data (including targets and trends) feeds into the development of the IA Framework (as well as the HRA). Based on the social, environmental and economic issues identified, relevant IA objectives and IA indicators/assessment criteria can be developed.

3.6 For each topic of research, baseline data from previous SA work was considered. Where there were gaps, or where it was too out-of-date, new baseline research was conducted.

Task A3: Identifying key sustainability, health and equalities issues

3.7 The identification of sustainability problems provides an opportunity to define key issues for the Local Plan and to develop sustainable plan objectives and options. The identification of key objectives in relevant PPPSI's and the collection of baseline data will enable many sustainability issues to be identified.

3.8 This task therefore draws on the information collated in Tasks A1 and A2, and identifies for each topic the issues that are of relevance to the development of the Local Plan and IA. They identify a baseline issue linked to the Local Plan, and identify challenges or opportunities for the Local Plan to address during its development, and considerations by the IA to ensure those challenges and opportunities are investigated.

Task A4: Refine and finalise the IA Framework

3.9 Sustainability objectives are normally measured by using indicators and targets (where appropriate). The objectives are statements of what is intended, and the indicators measure the progress in achieving that objective. The SA Framework objectives and indicators therefore provide a measure against which the sustainability (social, environmental and economic effects) of the Local Plan, can be tested. The sustainability objectives are distinct from the objectives of the Local Plan, although in some cases they may overlap.

3.10 Using the key sustainability issues, IA objectives and indicators / assessment criteria will be developed to form an assessment framework. This will be used to consider the range of potential significant effects of the emerging Local Plan proposals. Given the IA of the Local Plan will include

SA, EqIA and HIA, the IA Framework will also include criteria that address issues identified whilst considering HIA and EqIA.

3.11   The IA will therefore assess the effects of the Local Plan, including site assessments, and the aim, objectives and policy options put forward will also be assessed in terms of their sustainability, health and equality impacts.

Integrating Health Impact Assessment

3.12   The Department of Health's Health Impact Assessment of Government Policy 2010 states that:

The determinants of health are the focus of HIA. They are the social, economic, environmental and cultural factors that indirectly influence health and well-being. They include what we eat and drink, where we live and work, and the social relationships and connections we have with other people and organisations.

Subsequent HIA stages align with those of the IA, and will be carried out with reference to DOH guidance, and other guidance on HIA as may be appropriate. As such, by including consideration of health alongside other environmental, sustainability and equality considerations, the IA will cover the scope of a HIA.

Integrating Equalities Impact Assessment

3.13   Guidance on EqIA tends to be tailored to organisations. EqIA lends itself to following the same steps as Tasks A1 to A5 described above, hence it can be integrated into IA. The EqIA process will be used to consider equalities impacts for all relevant policies and proposals.

4. About the Local Plan

The Central Lancashire Local Plan (CLLP)

4.1 National planning policy places Local Plans at the heart of the planning system. They set out a vision and a framework for the future development of the area. The Local Plan should address the needs and opportunities in relation to housing, the economy, community facilities and infrastructure, as well as a basis for safeguarding the environment, adapting to climate change and securing good design.

4.2 A joint Core Strategy for Central Lancashire (the shared strategic plan for Preston, South Ribble and Chorley) was adopted in 2012. This set out the vision, objectives and strategy for the spatial development of the plan area, including broad locations for growth. The Core Strategy was subject to a Sustainability Appraisal, which assessed social, environmental and economic effects throughout its preparation and informed the selection of the preferred options to help achieve the vision and objectives.

4.3 In 2015, the Core Strategy was supplemented by the adoption of the individual Local Plans / Site Allocations for each of the three Central Lancashire local authorities (Preston, South Ribble and Chorley). These Local Plans, including site allocations, were also subject to a joint Sustainability Appraisal, which assessed the social, environmental and economic impacts of all three Local Plans, including site allocations, by using the established Core Strategy SA Framework / objectives as a basis for assessing the sites.

4.4 In addition to the Core Strategy and the 3 Local Plans, the current development plan also includes the Preston City Centre Plan: An Area Action Plan to 2026 (adopted in 2016), and 3 Neighbourhood Plans: Inner East Preston Neighbourhood Plan (2015), Penwortham Neighbourhood Plan (2017), and Broughton Neighbourhood Plan (2018).

4.5 The Central Lancashire Authorities are preparing a new Central Lancashire Local Plan, which will be a single document to guide the future growth and development of the area. This document will replace the current planning framework presently provided by the Core Strategy and the Preston, South Ribble and Chorley Local Plans.

Spatial Context

4.6 Central Lancashire is in the heart of Lancashire within the North West Region and covers the three local authority districts of South Ribble, Chorley and Preston. It is a single housing market area and functions as one integrated local economy and travel to work area.

4.7 Central Lancashire comprises an urban core surrounded by attractive scenery ranging from the Pennine foothills / West Pennine Moors in the East, to the Lancashire Plain and the Ribble and Alt Estuary in the West. The area is bounded by Fylde and West Lancashire to the West, Ribble Valley and Blackburn with Darwen to the East, Wyre to the North and Greater Manchester to the South.

4.8   The area is well located and connected to regional and national transport routes. The M6, M61, M55 and M65 motorways run through the area creating excellent road accessibility within the sub-region. The West Coast Main Line runs north to south with Preston as a main destination providing excellent rail links to Scotland, the Midlands and London, and the potential for HS2. There is also continued investment in the strategic highway infrastructure, funded in part by the Preston, South Ribble and Lancashire City Deal, and improvements to the public realm in Preston City Centre and smaller towns/urban areas.

4.9   The overall character of the area is a diverse mix of urban and rural including towns, villages and sparsely populated countryside. It has a diverse landscape with a mix of lowland and upland, mostly drained by the River Ribble and its tributaries, together with canals and large reservoirs. Some of the main landscape attractions and protected wildlife habitats in the area include the Forest of Bowland AONB, the West Pennine Moors SSSI, and the Ribble and Alt estuaries. There are also significant areas of open space and attractive public parks for sport, leisure and recreation. Grid-iron pattern streets typify the urban areas of Preston, Chorley and Leyland, as workers housing was built tightly around the mills and industrial complexes.

4.10   The City of Preston is the largest settlement in the area and acts as the main commercial and retail centre, with a large and successful university (UCLAN) and student population. Leyland and Farington have a strong and diverse manufacturing base. Leyland is the main town within South Ribble. Chorley is a thriving market town and centre for business and other services.

4.11   Buckshaw Village is a relatively new community complete with business parks and local services. North West Preston is the main area identified for growth in the Preston area. whilst there are a number of strategic sites and associated infrastructure still to come forward in South Ribble.

4.12   Penwortham, Walton-le-Dale, Lostock Hall and Bamber Bridge form a fairly continuous urban area, running south from the River Ribble providing popular places to live and work. Euxton, Clayton and Whittle-le-Woods are mainly suburban communities with a range of modern housing. Adlington and Coppull retain local employment roles, with a range of local shops and other services. As well as the larger settlements there are a variety of flourishing villages including: Broughton, Grimsargh and Goosnargh in Preston; Longton, Higher Walton, Coupe Green and Gregson Lane in South Ribble; Eccleston, Croston, Bretherton, Hoghton, Wheelton and Brinscall/Withnell in Chorley.

4.13   A range of sectors operate in the Central Lancashire area, including retail, food and drink, public (e.g. local authorities and NHS, etc), leisure, education, manufacturing, construction, and digital technical and professional services.

5. Topic Papers

5.1 The research areas for this IA have been condensed into the following 8 topics: It is acknowledged that there will be some degree of overlap between these topics. For each topic paper, the relevant PPPSI's (international/national, regional/sub-regional, and local) were reviewed to establish the current and future baseline for Central Lancashire, and to identify key aims and objectives and highlight the key sustainability health and equalities issues and implications. This PPPSI review is available as Annex 1.

- Accessibility
- Housing
- Improving Quality of Life
- Buildings and Heritage
- Climate Change
- The Economy
- The Natural Environment
- Land and Natural Resources

5.2 Accessibility

Relevant policies, plans, programmes, strategies and initiatives

International / National

- National Planning Policy Framework (MHCLG, 2012 with regular updates) (NPPF)
- National Planning Practice Guidance (MHCLG, 2013 online tool, with regular updates) (NPPG)
- The Inclusive Transport Strategy: Achieving equal access for disabled people (DfT, 2018)
- The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy (DfT, 2018)
- Transport Energy Model Report: Moving Britain ahead (DfT, 2018)
- Cycling and walking investment strategy (DfT, 2017)
- The Long Term Rail Strategy for the North of England (Rail North, 2014)
- The National Transport Strategy 'Transport: An Engine for Growth' (DfT, 2013)
- Cutting carbon, creating growth, making sustainable local transport happen White Paper (DfT, 2011)
- Understanding Walking and Cycling: Summary of Key Findings and Recommendations (Lancaster University, 2011)
- UK Census (ONS, 2011)

Regional / Sub-Regional

- Strategic Transport Plan for the North (Transport for the North, 2019)
- Central Lancashire Core Strategy Monitoring Report, Covering the period April 2017 – March 2018.
- Growth Deal Implementation Plan (Lancashire Enterprise Partnership, 2018)
- Actively Moving forward: Ten year plan for cycling and walking (Lancashire County Council, 2018)
- Highways Asset Management Framework (Lancashire County Council, 2016)
- Lancashire Strategic Transport Prospectus (Lancashire Enterprise Partnership, 2016)
- Lancashire Growth Deal (Lancashire Enterprise Partnership, 2014)
- Central Lancashire Highways & Transport Masterplan (Lancashire County Council, 2013)

- Lancashire's Local Transport Plan 2011–2021: A Strategy for Lancashire (Lancashire County Council, 2011)

- Lancashire Strategic Economic Plan to 2025 (Lancashire Enterprise Partnership, 2014),

- Lancashire Rights of Way Improvements Plan 2015-2025 (Lancashire County Council, 2016)

- Towards Zero Lancashire: Road Safety Strategy for Lancashire 2016-2026 (Lancashire Road Safety Partnership, 2017)

- Transforming Cities Fund Preston City Region (Lancashire County Council, June 2018)

Local

- Chorley Local Plan Monitoring Report, November 2018: Covering April 2017 – March 2018

- South Ribble Local Plan Monitoring Report, Covering the period April 2017 – March 2018

- Preston, South Ribble and Lancashire City Deal (LEP, 2013)

- Preston, South Ribble and Lancashire City Deal Infrastructure Delivery Plan, 2017-2020

- Preston City Living Prospectus, Preston City Council and Invest Central Lancashire (2017)

- Chorley Town Centre Public Realm Proposals and Masterplan (2017)

- Chorley Council Corporate Strategy 2017/18 – 2018/2019

- South Ribble Council Green Links Programme (2019)

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 whilst 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.

- 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 publicized/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, and better public space/public realm/arrival experience at bus stations/transport hubs, etc.

Central Lancashire Baseline

5.2.1 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 route plays an important role in supporting the distribution of goods and strategic traffic between London and the southern ports up through the Midlands and the North West 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.

5.2.2   There are high levels of road congestion at peak times in certain areas (such as the main routes in/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.

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

5.2.4   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).

5.2.5   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).

5.2.6   Taken as a whole, the motorway network within the Local Plan area has experienced an average traffic growth of 1% (AADF) per annum in the period between 2015 to 2018.

Traffic flows

5.2.7   Traffic flow statistics published by Lancashire Insight[4] indicate that motor vehicle usage is back on a long-term upward trajectory after a small decline between 2009 and 2012; a result of the economic slowdown at the time. The Core Strategy AMR 2017-2018[5] refers to traffic monitoring by the Department for Transport (in locations known to experience significant volumes of traffic between 2012-2017). This showed rising traffic levels in the majority of locations in Chorley; 5 out of 6 in Preston reduced; and half of South Ribble's reduced whilst the rest were rising. 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

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[4] Source: Lancashire Insight, Lancashire County Council (2018) https://www.lancashire.gov.uk/lancashire-insight/transport/

[5] Source: https://centrallocalplan.lancashire.gov.uk/documents/core-strategy-monitoring-report/

vehicles mean more emissions and air quality will suffer, with associated impacts on human health and well-being and climate change.

Access to a private motor vehicle

5.2.8 Statistics from the 2011 census, published by Lancashire Insight, showed that 25.0% of households in Lancashire were said to be without a car or van. This was slightly below the national average of 25.6%. Variations between the Central Lancashire authorities were quite noticeable. Only 17.1% of households in Chorley, and 15.6% in South Ribble had no car or van. Across the three authorities, over 30% of households have two cars or vans. In contrast, over 30% of households in Preston had no car or van, compared to the county average (22.9%) and regional (28%) and national figures (25.8%).

Methods of travel to work

5.2.9 The 2011 census 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. The Lancashire area recorded an average of 38.6% who commuted by driving a car or a van to work. A further 4% were car/van passengers. Both Chorley and South Ribble were significantly higher than the county and national average, with the highest percentage in South Ribble (47.2%), which ranked as the 12th highest in the country. At 6.8%, travel by bus, minibus or coach in Preston was higher than the England average of 4.7%, and ranked 43rd.

5.2.10 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 and from further afield (in particular from the South Ribble area). The 2011 census revealed the largest commuter flow between two authorities in Lancashire was 13,492 South Ribble residents travelling to work in the Preston district. 6,537 residents moved between Chorley and South Ribble; 5,186 from Preston to South Ribble; 4,071 from South Ribble to Chorley; and 4,770 from Chorley to Preston. The latter is the only flow in Lancashire in excess of 4,000 residents that is not between authorities that share a boundary.

5.2.11 In total, 12,859 or almost 23% of South Ribble residents commute distances between 5 and 10km. This coincides with the commute to Preston. In addition, the 2011 census results reveal that many public-sector workers live in South Ribble, but the figures by workplace show the jobs concentrated in Preston. Chorley recorded over 5% 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 (walking and cycling)

5.2.12 To encourage people to not use their cars, there needs to be a realistic alternative. *Actively moving forward: A ten year plan for cycling and walking* (2018)[6] sets out a strategy for promoting active travel, and targets include doubling the number of people cycling by 2028, and increasing the number of people walking by 10% (with a focus on children aged 5-10 walking to school). 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.

5.2.13 In 2017, a total of 77% of residents in Lancashire were estimated to have had one or more continuous walks for at least 10 minutes over the previous month. The average was 79.2% for Chorley, 79% for South Ribble, and 73.9% for Preston. This compares with an average of 76.4% for the North West, and 78.4% nationally.

5.2.14 A total of 14.6% of residents in Lancashire were estimated to have cycled over the previous month. The average was 17.8% for Chorley, 17.3% for South Ribble, and 13.5% for Preston. This compares with an average of 14.9% for the North West, and 16.9% 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.

5.2.15 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

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

5.2.17 To be considered a realistic alternative to the car, there needs to be 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.

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[6] Source: Lancashire County Council (2018) https://www.lancashire.gov.uk/news/details/?Id=PR18/0362

Bus

5.2.18 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 operate 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.

5.2.19 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.

Rail

5.2.20 Travel by rail has seen significant growth over recent years in Lancashire, whilst bus passenger numbers have recorded some decline. At the regional level, passenger numbers continued to rise towards 230 million. Although total passenger numbers in Lancashire fell between 2016/17 and 2017/18, this figure will have been affected by travel disruption including rail strikes and rail infrastructure improvements (e.g. due to the electrification of the Blackpool–Preston Line, the route was closed for a substantial period & replacement buses provided).

5.2.21 Work is ongoing to electrify more rail routes in the North West to provide better/faster and more reliable services. The route between Blackpool North and Preston was completed in early 2018. Network Rail's list of major projects includes the Northern Hub scheme, which incorporates better links from Lancashire to Manchester.

5.2.22 Preston is an important station on the West Coast Mainline (WCML) with connections at the station to other lines such as the Preston-Blackpool Line, the East Lancashire Line, and the Preston-Manchester Line. Passenger usage figures have risen steadily over recent years, helped by significant speed and capacity improvements. Preston station handles the most passengers outside of Liverpool & Manchester in the North West. The proposed new London to Manchester section of the High Speed 2 (HS2) will incorporate a connection onto the existing West Coast Main Line to the south of Wigan. This will enable HS2 trains to serve additional destinations in the North West en route to Scotland. It is envisaged that the new route will give a journey time from Preston to London of just one hour and 24 minutes, and from Preston to Birmingham of 53 minutes. This will free up space for more passenger and freight services on the rail network, with further upgrades to Preston station likely to be required.

5.2.23 Chorley and South Ribble also have a number of stations (with Chorley and Leyland being the busiest) whilst Buckshaw Parkway has proved to be a very popular new station which opened in 2011. This station is also a park and ride station which offers free parking (other stations who offer free parking for customers include Adlington, Euxton Balshaw Lane, and Croston). Although parking charges apply at Preston station, it is by far the busiest station. It had 4,858,536 entries & exits during 2017-2018 (reduced by -0.5% from the previous year); Chorley had 662,510 (Reduced by -4.7% from previous year) and Leyland had 395,928 (Reduced by -5.0% from previous year).[7]

Park and ride

5.2.24 Bus or rail-based 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. However, these facilities have to be linked to an appropriate rapid bus service, or they will not be an attractive alternative to the private car or provide sufficient free parking for those who need to travel to the station form areas not served by public transport currently. The Central Lancashire Highways and Transport Master Plan 2013 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.

Parks and Green Spaces

5.2.25 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 areas protected parks or biodiverse green spaces are in proximity to developed areas. These spaces offer pathways between developments away from roads and as such promote active travel and thereby the wider health and well-being of the local population. National Cycle Route 55 for instance, passes through Cuerden Valley Park, linking settlements in Chorley to South Ribble. The Green Links project[8] seeks to provide green infrastructure that is connected and accessible to all.

5.2.26 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 well-being. 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 produce and the ability of local people to forage from community orchards can offset the poor quality of a given retail offer of an area. 'Food deserts' are an

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[7] Source: Estimates of Station Usage 2017-2018, Office of Rail and Road
https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/

[8] Source: Green Links Capital programme 2019/20, South Ribble Council:
https://www.southribble.gov.uk/greenlinks

emerging problem, found in areas with many fast-food takeaways though without fresh fruit and vegetables for sale.[9]

5.2.27 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 the UK are ten times less likely to live in the greenest areas than people who live the least deprived.[10] Areas where lighting, upkeep and access of greenspaces in developed areas is poor limits the accessibility of them to vulnerable or disabled groups and may mean they are less likely to visit.[11]

5.2.28 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.

Key transport infrastructure schemes

5.2.29 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. Currently, there are no named major schemes within RIS.

5.2.30 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 (works not yet commenced); capacity upgrades to existing routes to accommodate more traffic along the A582 between Cuerden and the A59 at Penwortham (underway - ongoing works), and the completion of the Penwortham Bypass with a direct link between the A582 Broad Oak roundabout and A59 west of Penwortham (under construction).

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[9] Source: 'What are the barriers to eating healthily in the UK?' (Social Market Foundation) (http://www.smf.co.uk/publications/barriers-eating-healthily-uk/) Accessed: 6th June 2019

[10] Source: 'Improving Access to Green Spaces' (Public Health England) (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/357411/Review8_Green_spaces_health_inequalities.pdf) Accessed: 6th June 2019. P15-16

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

- 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 (specific location not yet determined / work not yet commenced).

- 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, whilst other schemes have now been completed, such as Fishergate in Preston city centre, and Station Road in Bamber Bridge).

5.2.31 Lancashire's Local Transport Plan 2011-2021 (LCC) prioritises the growth of the key economic centre of Preston and includes a commitment to reducing congestion and delay; increasing road capacity in the most congested transport corridors, and improving highway links and junctions. The Preston, South Ribble and Lancashire City Deal will be key to the delivery of this infrastructure, with Broughton by-pass having been completed, and other works well underway, including the Penwortham bypass and the South Ribble Western Distributor.

Preston baseline

5.2.32 Preston is strategically well located, but for many people the commute to work is relatively short. The 2011 census indicated that 32,398 or just over 50% of Preston's working residents travel less than five kilometres 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.

5.2.33 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 Lancs Line).

5.2.34 City Living is encouraged in the Council's City Living Prospectus. The City Council's "Achieving Preston's priorities: Budget and Policy Proposals 2019/20" prioritises accessibility by car at the expense of pedestrians, cyclists and public transport. It also aims to improve the poor arrival experience, connectivity and functionality of the City's railway and bus stations. 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 (UCLAN) masterplan.

5.2.35 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.

5.2.36 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.

Chorley baseline

5.2.37 Peak time congestion is a problem on some routes, and one area close to the M61 motorway that 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. There is a high level of emissions from road transport, but mortality attributed to poor air quality was better than the England average in 2016.

5.2.38 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. Buckshaw Parkway station offers free parking as a park and ride facility and has recorded noticeable growth since it opened in 2011.

5.2.39 The Chorley Town Centre Public Realm Proposals and Masterplan 2017 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. The Chorley Council Corporate Strategy 2017/18 – 2018/2019 seeks to increase access to sustainable public transport routes to support connectivity across the borough and rural villages.

5.2.40 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.

5.2.41 Transport has a key role to play in realising the economic potential of Central Lancashire by unlocking key locations. An over-reliance on the car is presenting problems of traffic congestion and reduced air quality in certain locations, despite investment in new infrastructure, and traffic levels are expected to rise. In the face of planned growth in Central Lancashire, transport infrastructure will need to keep pace with housing delivery/employment.

5.2.42 A particular challenge is to reduce the number of cars on the road. This will provide a range of benefits, not only reducing congestion and journey times, but also improving the local environment/air quality, and improving health and well-being. The need to travel can be reduced in various ways, including focussing new development in accessible, sustainable locations, with increased densities close to public transport hubs and employment.

5.2.43 There should be a range of travel options which are accessible, well connected and inclusive, and a hierarchy that promotes and prioritises active travel (cycling and walking) and other sustainable modes of transport (bus, rail, etc) ahead of the car, to give people a realistic and attractive alternative which will allow them increased freedom to be connected and travel by various means easily and safely.

References/Baseline Data for Accessibility

- DfT - walking and cycling statistics for England (2016) including at the local authority level via interactive map: http://maps.dft.gov.uk/walking-and-cycling-statistics/
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- DfT traffic counts www.dft.gov.uk/traffic-counts
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- DfT Circular 02/2013: The strategic road network and the delivery of sustainable development (2013) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf
- UCLAN Masterplan: www.uclanmasterplan.co.uk

5.3 Housing

Relevant policies, plans, programmes, strategies and initiatives

National

- National Planning Policy Framework 2019 (NPPF)
- National Planning Practice Guidance (NPPG)
- Fixing our broken housing market, DCLG (2017)
- Population projections for local authorities, Office for National Statistics (2018)
- Household projections, Office for National Statistics (2018)
- Number of dwellings by tenure, Office for National Statistics (2017)
- Vacant dwellings by local authority 2004-2017, Office for National Statistics (2018)
- UK House Price Index, HM Land Registry (2019)
- 2011 Census, Office for National Statistics (2011)
- National Design Guide, MHCLG (2019)

Local

- Central Lancashire Memorandum of Understanding (MoU)
- Central Lancashire GTAA, ARC4, 2019
- Central Lancashire Strategic Housing Land Availability Assessment (Sept 2010)
- Update to the Central Lancashire Strategic Housing Land Availability Assessment (Feb 2012)
- Central Lancashire Strategic Housing Market Assessment (GL Hearn, Sept 2017)
- Chorley Council Housing Land Position Statement June 2019
- Chorley Council Housing Land Monitoring Report, May 2019
- Preston City Council Housing Land Position Statement, April 2019
- South Ribble Council Housing Land Position Statement 2019
- South Ribble Council Housing Land Position (incorporating update to SHLAA), March 2018
- South Ribble Council Local Plan Monitoring Report, April 2017-March 2018
- Central Lancashire Core Strategy Monitoring Report, April 2017 – March 2018

- Central Lancashire Affordable Housing Supplementary Planning Document
- Central Lancashire Design Guide SPD
- Preston City Living Prospectus

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.

- 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 and sustainability, health and equality issues and implications (including likely situation without Local Plan intervention, where relevant)

5.3.1   The UK house price index shows that the average house price in Chorley has increased by 7.4% in the period 2018 to 2019 from £170,929 to £183,588. South Ribble prices are also shown to have increased from £165,046 to £173,587, an increase of 5.2%. Preston has also seen an increase, albeit smaller than the other areas at just 0.5%, from £128,717 to £129,390.

5.3.2   The average house price in England was £242,964. Which is an increase of 0.4% on the previous year, however overall was down on previous years. Overall, prices in the Central Lancashire area grew more that the national average figure.[12]

5.3.3   The UK house price index also shows that in 2016, 13.37% of housing stock in Chorley was social housing, in Preston it was 18.63% and in South Ribble it was 10.41%.

5.3.4   The ratio of affordability of median house prices (existing dwellings) to median gross earnings in 2018 for Chorley was 5.27, Preston 5.02 and South Ribble 5.60. The ratio of affordability of lower quartile house prices (existing dwellings) to lower gross earnings in 2018 for Chorley was 5.31, Preston 4.55 and South Ribble 6.42[13].

5.3.5   2019 Household projections for Chorley are 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 are 57,790 in 2019 rising to around 58710, 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.

5.3.6   This does not reflect the levels of growth expected as part of the delivery of City Deal which covers Preston and South Ribble.[14] The City Deal commits Preston and South Ribble to delivering 17,000 new homes during the City Deal period. Whilst 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 in to the Local Plan.

5.3.7   Details on housing tenure for Central Lancashire[15] and for the 3 individual authorities is shown below. This shows that in Central Lancashire 70.7% of homes are either owned outright or owned with a mortgage this is higher than the North West figure of 64.5% and the national figure of 63.5%. Across the HMA, 14.6% of households are in socially rented properties with 13% in privately rented homes. The number of households in rented homes is lower than both the North West and National figures.

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[12] Source: ONS Housing price index

[13] Source: ONS Household projections for England

[14] Source: City Deal: https://www.preston.gov.uk/businesses/preston-and-lancashire-city-deal/

[15] Source: NOMIS Census 2011

Table 1: Housing Tenure for Central Lancashire

Date	2011		2011		2011		2011	
Geography	Chorley		Preston		South Ribble		Central Lancs	
Measures	value	%	value	%	value	%	value	%
Tenure								
All households	44,919	100.0	57,567	100.0	46,102	100.0	148,588	100.0
Owned	**33,783**	**75.2**	**34,909**	**60.6**	**36,337**	**78.8**	**105,029**	**70.7**
Owned outright	15,906	35.4	16,355	28.4	17,189	37.3	49,450	33.3
Owned with a mortgage or loan	17,877	39.8	18,554	32.2	19,148	41.5	55,579	37.4
Shared ownership (part owned and part rented)	283	0.6	397	0.7	215	0.5	895	0.6
Social rented	**5,843**	**13.0**	**11,061**	**19.2**	**4,845**	**10.5**	**21,749**	**14.6**
Rented from council (Local Authority)	1,376	3.1	2,259	3.9	353	0.8	3,988	2.7
Other	4,467	9.9	8,802	15.3	4,492	9.7	17,761	12.0
Private rented	**4,587**	**10.2**	**10,365**	**18.0**	**4,308**	**9.3**	**19,260**	**13.0**
Private landlord or letting agency	4,066	9.1	9,540	16.6	3,845	8.3	17,451	11.7
Other	521	1.2	825	1.4	463	1.0	1,809	1.2
Living rent free	423	0.9	835	1.5	397	0.9	1,655	1.1

Source: NOMIS

5.3.8 Across all three authorities, the most common dwelling type is semi-detached properties. Across the HMA these equate to over 36% of all residential dwellings[16]. With the exception of caravans, the least common dwelling type were flats, although in Preston these were more common than detached homes (as is typical for larger urban areas). Chorley has the highest volume of detached properties (29.4%) and South Ribble of semi-detached (45.2%).

5.3.9 Across the HMA, there is a greater proportion of detached and semi-detached properties when compared to the regional and national percentages. On the contrary, the HMA has a much lower proportion of flats (13.5%) in comparison with the North West (16.3%) and England & Wales (21.6%).

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[16] Source: Central Lancashire SHMA 2017

5.3.10   Compared to wider comparators, Preston has similar stock composition to the North West and England & Wales; while the other two authorities have more in larger properties (detached and semi-detached premises).

5.3.11   In total, there are 455 caravans or other mobile or temporary structures across the HMA, 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.

5.3.12   The size mix of housing in Central Lancashire is dominated by three bedroom homes which represent almost 46% of the stock in the HMA. 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%) which is an indication of its urban character.

5.3.13   Two bedroom properties represent 26% of the HMA's stock and are evenly proportioned across the study area. The wider comparators areas considered in general have slightly higher percentages of one and two bedroom properties and lower of more than 3 bedroom properties compared to the HMA.   The following table represents the recommended housing mix by size and tenure for the HMA.

Table 2: Recommended Housing Mix by Size and Tenure

	1-bed	2-bed	3-bed	4+ bed
Market	0-5%	25-30%	50-55%	15-20%
Low-cost home ownership	15-20%	40-45%	30-35%	5-10%
Affordable housing (rented)	35-40%	30-35%	20-25%	5-10%

Source: Central Lancashire SHMA 2017, and NOMIS

5.3.14   In 2015 there were 4,424 vacant dwelling across the 3 authorities accounting for 2.9% of all homes, Preston had the largest number of vacant properties.

5.3.15   The adopted Core Strategy through Policy 4: Housing Delivery requires the following dwellings per annum (dpa) provision across the 3 Local Authorities, with a total requirement of 22,158 over the plan period. These numbers did not reflect the City Deal and so this will need to be factored in to any future calculations.

- Preston   507 dpa
- South Ribble   417 dpa
- Chorley   417 dpa

5.3.16   There are 3 sets of data for housing land supply for each of the Boroughs in the HMA. The 5-year housing land supply as at 31st March 2019 is 9.0 years in Chorley, 3.8 years in Preston, and 5.96 years in South Ribble.

5.3.17 The 2017 SHMA shows a need for affordable housing across all 3 boroughs.

5.3.18 Evidence from the GTAA by Arc4 (2019) sets out Gypsy and Traveller and Travelling Showpeople requirements for Central Lancashire over the plan period. The overall permanent pitch need, before potential supply is considered, is set out below:

Table 3: GTAA permanent requirement

	Chorley	Preston	South Ribble	Central Lancashire
Cultural	10	30	0	40
PPTS	10	28	0	38

Source: Central Lancashire GTAA (Arc4, 2019)

5.3.19 The GTAA study refers to both a "cultural" need and a "PPTS" need. The PPTS (DCLG, 2015) amended the definition of Gypsies and travellers and travelling showpeople, so as not to include travellers who have permanently ceased travelling. However, non-travelling travellers needs should also be met, given they are a component of overall housing need. When undertaking GTAA modelling, the cultural need is generally used to translate the need into a PPTS need.

5.3.20 For Preston, it is anticipated that most of the identified permanent pitch need (above) will be addressed through turnover, with a residual need of 4 pitches (cultural) and 2 (as defined in the Planning Policy for Traveller Sites, DCLG 2015). For Chorley, a site has been allocated in the Chorley Local Plan (adopted 2015). Another option to meet the identified need is the regularisation and intensification of an existing temporary authorized site. There is no requirement for any permanent pitches in South Ribble.

5.3.21 A transit site will also be required to accommodate transit need, which could be accommodated on one site within Central Lancashire. A transit site of 5 pitches (10 caravans) would provide for the vast majority of unauthorised encampments (although a site location would need to be agreed). There are currently no travelling Showperson yards in Central Lancashire. However, interest in developing yards has been expressed. The CLT will be engaging with the Travelling Showperson community as part of Local Plan consultation.

5.4 Improving Quality of Life

Relevant policies, plans, programmes, strategies and initiatives

International / National / Regional

- Closing the gap in a generation: health equity through action on the social determinants of health. Final Report of the Commission on Social Determinants of Health. WHO (2008)

- Fair Society, Healthy Lives. The Marmot Review (2010) & Executive Summary

- Promoting Healthy Cities, RTPI (2014)

- National Planning Policy Framework 2018 (NPPF)

- National Planning Practice Guidance (NPPG)

- Planning Policy for Traveller Sites, DCLG (2015)

- Clean Air Strategy 2019, DEFRA (2019)

- White Paper: Healthy Lives, Healthy People: our strategy for public health in England, HM Government (2010)

- The NHS Long Term Plan, NHS England (2019)

- Putting Health into Place: Introducing NHS England's Healthy New Towns programme

- Childhood obesity: a plan for action, Chapter 2, Department of Health and Social Care (2018)

- Everybody active, every day - An evidence-based approach to physical activity, Public Health England (2014)

- Spatial Planning for Health - An evidence resource for planning and designing healthier places, Public Health England (2017)

- Obesity and the environment: regulating the growth of fast food outlets, Public Health England (2014)

- Healthy lives for people in the UK, The Health Foundation (2017)

- What makes us healthy? An introduction to the social determinants of health, The Health Foundation (2018)

- Tipping the scales - Case studies on the use of planning powers to limit hot food takeaways, LGA (2016)

- The Broken Plate, The Food Foundation (2019)

- Draft Sustainability and Transformation Plan 2016/17-2020/21, Healthier Lancashire and South Cumbria (2016)

- Air Quality and Public Health - Reducing deaths and ill-health caused by poor air quality in Lancashire and Cumbria, Healthier Lancashire and South Cumbria (2018)

- A healthier Lancashire and South Cumbria – Improving health and care for local people, Healthier Lancashire and South Cumbria (2017)

- Draft Central Lancashire Prevention and Early Intervention Framework, Our Health Our Care (2018)

- Our Health Our Care - Central Lancashire Case for change, Our Health Our Care (2018)

- Lancashire Joint Strategic Needs Assessment Annual Commentary 2017/2018, LCC

- Pan-Lancashire Pharmaceutical Needs Assessment - Executive Summary (2018)

- Crime in Lancashire 2017/18 Key findings for Lancashire-14, LCC (2018)

- Lancashire Strategic Assessment 2018-2021, Partnership Intelligence (2018) [For the Community Safety Partnership]

- Securing our Health and Well-being - Report of the Director of Public Health and Well-being, LCC (2016)

- Equality, Cohesion and Integration Strategy 2014-2017, LCC (2014)

- Green Infrastructure to Combat Climate Change - A Framework for Action in Cheshire, Cumbria, Greater Manchester, Lancashire, and Merseyside, Community Forests Northwest (2011)

- Distribution Future Electricity Scenarios and Regional Insights, Electricity North West (2018)

- Lancashire Ares Review, Final report, Department of Education (2017)

- Water Resources Management Plan, United Utilities (August 2019)

Central Lancashire/Local

- Corporate Plan 2018-23 Focusing on 2019-20 Delivery, South Ribble Borough Council

- Achieving Preston's Priorities - Budget and Policy Proposals 2019/20, Preston City Council

- Corporate Strategy, Chorley Council (2017)

- Cultural Framework for Preston 2014-2018, Preston City Council

- A Profile of Outcomes for Children and Young People in Chorley, LCC (2013)

- Capital development and estates strategy - Primary care, NHS Chorley and South Ribble Clinical Commissioning Group and Greater Preston Clinical Commissioning Group

(undated)

- Central Lancashire Employment Land Study, BE Group (2017)

- Central Lancashire Employment Land Study, Objectively Assessed Needs Update 2019, BE Group (2019)

- Central Lancashire Community Infrastructure Levy Regulation 123 Lists for Chorley, and Preston and South Ribble

- Central Lancashire Open Space and Playing Pitch SPD (2013)

- Central Lancashire Access to Healthy Food SPD (2012)

- Central Lancashire Open Space Assessment Report, Knight, Kavanagh & Page Ltd (2019)

- Central Lancashire Playing Pitch Strategy Assessment Report, Knight, Kavanagh & Page Ltd (2018)

- School Place Provision Strategy 2017/18 to 2019/20 and Appendices, LCC (2017)

- Primary School Admissions in South Lancashire 2019/20, LCC

- Secondary School Admissions in South Lancashire 2019/20, LCC

- Central Lancashire Employment Skills SPD (2017)

Relevant aims and objectives identified

- Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health[17] 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.

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[17] These are the conditions in which people are born, grow, live, work and age.

- 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.
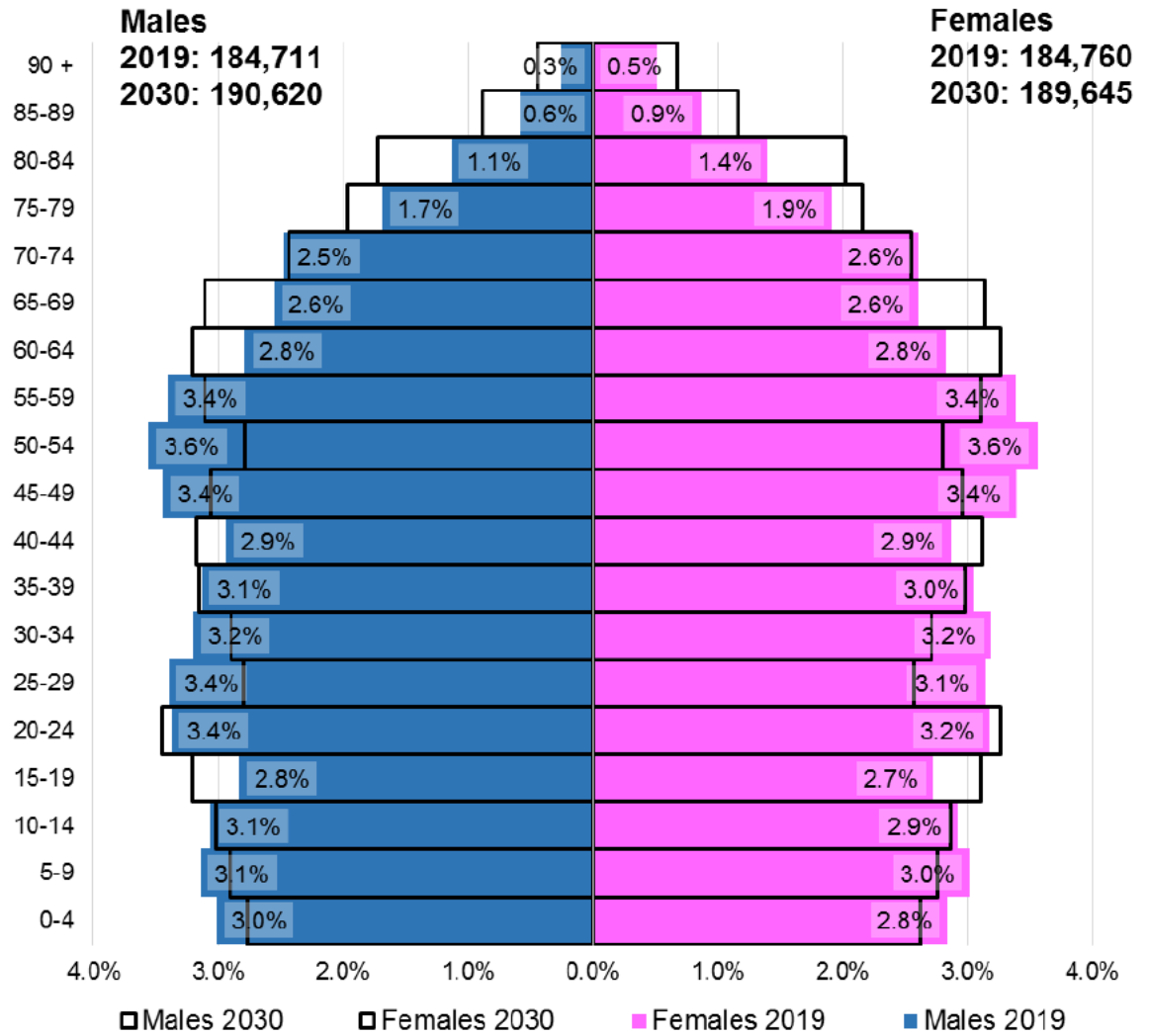
- Support neighbourhood planning.

Baseline

Age breakdown

5.4.1 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 the 2016 ONS data, by 2030 25% of the population will be in 0-19 age bracket, with the largest proportion, 29%, in the 20-39 bracket, 22% will be in the 40-59, 18% in the 60-79, and 5% over 80.

5.4.2 Preston has the largest proportion of the population in 20-24 year and 25-29 year old brackets, this can be attributed to the location of 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 in Lancashire. Along with this comes the issue of higher proportion of the population in older age groups, with the over 80's predicted to grow from 5% to 8%. South Ribble is also expected to see an increasingly aging population with the largest proportion of the population expected to fall in the over 60 bracket, see Figure 3 below. The Central Lancashire Public Health profile 2019 has stated the following:

Central Lancashire's rate of growth, and the aging population must be a key consideration when formulating policies for the new local plan. Adaptable housing, access to services, and active design principles should all be considered in creating a plan which is fit for the future, in light of the shifting demographics discussed.

Figure 3: Central Lancashire Districts (Combined) Population Pyramid: 2019 Vs. 2030

Males
2019: 184,711
2030: 190,620

Females
2019: 184,760
2030: 189,645

Age	Males	Females
90 +	0.3%	0.5%
85-89	0.6%	0.9%
80-84	1.1%	1.4%
75-79	1.7%	1.9%
70-74	2.5%	2.6%
65-69	2.6%	2.6%
60-64	2.8%	2.8%
55-59	3.4%	3.4%
50-54	3.6%	3.6%
45-49	3.4%	3.4%
40-44	2.9%	2.9%
35-39	3.1%	3.0%
30-34	3.2%	3.2%
25-29	3.4%	3.1%
20-24	3.4%	3.2%
15-19	2.8%	2.7%
10-14	3.1%	2.9%
5-9	3.1%	3.0%
0-4	3.0%	2.8%

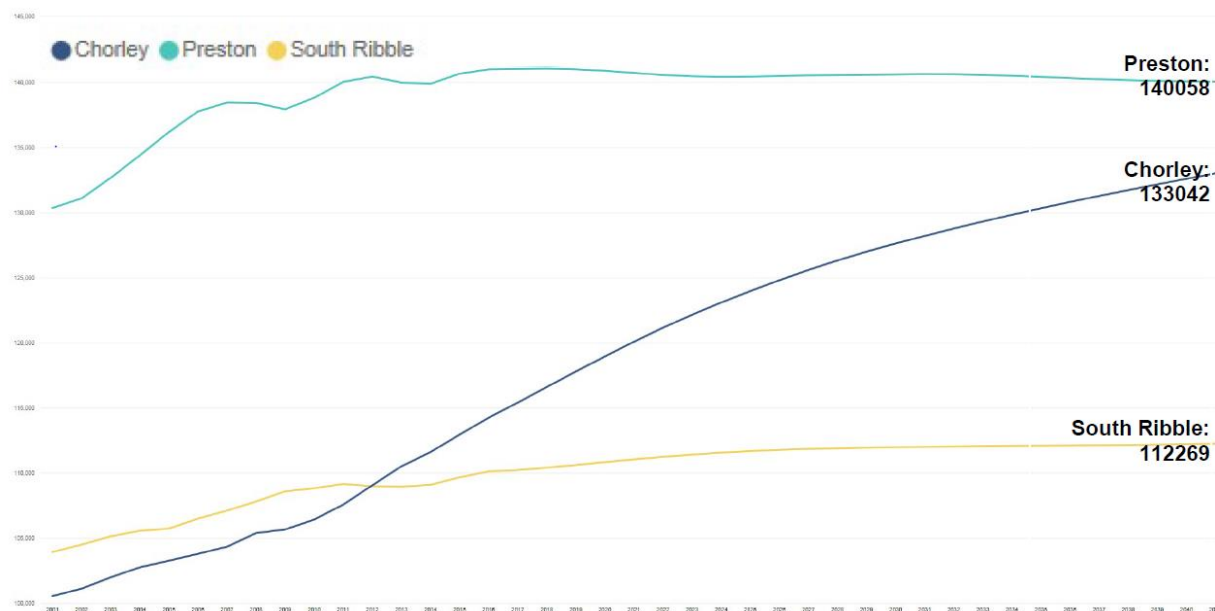Legend: ☐ Males 2030 ☐ Females 2030 ■ Females 2019 ■ Males 2019

Source: ONS 2016 SNPP

5.4.3   Figure 4 below shows the predicted population growth across each of the 3 districts up to 2041 which continues to show significant growth in Chorley in particular.

Figure 4: Population Projections, Chorley, Preston And South Ribble 2001-2041

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

Estimated population growth

5.4.4 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% increase[18]. This is a greater increase than that projected in Lancashire (2.73% increase), but less than the projected increase in the North West which is 5.19%.

Ethnicity

5.4.5 Preston has one of the highest black and minority ethnic (BME) populations (20%) in Lancashire second only to Blackburn with Darwen, based on 2011 Census data, whereas Chorley and South Ribble had low BME populations at around 3%, which is lower than the Lancashire 12 figure of 7.7% and the North West and England and Wales figures of 9.8% and 14% respectively.

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[18] Source: www.nomisweb.co.uk
Increase by 14,214 from 116,620 people in 2018 to 130,834 in 2036 in Chorley (12% increase)
Reduce by 734 people from 141,076 in 2018 to 140,342 in 2036 in Preston (1% decrease)
Increase by 1707 from 110,429 people in 2018 to 112,136 in 2036 in South Ribble (2% increase)
Total 368125 – 2018   Total 383312 – 2036
15,187 increase (4.13% increase)
Lancashire 2.73% increase in population (using population projections (2016) nomisweb) between 2018 (1,201,501) and 2036 (2,234,380)
North West population 376,596 increase 2018-2036 (- 5.19% increase).

Health and Well-being

Life expectancy

5.4.6   The most recent life expectancy at birth figures are for 2015-2017 [19]. The England average is 79.6 years for males and 83.1 years for females. Chorley and Preston are significantly worse than the England average for both males and females, and South Ribble is similar to the England average.

Figure 5: Life Expectancy for Males and Females at Birth for Central Lancashire

Indicator	Period		England	Central Lancashire	Chorley	Preston	South Ribble
0.1ii - Life expectancy at birth (Male, All ages)	2015 - 17	◁▷	79.6	-	78.7	77.8	80.1
0.1ii - Life expectancy at birth (Female, All ages)	2015 - 17	◁▷	83.1	-	82.3	81.1	83.4

Source: Public Health England Fingertips website

5.4.7   Trend information shows life expectancy steadily increased throughout the 2000s and early 2010s, however life expectancy has levelled off over recent years and some areas actually show a slight decrease – for example life expectancy from birth for females in Preston has fallen from 81.6 years to 81.1 years between 2013-15 and 2015-17. In Chorley, life expectancy from birth for males has been similar to the England average since 2009-11 however it has fallen to significantly worse than the England average for 2015-17.

5.4.8   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 longest in South Ribble and shortest in Preston.

Health Inequalities / Deprivation

5.4.9   The most deprived areas are generally those that suffer from the poorest health and well-being. According to Public Health England[20], life expectancy in the most deprived areas of Chorley is 7.8 years lower for men and 6.8 years lower for women than in the least deprived areas. In Preston

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[19] Source: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework

[20] Source: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework

for men the figure is 9.5 years and for women it is 8.0 years. In South Ribble it is 5.7 years for men and 6.3 years for women.

5.4.10 Figure 6 shows the ward level quintiles for life expectancy, with the lightest colours representing the worst 20% nationally. The following wards sit within the quintile:

Wards in lowest life expectancy national quintile, Males (64.0 to 77.4 years):

- Chorley: Chorley East, Chorley North East, Clayton-le-Woods North

- Preston: Deepdale, Fishwick, Ingol, Larches, Moor Park, Ribbleton, Riversway, St George's, St Matthew's, Town Centre, University

- South Ribble: Bamber Bridge West, Earnshaw Bridge, Seven Stars

5.4.11 Wards in lowest life expectancy national quintile, Females (72.1 to 81.4 years):

- Chorley: Chorley East, Chorley North East, Chorley South West, Clayton-le-Woods North, Coppull, Euxton South

- Preston: Brookfield, College, Fishwick, Garrison, Ingol, Moor Park, Ribbleton, Riversway, St George's, St Matthew's, University

- South Ribble: Bamber Bridge West, Broadfield, Earnshaw Bridge, Seven Stars

Figure 6: Life Expectancy at Birth, 2011-2015 Central Lancashire

Males

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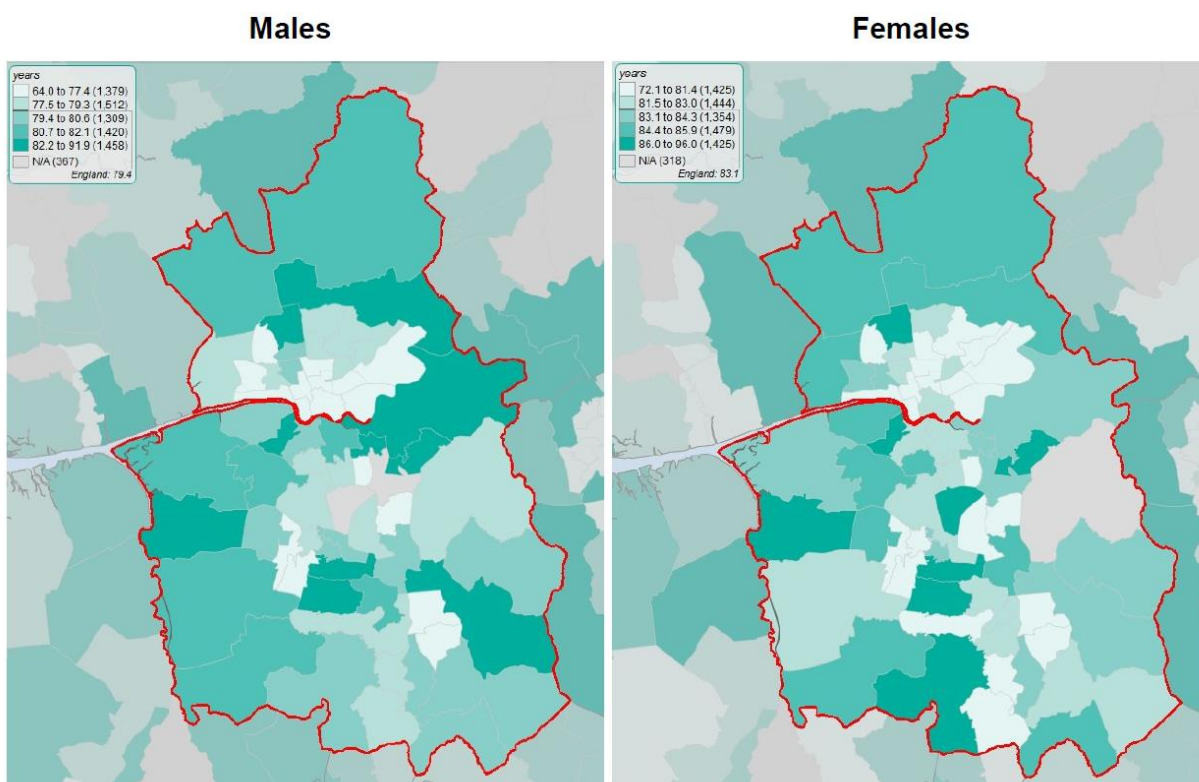
Source: Central Lancashire Health Profile, Lancashire County Council (2019)

5.4.12 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 Super Output Areas in England (LSOAs). There is a substantial variance between districts.

5.4.13 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 7: 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: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework

5.4.14 Infant mortality is a strong indicator of the health of an entire population[21]. The rates are based upon the number of deaths in infants under 1 year per 1,000 live births and are for the period 2015-2017.

5.4.15 Infant mortality rates in Chorley are 5.1 (under 1 year per 1,000 live births) which is higher than the rate in the region of 4.6 and the national rate of 3.9. Since 2001 the national infant mortality rate has gradually reduced to a stable level – however, in Chorley has fluctuated as shown below.

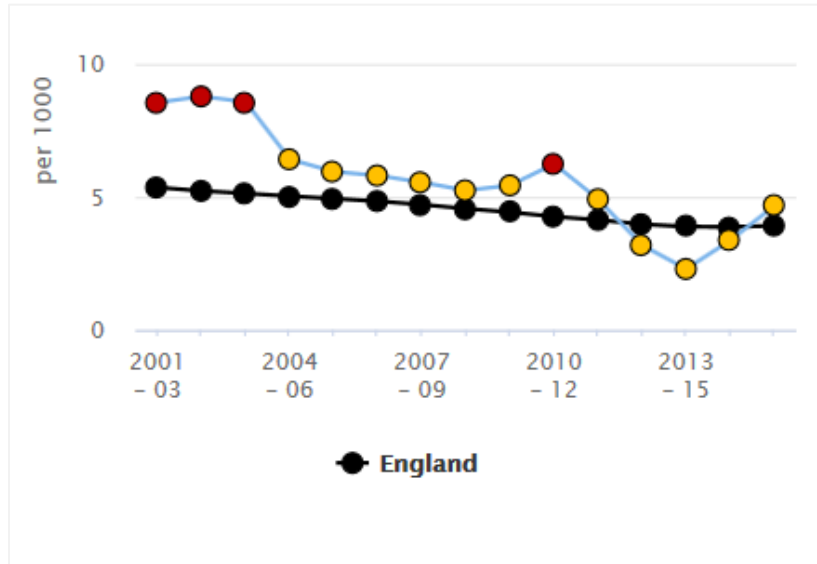**Figure 8: Chorley Infant Mortality Rate – 2001-2017**
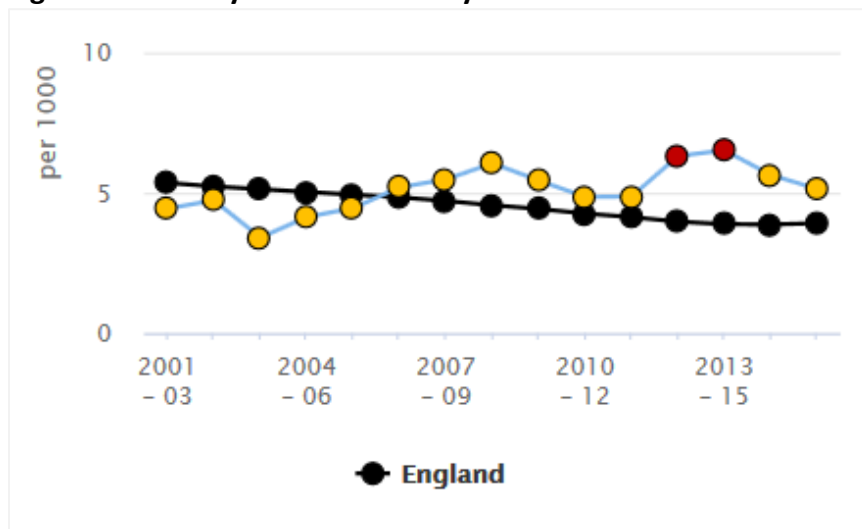
Source: Public Health England Fingertips website

5.4.16 Infant mortality rates in Preston are 4.7 (under 1 year per 1,000 live births) which is similar to the rate in the region (4.6) but higher than the national rate of 3.9. In Preston the rate has generally reduced since 2001, but has recently been on a rising trend as shown below.

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[21] Source: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework
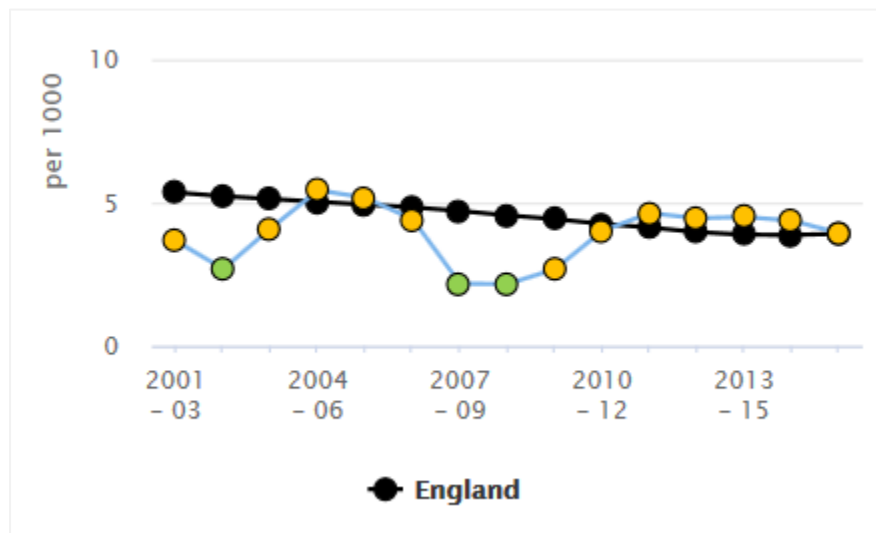
Figure 9: Preston Infant Mortality Rate – 2001-2017

Source: Public Health England Fingertips website

5.4.17 South Ribble's infant mortality rate is 3.9 (under 1 year per 1,000 live births) which is less than the regional rate of 4.6 and the same as the national rate of 3.9. Rates in South Ribble have fluctuated but gradually reduced in recent years as shown below.

Figure 10: South Ribble Infant Mortality Rate – 2001-2017

Source: Public Health England Fingertips website

5.4.18 Infant mortality rates are also available for the Clinical Commissioning Group (CCG) areas. NHS Chorley and South Ribble CCG and NHS Greater Preston CCG areas are relevant.

5.4.19 NHS Chorley and South Ribble CCG's infant mortality rate was 4.9 deaths per 1,000 live births during 2014-2016, whereas NHS Greater Preston CCG's rate was lower at 3.8 deaths per 1,000

live births over the same period. These compare to the Lancashire & South Cumbria sub region rate of 4.5 deaths per 1,000 live births.

5.4.20 Although NHS Chorley and South Ribble CCG's infant mortality rate was higher than that of England, the number has reduced slightly since 2013-2015 from being considered as worse by Public Health England to being similar (the colour of the dot has changed from red to yellow). NHS Greater Preston CCG's rate has worsened over time but is still better than the England rate. See below.

Figure 11: Infant Mortality Within the Chorley And South Ribble CCG Area
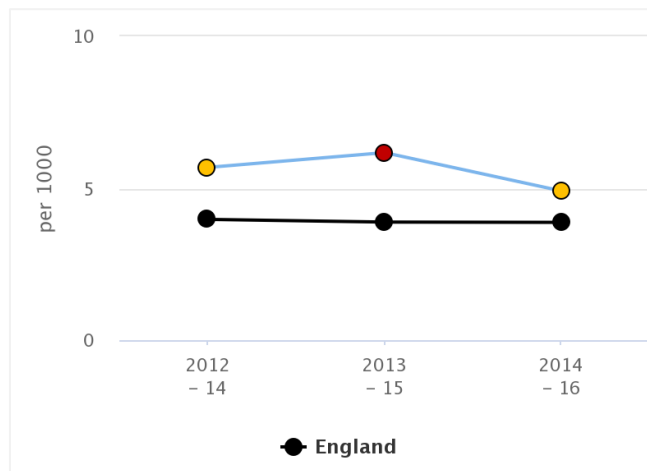
Source: Public Health England Fingertips website

Figure 12: Infant Mortality Within the Greater Preston CCG Area
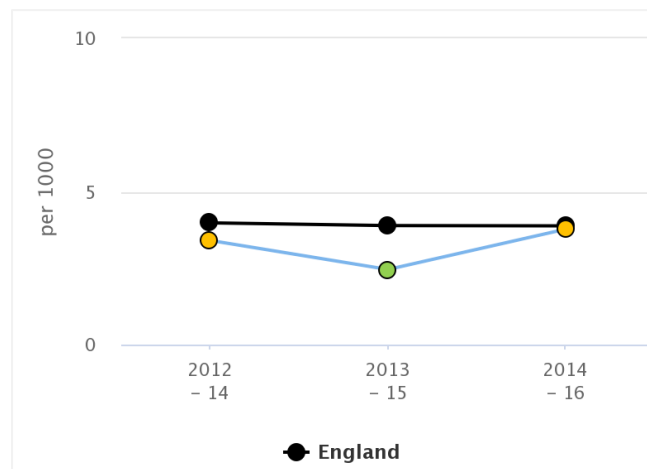
Source: Public Health England Fingertips website

Smoking prevalence

5.4.21 Smoking prevalence (at 2017) in adults in Chorley is 13.7% of the population, and in South Ribble it is 10.6% which is lower than the regional figure (16.1%) and national figure (14.9%). In Preston it is 20.2%. In all three areas the proportion of the population who smoke has increased from 2016 to 2017.

Alcohol-related hospital admission episodes

5.4.22 Alcohol-related hospital admission episodes are higher in Preston (690 per 100,000 people) than in Chorley (600) or South Ribble (592) based on the 2016/2017 figures. These figures compare to the North West Region (719) and England (636). In Chorley and South Ribble the figures generally are on a gradual downward trend from the 2008/2009 period.

Obesity/weight

5.4.23 In Chorley the percentage of reception year children who are obese is decreasing slightly overall from 9.6% in 2013/14 to 7.8% in 2017/18. However, the number of year 6 children who are obese is a larger percentage at approximately 18% at that age being obese (18.1% in 2016/17 and 17.5% in 2017/18).

5.4.24 In South Ribble the percentage of reception year children who are obese has reduced slightly from 9.9% in 2015/16 (which was its highest level since 2011) to 8.6% being obese in 2017/18. The number of Year 6 children who are obese is greater with around 16% being obese (16.6% in 2017/18).

5.4.25 In Preston 10.5% of reception year children are obese (2017/18) and this level is its highest since 2011. This is also higher than both the Lancashire (9.3%) and England (9.5%) levels. A higher level of year 6 children are obese (18.4% in 2017/18) and the trend is a gradual rise.

5.4.26 Therefore, it is clear that as children get older more of them become obese, with levels of obesity among children in Preston increasing for both reception age and year 6 children. Notwithstanding that, the levels of obesity for year 6 children across Central Lancashire is less than the Lancashire (18.8%) and England (20.1%) levels.

5.4.27 However, reviewing obesity on the basis of Local Authority areas needs to be undertaken with caution, as it masks inequalities at ward level. Reviewing the percentage of measured reception age children who were classified as overweight or obese (2013/14-2015/16), at a ward level shows that there were 8 wards in South Ribble which sat in the worst 20%, compared to 5 in Chorley and none in Preston.

5.4.28 In 2016/17, 63.9% of adults in Chorley and 63.4% of adults in South Ribble were classified as overweight or obese, higher than the regional and national totals of 63.3% and 61.3% respectively. In Preston the figure was 58.4% which is lower than the regional and national figures.

5.4.29 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

5.4.30 In 2016/2017 both Chorley and South Ribble have a higher percentage of the resident population (69.4% & 68.5% respectively) of physically active adults than the England average (66.0%), whereas Preston has a lower percentage at 63.6%. In terms of physically inactive adults there are more in Preston (22.2%) than in Chorley (20.4%) or South Ribble (19.2%) and this compares to the average for England which is 22.2%.

Killed and seriously injured (KSI) casualties on England's roads[22]

5.4.31 The figure below shows that people killed and seriously injured on roads across Central Lancashire are at levels higher than the national average (40.8 per 100,000 population). In both Preston and South Ribble they are classed as worse and in Chorley although they are higher than the national average, they are considered similar.

Figure 13: Killed and Seriously Injured (KSI) Casualties on England & Central Lancashire Roads 2015-17 (Per 100,000)

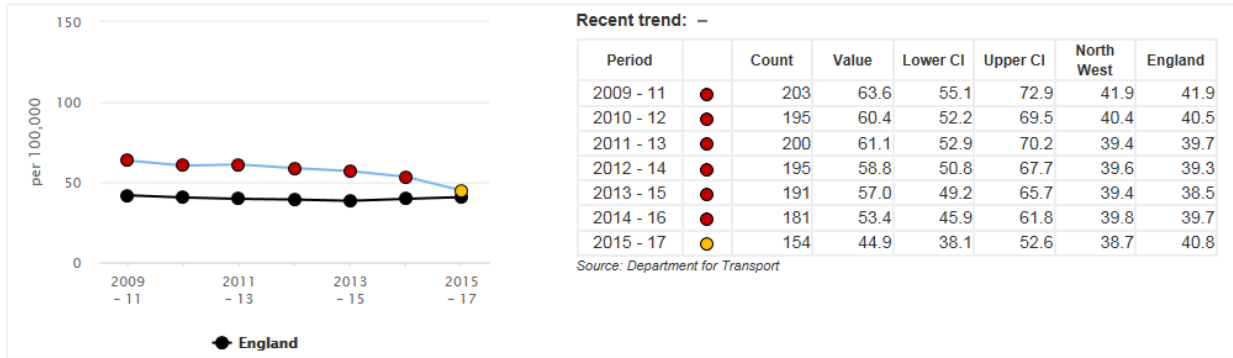| Area	Recent Trend	Count	Value		95% Lower CI	95% Upper CI
England	−	67,654	40.8		40.5	41.1
Central Lancashire	−	546	49.8*		-	-
Chorley	−	154	44.9		38.1	52.6
Preston	−	232	54.8		48.0	62.4
South Ribble	−	160	48.4		41.2	56.5

Source: Department for Transport

Source: Public Health England Fingertips website

5.4.32 In terms of trends, the numbers of casualties in Chorley has reduced by almost a quarter since 2009 (Figure 14). In Preston data for 2015-2017 indicates the level is similar to the 2009-2011 period whilst in South Ribble after initially reducing by approximately a quarter the level has remained relatively static (Figures 15 & 16). All three areas have higher figures than the North West and England averages, although Chorley's is defined as similar to that of England.
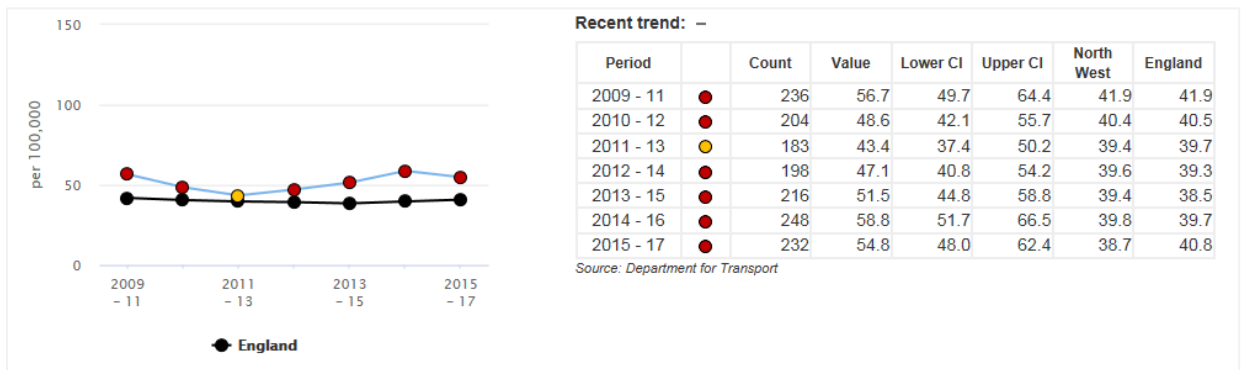
FIGURE 14: KILLED AND SERIOUSLY INJURED (KSI) CASUALTIES ON THE ROADS IN CHORLEY AND ENGLAND (PER 100,000)

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[22] Source: Public Health England: Data available at https://fingertips.phe.org.uk

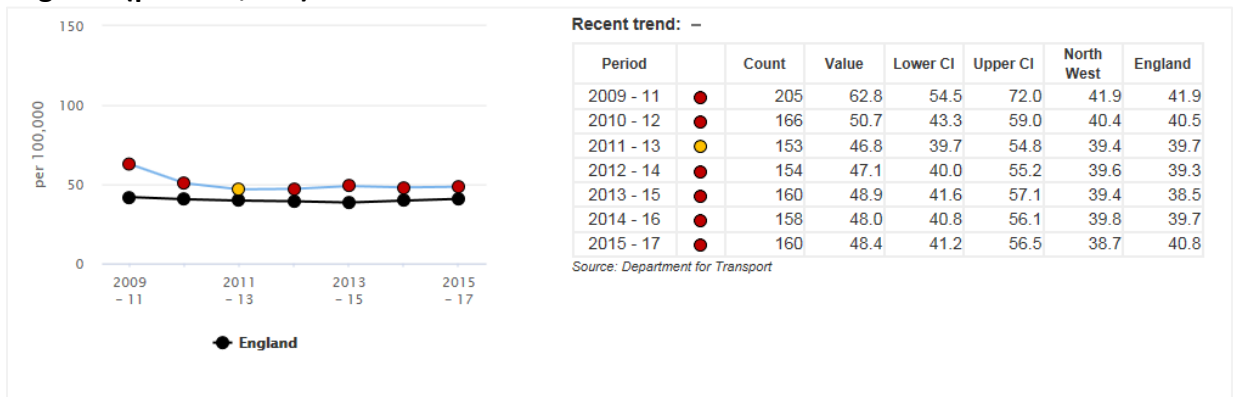| Period		Count	Value	Lower CI	Upper CI	North West	England
2009 - 11	●	203	63.6	55.1	72.9	41.9	41.9
2010 - 12	●	195	60.4	52.2	69.5	40.4	40.5
2011 - 13	●	200	61.1	52.9	70.2	39.4	39.7
2012 - 14	●	195	58.8	50.8	67.7	39.6	39.3
2013 - 15	●	191	57.0	49.2	65.7	39.4	38.5
2014 - 16	●	181	53.4	45.9	61.8	39.8	39.7
2015 - 17	○	154	44.9	38.1	52.6	38.7	40.8

Source: Department for Transport

Source: Public Health England Fingertips website

Figure 15: Killed and Seriously Injured (KSI) Casualties on the roads in Preston and England (Per 100,000)

Period		Count	Value	Lower CI	Upper CI	North West	England
2009 - 11	●	236	56.7	49.7	64.4	41.9	41.9
2010 - 12	●	204	48.6	42.1	55.7	40.4	40.5
2011 - 13	○	183	43.4	37.4	50.2	39.4	39.7
2012 - 14	●	198	47.1	40.8	54.2	39.6	39.3
2013 - 15	●	216	51.5	44.8	58.8	39.4	38.5
2014 - 16	●	248	58.8	51.7	66.5	39.8	39.7
2015 - 17	●	232	54.8	48.0	62.4	38.7	40.8

Source: Department for Transport

Source: Public Health England Fingertips website

Figure 16: killed and Seriously Injured (KSI) Casualties on the roads in South Ribble and England (per 100,000)

Period		Count	Value	Lower CI	Upper CI	North West	England
2009 - 11	●	205	62.8	54.5	72.0	41.9	41.9
2010 - 12	●	166	50.7	43.3	59.0	40.4	40.5
2011 - 13	○	153	46.8	39.7	54.8	39.4	39.7
2012 - 14	●	154	47.1	40.0	55.2	39.6	39.3
2013 - 15	●	160	48.9	41.6	57.1	39.4	38.5
2014 - 16	●	158	48.0	40.8	56.1	39.8	39.7
2015 - 17	●	160	48.4	41.2	56.5	38.7	40.8

Source: Department for Transport

Source: Public Health England Fingertips website

5.4.33 Recent data provides another insight. South Ribble had the highest percentage change (+11.1%) between 2016 & 2017 in terms of numbers of people killed or seriously injured on the roads in

the whole of Lancashire during this period. Preston (-25.9%) and Chorley (-26.7%) had the largest decreases in Lancashire as shown in the figure below.[23]

Figure 17: Killed or Seriously Injured % Change 2016-2017
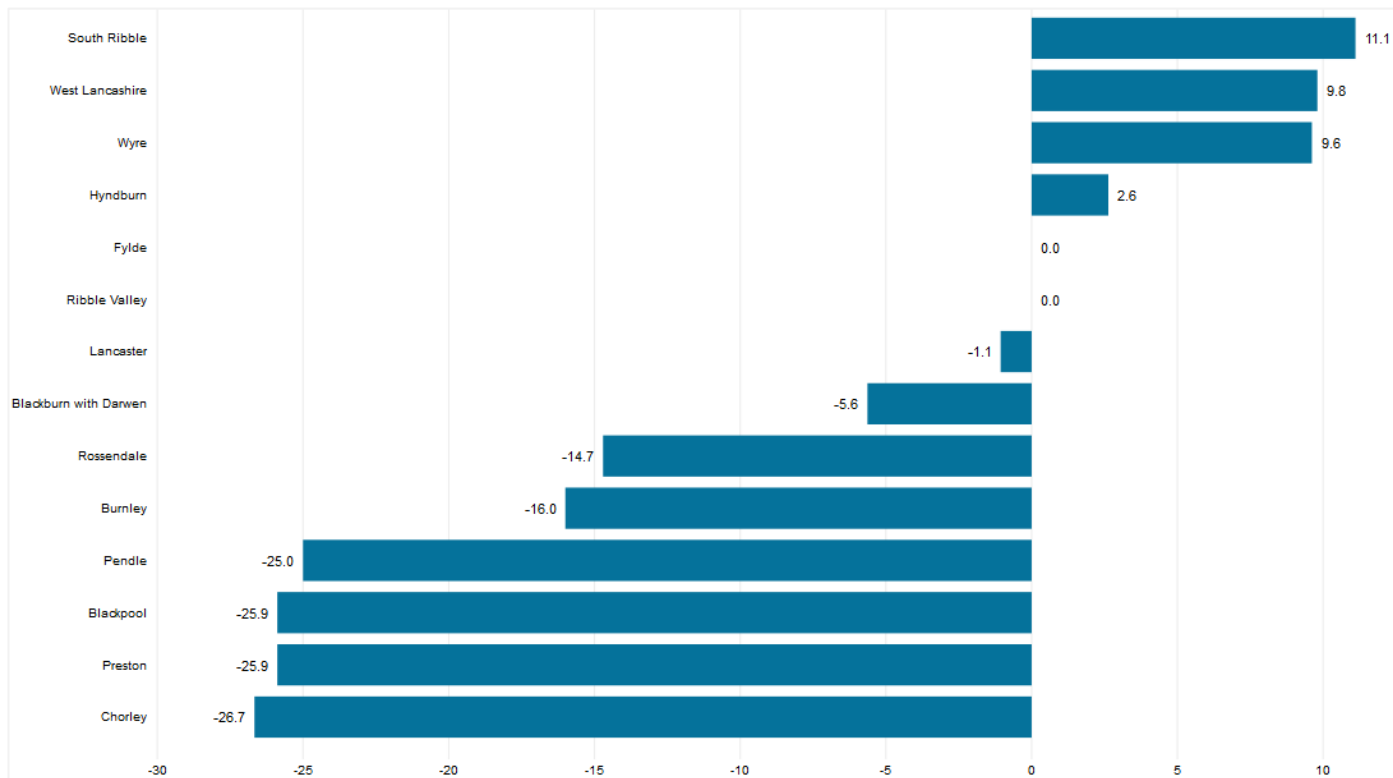
Source: Lancashire Insight

5.4.34 In terms of numbers of children involved in serious road accidents in 2017, the percentage is high in Preston at 20.6% (Equating to 13 of 63 people) compared to Chorley (9.1%) and South Ribble (10%).

5.4.35 Public Health England also say that: 'Motor vehicle traffic accidents are a major cause of preventable deaths and morbidity, particularly in younger age groups. For children and for men aged 20-64 years, mortality rates for motor vehicle traffic accidents are higher in lower socioeconomic groups. The vast majority of road traffic collisions are preventable and can be avoided through improved education, awareness, road infrastructure and vehicle safety.'

[23] Source: https://www.lancashire.gov.uk/lancashire-insight/community-safety/road-collisions/

Mental Health

5.4.36 According to Public Health England the estimated prevalence of mental health disorders for 5-16 year olds for 2015 in Chorley is 8.7% and in South Ribble is 8.8%, which are both lower than in Lancashire (9.6%) or England (9.2%). In Preston the rate is 9.7% which is higher than both the regional and national rates.

5.4.37 For adults (16 - 64 year olds) the estimated incidence rate at 2011 for new cases of psychosis per 100,000 population is lower in Chorley at 16.9, than in Lancashire (22.2) and England (24.2). In South Ribble it is lower still at 16.7 but in Preston the rate is 25.3.

Employment Deprivation

5.4.38 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.

5.4.39 Worse health and lower 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. This has been recognised by the Marmot Review which says that unemployment contributes to poor health. Getting people into work is therefore of critical importance for 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.

5.4.40 The wards with the highest employment deprivation in Central Lancashire in 2015 were:

Chorley

- Clayton Le Woods

Preston

- Fishwick
- Ingol
- Ribbleton
- St. Matthew's

South Ribble

- Broadfield

5.4.41 Notwithstanding this, the figure below shows a representation of numbers of people living in income deprived households.

Figure 18: No. of people living in deprived households
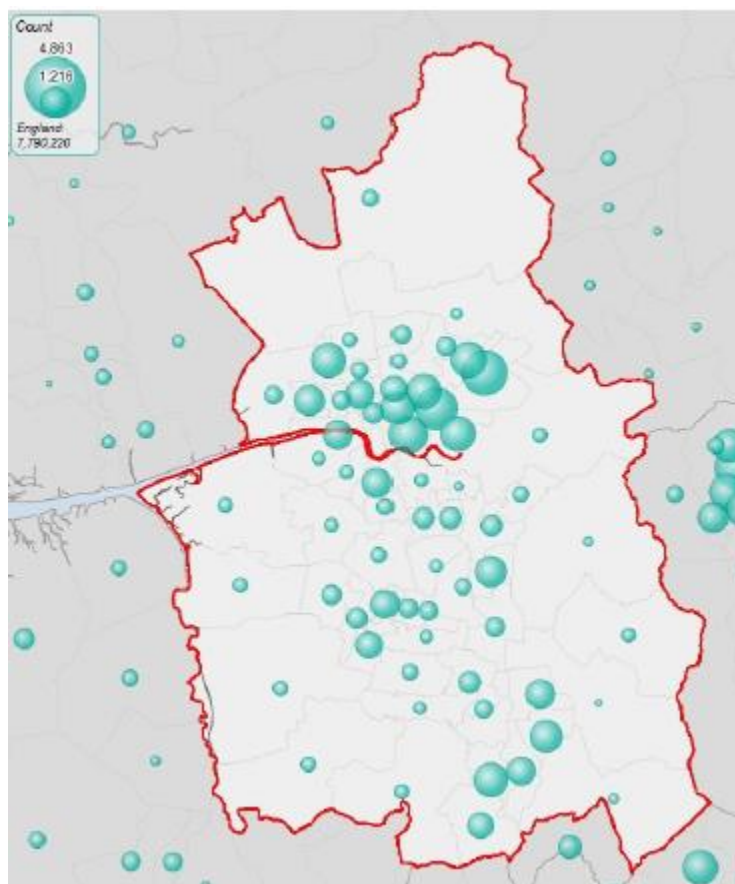
Source: Central Lancashire Health Profile, Lancashire County Council (2019)

Pharmacy provision

5.4.42 The Pan-Lancashire Pharmaceutical Needs Assessment Executive Summary 2018 states that pharmacies provide a wide range of services above core contracts and there was no identified need for additional pharmacies.

Air Pollution

5.4.43 The National Clean Air Strategy sets out the actions that are required to meet ambitious international targets to reduce the most damaging air pollutants. Although everyone is affected by air pollution, its impacts fall disproportionately, often falling on the most deprived communities and the most vulnerable individuals.

5.4.44 As of June 2019, Preston and South Ribble had declared 10 Air Quality Management Areas. Despite this, and the fact that it is difficult to accurately quantify the impact of air quality on

health, Lancashire Insight[24] has calculated that in 2017 the fraction of mortality attributable to particulate air pollution for all areas of Lancashire were less than the England average.

Access to Facilities

5.4.45 Data provided by Mariomaps[25] indicates there are 33 village halls and community centres in Preston, 42 in South Ribble and 61 in Chorley making a total of 136 facilities.

5.4.46 As would be expected 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 visitors a year, although visits are on a downward trend. Similarly, 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 6 libraries in each district giving 18 in Central Lancashire although these are supplemented by the mobile library which covers the whole of Lancashire.

5.4.47 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.

5.4.48 Mariomaps shows that there are 3 Citizens Advice Bureaus in Chorley, Leyland and Preston. Similarly, there are 3 job centres in each of these locations.

5.4.49 There are 2 police stations in Central Lancashire one in Chorley and one in Preston[26.] There is 1 fire station in Chorley, 2 in Preston and 3 in South Ribble [27.].

5.4.50 There are 2 hospitals in Chorley (1 NHS and 1 private), 3 hospitals in Preston (1 NHS and 2 private), and none in South Ribble [28].

5.4.51 There is a large amount of open space in Central Lancashire amounting to just under 2,281 hectares, 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 2 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

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[24] Source: https://www.lancashire.gov.uk/lancashire-insight/environment/monitoring-of-air-quality-and-health-impacts/

[25] Source: http://mario.lancashire.gov.uk/ - however, it is not clear whether this data is regularly reviewed, so data should be treated with caution.

[26] Source: https://www.lancashire.police.uk/your-area/south-division

[27] Source: https://www.lancsfirerescue.org.uk/about-us/your-local-station/

[28] Source: https://www.nhs.uk/service-search/

space where provision is lower than recommended standards is allotments, which is further demonstrated by waiting lists across the three authority areas.

5.4.52 The Central Lancashire Open Space Assessment Report 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 considered 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 & Safety

5.4.53 Although the Crime Survey for England and Wales (CSEW): Year ending March 2018 estimates that there has been no significant change in national crime levels, police recorded crime data shows a mixed picture with increases in certain types of offences and reductions in others. However, it is important to note that, for a number of reasons, an increase in police recorded crime does not necessarily mean that the level of crime has increased.

5.4.54 The Lancashire Strategic Assessment states:

Crime has been increasing in recent years, with a 30% increase from 2015/16 to 2017/18. The peak crime categories include assault with injury, assault without injury, criminal damage, other theft and shoplifting. These categories account for over half of all volume of crime.

Figure 19: Recorded Crime (Excluding Fraud) In the Lancashire-14 Area
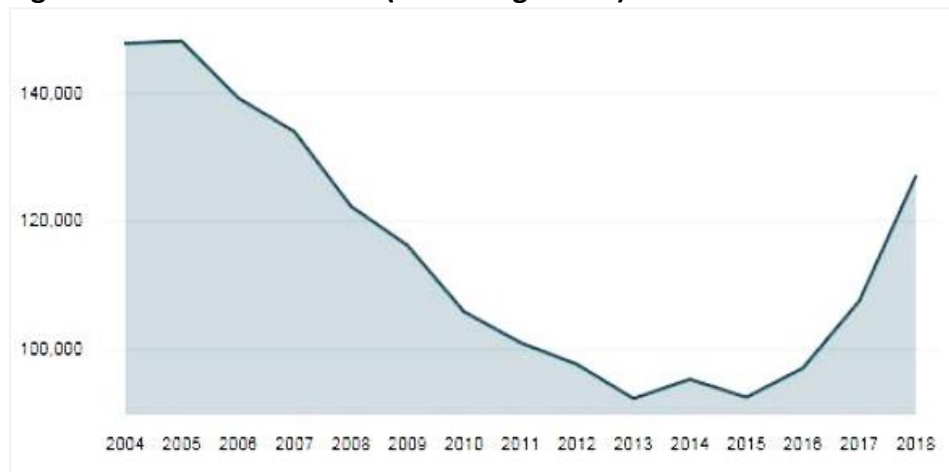
Source: Lancashire Insight website

5.4.55 It is also worth understanding that crime can be looked at from a different perspective – considering harm – and although the most harmful crimes account for 25% of the volume of crime, they account for 68% of the harm as shown in the Figure below.

Figure 20: Percentage of Crime Count and its Proportion of Harm

Source: Lancashire Strategic Assessment 2018-2021

5.4.56 For the Lancashire Strategic Assessment, a survey of residents in Lancashire was undertaken which identified the following key issues:

- 85% of respondents felt safe in their local area – with the age group of 60 years+ feeling most safe (88%).

- A lack of police presence (14%) was the most significant reason why respondents felt unsafe in their local area.

- More than three-quarters of respondents felt that issues with violence, sexual exploitation and organised crime were not a big problem.

- 38% of respondents felt that burglary, with half of respondents aged 25-44 years, was a problem.

- 53% felt drug dealing was a problem in their area, with respondents aged 25-59 years having most concern.

- Dangerous driving was seen as a big problem for 49% of respondents (increase from previous survey).

- Less than half of respondents felt that the police and other local public services are dealing with crime and ASB successfully – this has been reducing in recent surveys.

- Cleanliness of the streets (34%) and access to green areas (12%) were issues that had increased in dissatisfaction in local communities.

5.4.57 Notwithstanding this, the Lancashire Strategic Assessment sets out that the top crime and anti-social behaviour categories impacting across Lancashire are:

- Violence against the person

- Domestic abuse

- Sexual offences including child sexual exploitation

- Burglary
- Road safety

5.4.58 Lancashire Insight outlines that the Lancashire-14 area is one of the safest areas in the country with crime and other community safety issues, such as anti-social behaviour and road accidents at their lowest level for years. It also says that around nine out of ten respondents (87%) to a recent Living in Lancashire survey consider their local area to be safe.

5.4.59 Full year figures from the Home Office for the year ending March 2017/18 on police recorded crime show that there were 127,028 crimes (excluding fraud) in the Lancashire-14 area. Lancashire Insight outlines that this is an 18% increase (19,418 more crimes) in the Lancashire-14 area compared with 2016/17. Although there is a significant increase of 13% in England and Wales for the same time period, this is below the Lancashire rate.

5.4.60 Lancashire Insight outlines that the Crime Survey for England and Wales indicates that there has been no overall change in the more common but less violent levels of crime. Violence against the person increased by 35% to 41,408 crimes in Lancashire, driven by a 40% increase in violence without injury, again higher than the England and Wales average. The increase in this category is likely to be due to improvements in recording these crimes.

5.4.61 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 Lancashire Insight highlights, the highest rates (all above the national average of 84 per 1,000 population) are found in Blackpool with 158 offences per 1,000 population, and Burnley and Preston with 120 offences per 1,000 population, which compare to the lowest levels found in Ribble Valley with only 41 offences per 1,000 population (as shown in Figure 11 below). Whilst 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.

5.4.62 The Figure below also shows that Chorley and South Ribble have recorded crime rates which are similar with 60 & 59 offences per 1,000 population respectively, and which are well below the England and Wales level of 84 offences per 1,000 population.

Figure 21: All Recorded Crime (excluding fraud) Rate per 1,000 Population
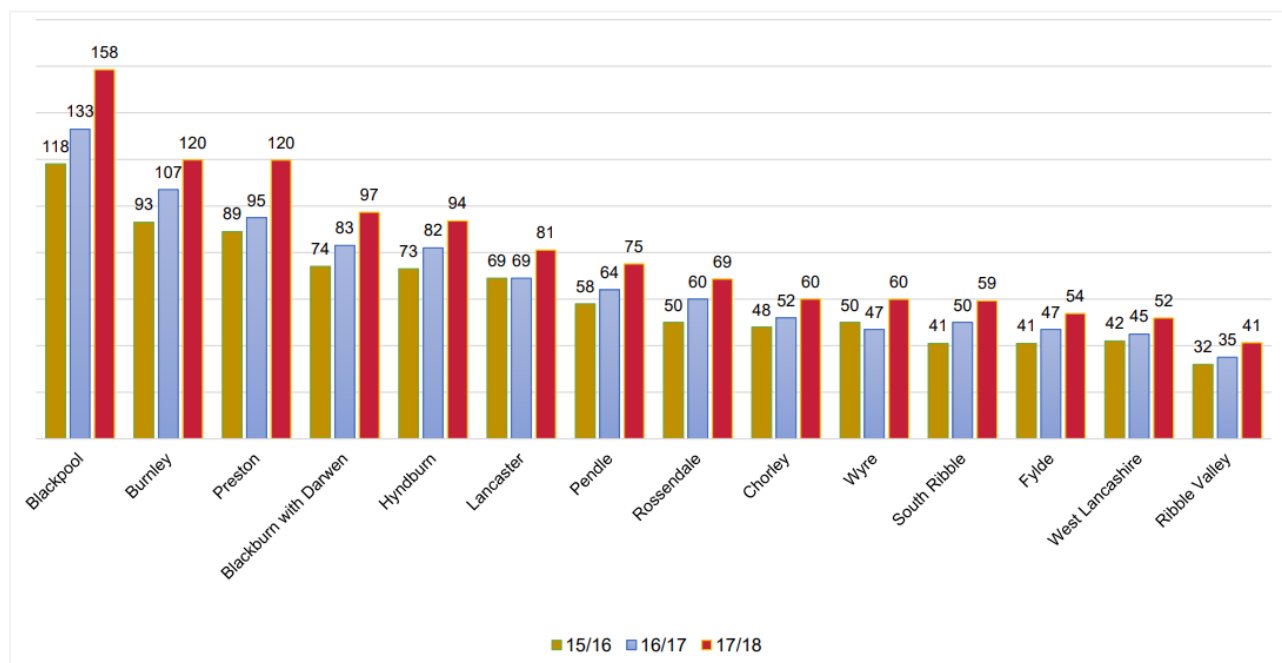
Source: Lancashire Insight website

The average for England & Wales for 2017/2018 was 84.

Infrastructure

5.4.63 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

5.4.64 The information below does not include independent schools.

5.4.65 In terms of primary schools;

- Chorley has 17 Community Schools, 20 Church of England Schools, 12 Catholic Schools and 1 Foundation School.

- Preston has 25 Community Schools, 20 Catholic Schools, 11 Church of England Schools, 2 Voluntary Controlled Schools, 1 Foundation School and 1 Academy School.

- South Ribble has 15 Community Schools, 6 Voluntary Controlled Schools, 8 Church of England Schools and 9 Catholic Schools.

5.4.66 In terms of secondary schools;

- Chorley has 6 Secondary Schools: One is Voluntary Aided; and the rest are Academies.

- Preston has 12 Secondary Schools: One is an Academy; one is a Free School; one is a Foundation School; and three are Community Schools. The rest are Voluntary Aided schools.

- South Ribble has 11 Secondary Schools: One is Voluntary Controlled; four are Voluntary Aided; three are Academies; and three are Community Schools.

5.4.67 There are also 2 special schools and 1 short stay school in Chorley. Preston has 3 special schools and a short stay school, and South Ribble has 2 special schools and 1 short stay school.

5.4.68 There are 3 further education colleges in Central Lancashire: Cardinal Newman College; Preston's College; and Runshaw College. There is also the University of Central Lancashire, which is based in Preston. The 3 further education colleges have developed science, technology, engineering and maths (STEM) centres in line with Lancashire Enterprise Partnership (LEP) priorities.

5.4.69 The School Place Provision Strategy in 2017 identified 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 one ward in South Ribble was identified as a hotspot, two were in Preston and 4 were in Chorley. The Strategy identified that the City Deal would add 2 further wards in South Ribble and 4 in Preston to the primary hotspot list within 5 years. The Strategy identified a current secondary school hotspot in Chorley and a future need for a new secondary school in the Preston area.

Green Infrastructure

5.4.70 South Ribble 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 well-being agenda. It aims to improve 76km of path networks and deliver improvements to 76 ha of green space.

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

5.4.72 Many of the actions set out in the Green Infrastructure to Combat Climate Change Framework (2011) are still of relevance and relate to actions which would either implement green infrastructure or highlight its importance. However, in the context of reducing local government funding some of these actions may be difficult to deliver.

Health Infrastructure

5.4.73 Although the Central Lancashire Employment Land Study Update (2019) does not specifically update information about human health and social work, its forecast for jobs between 2014-

2036 has reduced from provision of +3,035 jobs previously (in the 2017 version) to +760 jobs. However, much of the other health information in the 2017 Central Lancashire Employment Land Study is still relevant. This refers to the latest 'Capital Development and Estates Strategy (2016)' commissioned by the Chorley and South Ribble and Greater Preston Clinical Commissioning Groups indicates that no further large scale expansion is proposed at either Chorley or Preston Hospitals, although the population growth potential of City Deal is known and understood by the respective Clinical Commissioning Groups.

5.4.74 It states that as at 2017, there are some 64 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

5.4.75 United Utilities provides water and wastewater services to 3.2million homes in the North West, and 200,000 businesses, managing a network of reservoirs, treatment works, pumping stations, and water pipes and sewers. The UU Water Resources Management Plan (WRMP) 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 25 years from 2020 to 2045, whilst 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.

5.4.76 National Grid are carrying out an infrastructure project involving essential refurbishment to the Penwortham to Daines electricity transmission line until March 2021. This runs for 60km between Penwortham and Daines to the west of Manchester and has 191 pylons. Work involves replacing steelwork and painting the pylons. There are no significant works planned to the gas transmission network identified on the National Grid website.

5.4.77 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.

5.4.78 Broadband coverage in Central Lancashire as can be seen from the figures below is good across the area with latest figures available as of May 2019. Preston and South Ribble have over 98% superfast broadband coverage and Chorley has almost 97%.

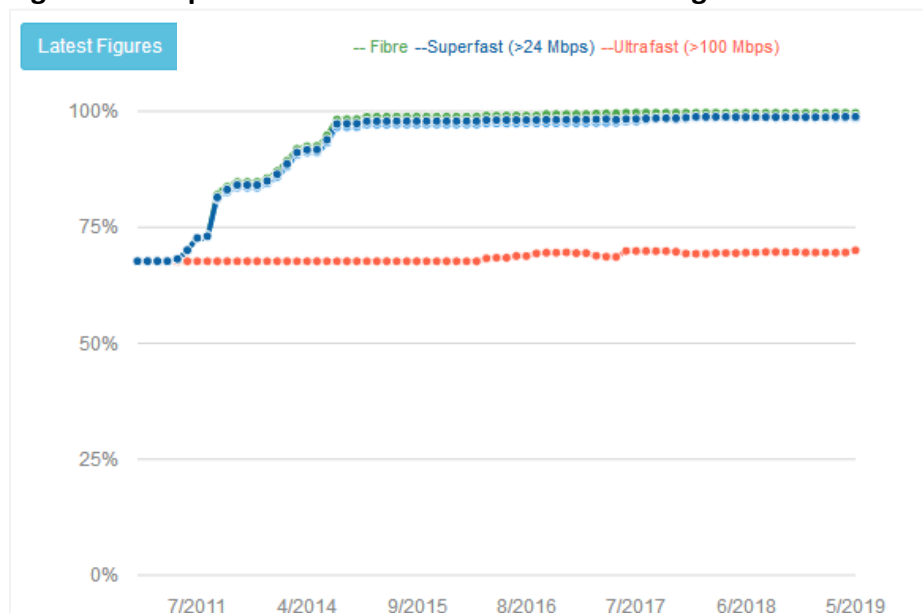**Figure 22: Superfast and Fibre Broadband coverage in Chorley**

Source 22-24: https://labs.thinkbroadband.com/local/
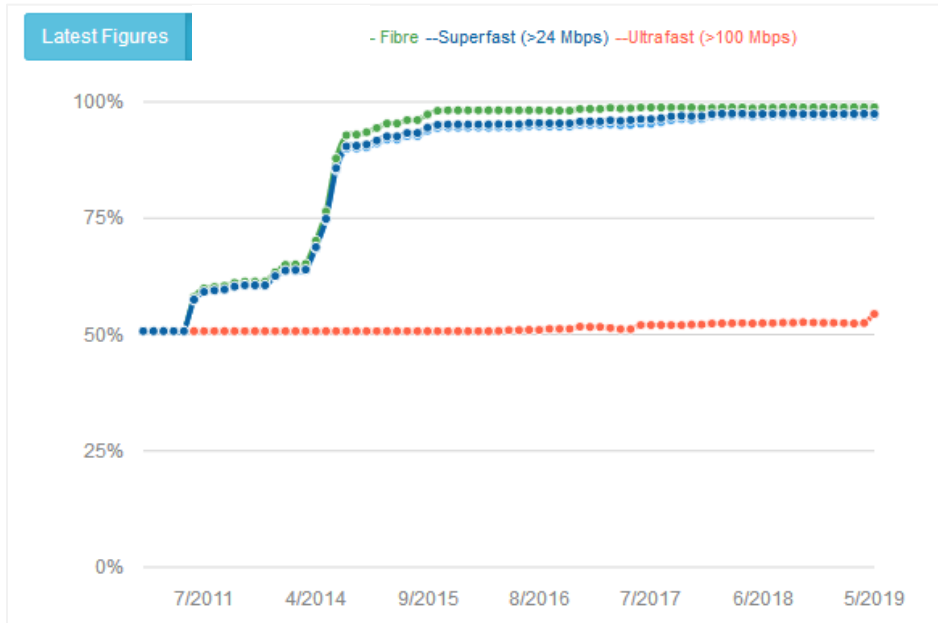
Figure 23: Superfast and Fibre Broadband coverage in Preston

Source 22-24: https://labs.thinkbroadband.com/local/
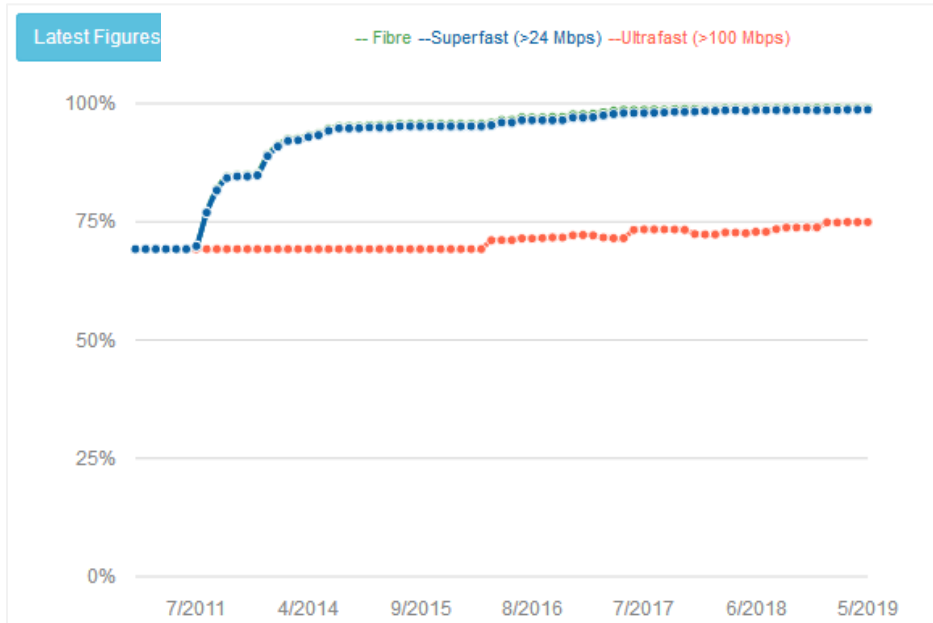
Figure 24: Superfast and Fibre Broadband coverage in South Ribble

Source: https://labs.thinkbroadband.com/local/

Sustainability, health and equality issues and implications (including likely situation without Local Plan intervention, where relevant)

5.4.79 Central Lancashire continues to see poor standards of health in its population. Of particular concern are short overall life expectancy, infant mortality, obesity and associated health problems, and mental health issues. Air pollution also impacts on health and is one of the biggest public health challenges the country faces. If these issues are not addressed, there could be long-term health implications for residents. The social determinants of health also need to be tackled - in other words the circumstances in which people are born, grow, live, work and age.[29]

5.4.80 An increase in population (particularly elderly groups) is anticipated to put increased pressure on healthcare services. The statistics show that there is a growing ageing population across Central Lancashire (as shown in Figures 3 and 4). The types of services required may also alter in relation to the change in population profile as associated illnesses may differ.

5.4.81 The Central Lancashire authorities must have positive strategies to retain and improve sport facilities and open spaces in relation to housing and employment sites. Without access to sufficient sports facilities, the health of the population could worsen. Identifying the most deprived areas would allow for the residents with the poorest health and well-being to be identified.

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[29] Sometimes referred to as the causes of the causes i.e. the causes of underlying health problems

5.4.82 Ensuring everyone has access to decent housing is important for the community's health and well-being. Access to housing to meet needs must be for all groups within the community to ensure that any issues of equality are addressed in policy.

5.4.83 The healthcare needs of the local population should be provided through an adequate mix and pattern of healthcare facilities and services (insofar as is possible through the plan making process).

5.4.84 Despite Lancashire being one of the safest areas in the country, crime in the county appears to be increasing. The national trend is that urban areas suffer from higher levels of crime and in Central Lancashire that is the case with Preston suffering from higher levels of crime than Chorley or South Ribble. Tackling crime, fear of crime and anti-social behaviour are community priorities. This could include ensuring improvements to areas with high crime rates and safety measures where specific crimes are recorded.

5.4.85 Chorley currently suffers from the most pressure on school places in Central Lancashire, with pressure at both primary and secondary level but it is predicted that Preston will come under more pressure in the future. Provision of sufficient school places in important to ensure children and young adults can access an education to ensure they develop to their fullest potential.

5.4.86 Green infrastructure has an important role to play in the visual amenity and health and well-being opportunities it provides.

5.4.87 The CCGs indicate that there are no large scale expansions of hospitals in Central Lancashire, and where new clinics are proposed they will be focused in housing growth areas, which would be a sustainable approach.

5.4.88 Public utilities infrastructure appears to be serving its purpose, but this would need to expand as necessary to deal with any future growth. However, the pressure on the network would be reduced if there was a reduction in the demand from new development.

References/Baseline Data for Quality of Life

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- Mid-year population estimates 2017, Office for National Statistics (2017) – available at www.nomisweb.co.uk
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- Mid-year population estimates for 2017 and change analysis, LCC (2017)
- Public Health Profiles https://fingertips.phe.org.uk/ PHE (2018)
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  onward
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  https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-
  resources/water-resources-management-plan/

5.5 Buildings and Heritage

Relevant policies, plans, programmes and initiatives

National / International

- National Planning Policy Framework 2018 (NPPF)
- National Planning Practice Guidance (NPPG)
- National Design Guide (MHCLG, October 2019)
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Ancient Monuments and Archaeological Areas Act (1979)
- EU Treaty No.121: Convention for the Protection of the Architectural Heritage of Europe (Granada Convention, 1985)
- EU Treaty No.143: European Convention on the Protection of the Archaeological Heritage (Revised) (Valetta Convention, 1992)
- EU Treaty No. 176: European Landscape Convention (Florence, 2000)
- Heritage at Risk Register, Historic England (2017)
- The Churches Conservation Trust
- The Railway Heritage Trust
- The Prince's Regeneration Trust
- The Landmark Trust
- The War Memorials Trust
- National Heritage Memorial Fund
- National Heritage List for England, Historic England
  https://historicengland.org.uk/listing/the-list
- Heritage at Risk website, Historic England
  https://historicengland.org.uk/advice/heritage-at-risk
- Sustainability Appraisal and Strategic Environmental Assessment Historic England Advice Note 8, Historic England, 2016
  https://www.historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/

- The Historic Environment and Site Allocations in Local Plans – Historic England Advice Note 3, Historic England, 2015: http://www.historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/
- Royal Society of Arts https://www.thersa.org/action-and-research/rsa-projects/public-services-and-communities-folder/heritage-and-place
- Theatres Trust

  http://www.theatrestrust.org.uk/

  http://www.workhouses.org.uk/Preston/

  http://www.childrenshomes.org.uk/list/Lancashire.shtml

Regional / Sub-Regional

- The Heritage Trust for the North
- Lancashire Historic Environment Record

  https://www.heritagegateway.org.uk/gateway/chr/

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- Central Lancashire Annual Monitoring Report, 2018

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- Lancashire Gardens Trust

Local

- Chorley Local Plan, 2015
- Chorley Local Plan Annual Monitoring report 2017-18
- Chorley Conservation Area Character Appraisals
- Chorley Householder Design Guidance SPD, 2017

- Preston Local Plan, 2015

- Preston City Centre Area Action Plan, 2016

- Preston Residential Extensions and Alterations SPD, 2013

- Preston Shop Front Design Guide SPD, 2017

- NW Preston Masterplan SPD, 2017

- Broughton Neighbourhood Plan, 2018

- Local Heritage lists in Preston. Preston City Council
  https://www.preston.gov.uk/yourservices/planning/conservation-and-
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- Preston Conservation Area Character Appraisals

- Conservation areas in Preston. Preston City Council
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  heritage/conservation-areas/

- Listed Buildings in Preston. Preston City Council
  https://www.preston.gov.uk/yourservices/planning/conservation-and-heritage/listed-
  building/

- Historic Parks and Gardens in Preston. Preston City Council
  https://www.preston.gov.uk/yourservices/planning/conservation-and-heritage/historic-
  parks-gardens/

- Local Heritage List for Rural Areas of Preston. Preston City Council
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- The Winckley Square Futures Project

- South Ribble Local Plan, 2015

- South Ribble Local Plan Monitoring Report Covering the period April 2017 – March 2018

  https://www.southribble.gov.uk/content/planning-monitoring-and-evidence-1

- South Ribble Conservation Area Character Appraisals

- Penwortham Neighbourhood Plan, 2017

- South Ribble Residential Extensions SPD, 2013

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

5.5.1   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.

5.5.2   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 well-being. Appropriate management of the historic environment, and applying good design principles, is therefore essential.

Townscape and landscape

5.5.3   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.

5.5.4 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 industry, inner and outer suburbs, industrial / business, 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.

5.5.5 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.

5.5.6 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 century 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

5.5.7 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.

5.5.8 The National Planning Policy Framework (NPPF) defines a heritage asset as: 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).'

5.5.9 It defines the setting of a heritage asset as: 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

5.5.10 Significance (for heritage policy) is defined as: 'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting..'

5.5.11 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.

5.5.12 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.

5.5.13 There were 5,248 listed buildings in Lancashire in 2018 according to the National Heritage List, with Central Lancashire accounting for 1,438 of them:

- 1,397 Listed Buildings/Structures (including 10 Grade I Listings);

- 14 Registered Parks or Gardens; and

- 27 Conservation Areas.

5.5.14 In November 2016, the Royal Society of Arts updated the heritage index figures for 325 local authorities in England. The results used over 100 data sets to produce a heritage index, to show which areas are making best use of their heritage assets. The overall findings listed South Ribble in the bottom 10%; Chorley in the bottom 50%; and Preston in the top 44%.

5.5.15 There are 482 listed buildings/structures, including 10 scheduled ancient monuments, within the borough of Chorley. These include 5 Grade I Listed Buildings:

- Astley Hall;

- Mawdesley Hall;

- Hoghton Tower;

- Great Barn, Houghton Tower; and

- Heskin Hall

5.5.16 The remainder are Grade II listed buildings, with 27 of those designated as Grade II*.

5.5.17 There are 9 designated conservation areas:

- St Laurence's;

- Bretherton;

- St Georges;

- Rivington;

- Croston;

- Withnell Fold;

- Brindle;

- White Coppice; and

- Abbey Village.

5.5.18 In addition, there are 3 "locally important areas/buildings".

5.5.19 There are also 4 registered parks/gardens: Astley Park; Lever Park; Rivington Gardens; and Houghton Tower.

Preston

5.5.20 There are around 770 listed buildings/structures in Preston. These include 3 Grade I buildings:

- St Walburge's Church;

- Harris Museum; and

- Old Lea Hall Farmhouse.

5.5.21 The remainder are Grade II listed buildings, with 20 of those designated as Grade II*.

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

5.5.23 However, 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.

5.5.24 There are 11 designated conservation areas:

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

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

5.5.26 There are also 8 Registered Parks/Gardens included on the National Register of Historic Parks and Gardens: Avenham Park; Miller Park; Moor Park; Avenham Walk; Harris Knowledge Park (formerly Harris Orphanage); Haslam Park; Preston Cemetery; and The Willows. Three of these are also Grade II* Listed parks: Avenham Park; Miller Park; and Moor Park.

South Ribble

5.5.27 There are 145 listed buildings/structures (including 4 scheduled ancient monuments) within the borough of South Ribble, including 2 Grade I Listed Buildings:

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

5.5.28 The remainder are Grade II listed buildings, with 10 of those designated as Grade II*.

5.5.29 There are 8 designated conservation areas:

- Church Brow, Walton-le-Dale;
- Church Road, Bamber Bridge;

- Greenbank Road, Penwortham;

- Leyland Cross;

- Penwortham St Mary's;

- Rawstorne Road, Penwortham;

- Sandy Lane, Leyland; and

- Walton Green, Walton-le-Dale.

5.5.30 There are also 2 registered parks/gardens; Worden Park (Leyland); and part of Woodfold Park.

Heritage sites at risk in Central Lancashire

5.5.31 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.

5.5.32 In 2018, Central Lancashire had 8 heritage assets on the Historic England At Risk Register, although none were listed in the highest priority 'A' classification.

5.5.33 5 sites were identified in Chorley:[30]

- Church of St George (Priority Category C, Grade II Listed building);

- Bank Hall, Bretherton (Priority Category B, Grade II Listed building);

- Buckshaw Hall, Euxton (Priority category E, Grade II Listed building);

- Ingrave Farm moated site, Eccleston (Scheduled monument); and

- Bretters Farm moated site, Heath Charnock (Scheduled monument).

5.5.34 3 sites were identified in Preston:[31]

- 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); and

- Fishergate Hill (Conservation Area).

5.5.35 1 site was identified in South Ribble:

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[30] Church of St Michael, Croston, was removed from the Historic England At Risk Register in 2018

[31] Seventh Day Adventist Church, Preston was removed from the list in 2018

- Woodfold Park (declining condition, although none of the buildings at risk are within South Ribble)[32]

5.5.36 There remain three buildings at risk in Chorley with the condition of these buildings showing some improvement in recent years. Structural works are in an advanced state at Bank Hall, Bretherton, which are due to be completed by September 2019 with internal fit out following, at which stage it can then be removed from the register. The trend therefore shows an improving situation, with 2 assets fewer considered at risk in Central Lancashire than in 2017.

5.5.37 The Heritage at Risk sites in Central Lancashire are shown in Figure 25, below.

Figure 25: Heritage at Risk sites in Central Lancashire
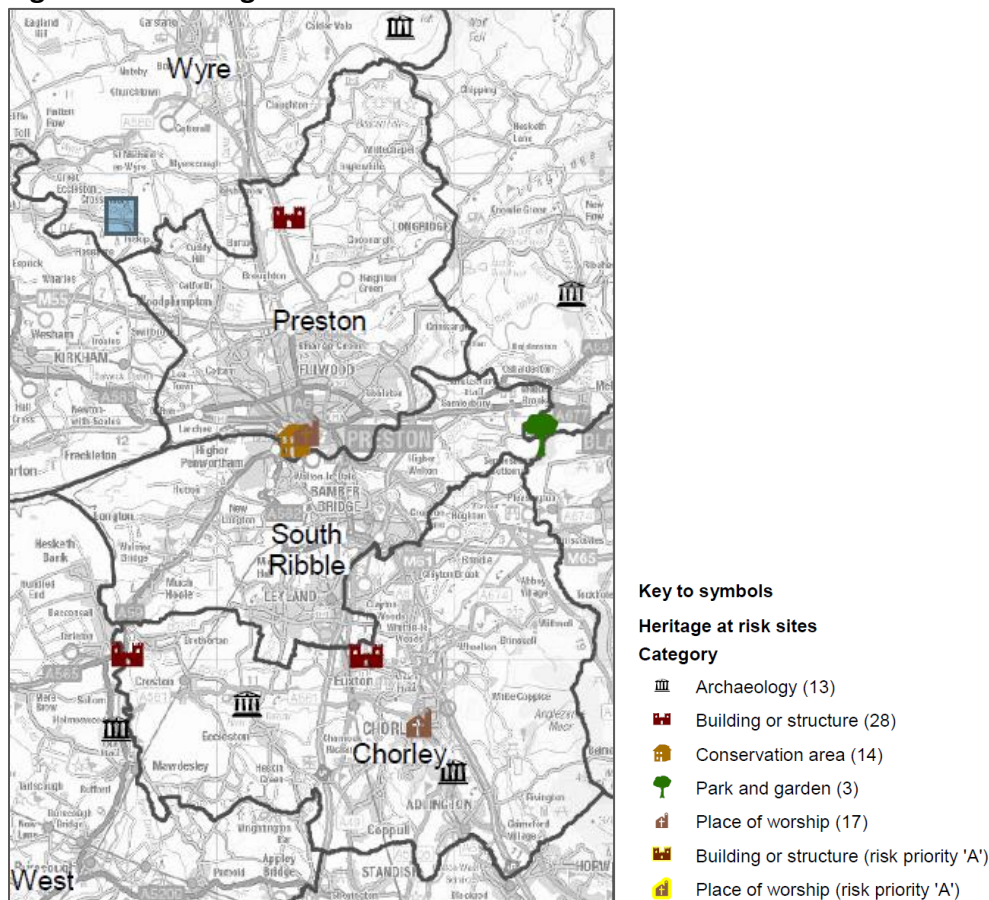
Source: Built Heritage in Lancashire (LCC, 2018) https://www.lancashire.gov.uk/media/900164/built-heritage-report.pdf (Map Source: DEFRA MAGiC Maps Application, with labelling and icons applied by LCC).

Public access and museums

5.5.38 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

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

appeal to a growing number of visitors (e.g. Samlesbury Hall, Hoghton Tower, Astley Hall, etc.). Many benefit from local ownership and control, often by the historic family owners, independent trusts, or local authorities.

5.5.39 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, etc.).

Buildings & Heritage Sustainability, Health and Equality Issues and Implications

5.5.40 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.

5.5.41 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 yet unidentified) undesignated assets and archaeology, are continued 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).

5.5.42 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, whilst also recognising that there are likely to be general themes that will apply across a given area.

5.5.43 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.

5.5.44 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.

5.5.45 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 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.

5.5.46 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.

5.6 Climate Change

Relevant policies, plans, programmes and initiatives

International

- European Nitrates Directive (2002)
- European Water Framework Directive (2000/60/EC) 2000

National

- Flood and Water Management Act (2010)
- Climate Change Act (2008)
- Clean Air Strategy 2019, DEFRA (2019)
- The Clean Growth Strategy, HM Government (2017)
- National Planning Policy Framework 2018 (NPPF)
- National Planning Practice Guidance (NPPG)
- Sub-national emissions of carbon dioxide data 2005-2016, Department for Business, Energy and Industrial Strategy (2018)
- Sub-national gas consumption data 2005-2016, Department for Business, Energy and Industrial Strategy (2018)
- Sub-national electricity consumption data 2005-2016, Department for Business, Energy and Industrial Strategy (2018)
- Sub-national road transport consumption data 2005-2016, Department for Business, Energy and Industrial Strategy (2018)
- Rising to the climate change crisis: A guide for Local Authorities
- National Atmospheric Emissions Inventory: Local and Regional Carbon Dioxide Emissions Estimates for 2005–2016 for the UK, Technical Report

Regional/ Sub-Regional

- The Lancashire Climate Change Strategy 2009-2020, The Lancashire Climate Change Partnership (2009)
- Lancashire and Blackpool Flood Risk Strategy (2013)
- Lancashire Cycling and Walking Infrastructure plans

- Lancashire County Council Section 19 Flood Investigation Report (December 2015 floods)
- Lancashire County Council Chorley District Flood report February 2017
- Lancashire County Council Preston District Flood report February 2017
- Lancashire County Council South Ribble District Flood report February 2017
- River Douglas Catchment Flood Management Plan
- River Ribble Catchment Flood Management Plan
- River Wyre Catchment Flood Management Plan

Local

- Central Lancashire SFRA 2007
- Chorley Council 2018 Air Quality Status Report (ASR)
- South Ribble Borough Council Air Quality Action Plan 2018
- Preston City Council 2017 Air Quality Status Report (January 2018)
- Preston City Council Air Quality Action plan for Broughton (2014)
- Preston City Council 2015 Air Quality Updating and Screening Assessment for Preston City Council. July 2015
- Preston City Council Detailed Assessment of Air Quality at Garstang Road, Broughton and New Hall Lane, Preston for Preston City Council May 2011
- Blackburn with Darwen Climate Change Adaptation Strategy and Action Plan
- Central Lancashire Strategic Flood Risk Assessment Level 1(Dec 2007)

Relevant aims and objectives identified

- Minimise vulnerability and improve resilience to the effects of climate change.
- 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 sets a target that by 2020 there will be a reduction of CO2 emissions by 30% compared to 1990 levels.
- 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

5.6.1 Total CO_2 emissions in the 14-authority Lancashire sub-region in 2016 were estimated at 8.5 million tonnes. This represented 21.2% of the North West total of 40.2 million tonnes and 2.4% of the UK total. Overall, 36.6% of Lancashire emissions were attributable to industry and commerce sector sources, 28.9% to the domestic sector, 34.5% to transport, and a minor residual of 0.7% to land use change and forestry.

5.6.2 The Central Lancashire Councils 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.

5.6.3 Carbon Dioxide (CO_2) emissions continue to fall across central Lancashire with levels at 6.1t/person in Chorley, 5.2t/person in Preston and 6.6t/person in South Ribble in 2016, the average for England is 5.3t and 5.4t for the UK, indicating that on average, CO_2 emissions in the Central Lancashire Area are above the national average and the North West Average of 5.3t/person. The North West has the 2nd highest percentage of emissions in England, accounting for 11% of all CO_2 produced in 2016.

5.6.4 The average electricity and gas consumption for domestic and non-domestic users are presented below. This shows that Chorley, Preston and South Ribble use comparatively similar rates of domestic electricity and gas, and Chorley and South Ribble again have similar rates of consumption of non-domestic gas, with Preston consuming considerably less. In contrast, electricity and consumption amongst non-domestic users varies between the areas with South Ribble being the highest and above the North West Average for electricity use, with all three councils being below the North West average for gas consumption.

Table 4: Mean Domestic Electricity and Gas consumption

Mean domestic consumption/household	Chorley	Preston	South Ribble	North West

Electricity (KWh)[33]	3,692	3,545	3,622	3,561
Gas (GWh)[34]	13,527	13,154	13,305	13,205

Source: BEIS sub-nation consumption datasets

Table 5: Mean Non-Domestic Electricity and Gas consumption

Mean non-domestic consumption/household	Chorley	Preston	South Ribble	North West
Electricity (KWh)	56,817	63,089	81,460	75,775
Gas (GWh)	781,881	504,145	782,123	849,415

Source: BEIS sub-nation consumption datasets

Air pollution

5.6.5 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, M65 that high emission values are most common in Central Lancashire, the centres of Preston and Chorley are also affected.

5.6.6 Table 6 below shows the levels of NOx and particulate emissions across the 3 Councils. This shows the high levels from road transport emissions in Chorley and South Ribble, with motorways being the man contributing factor in Chorley, accounting for nearly 74% of all road emissions and 45% in Preston, closely followed by primary roads at nearly 26%.[35]

Table 6: NOx and particulate emissions, Central Lancashire Authorities

Calculated totals, averages per square kilometre and percentages due to road transport sources, NOx, Particulate matter (PM2.5) and SO2, 2016.										
NAME	Area in sq	Total NOx (tonnes)	Road transport NOx (tonnes)	Percentage NOx attributable to road transport	Average NOx emissions per square km	Total PM2.5 (tonnes)	Road transport PM2.5 (tonnes)	Percentage PM2.5 attributable to road transport	Average PM2.5 emissions per square km	Total Sulphur dioxide (tonnes)	Average SO2 emissions per square km
Chorley	203	1,345.9	970.4	72.1%	6.6	164.8	36.9	22.4%	0.8	101.7	0.5
Preston	142	1,166.7	796.9	68.3%	8.2	180.2	32.2	17.9%	1.3	72.5	0.5
South Ribble	113	1,419.7	577.9	40.7%	12.6	190.6	24.8	13.0%	1.7	100.5	0.9
Lancashire-12	2904	12,759.3	6,294.2	49.3%	4.4	1,946.0	268.0	13.8%	0.7	1,232.0	0.4
Lancashire-14	3076	14,125.9	6,958.7	49.3%	4.6	2,255.7	301.0	13.3%	0.7	1,365.6	0.4

Source: Business Intelligence, Lancashire County Council, based on NAEI data

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[33] KWh – Kilowatts per hour

[34] GWh – Gigawatts per hour

[35] Source: Business Intelligence, Lancashire County Council, based on NAEI data

5.6.7   South Ribble has the highest levels of NOx emissions as a result of industrial combustion and this is attributed to Leyland Business Park in Farington with emission levels of 508 tonnes[36]. The various industries based in or near Leyland Business Park in South Ribble continued to be responsible for very high levels of NOx emissions in the industrial combustion sector at this location. This area also has some the highest particulate emissions in Lancashire with levels of 22.4 tonnes.

5.6.8   Preston has 5 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
- AQMA 5 is on London Road

5.6.9   South Ribble has 5 Air Quality Management Areas:

- Junction of Priory Lane and A59 Liverpool Road, Penwortham
- Victoria Road (A675/A6), Walton-le-Dale
- Junction of Leyland Road and Brownedge Road, Lostock Hall
- Station Road, Bamber Bridge
- Turpin Green Lane, Churchill Way, Golden Hill Lane, Leyland

5.6.10 Chorley does not have any Air Quality Management Areas at present.

Flood risk

5.6.11 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)

5.6.12 There are also a number of other watercourses and tributaries to other rivers, such as the River Yarrow and the River Darwen.

5.6.13 Flooding in the Douglas Catchment Flood Management Plan (CFMP) area 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

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[36] Source: NAEI, source of emissions identified by LCC Business Intelligence

to high tides. Serious flooding has been recorded in Wigan, Croston, Appley Bridge, Leyland and Whittle Le Woods.

5.6.14 To support the community of Croston, a Flood Risk Management Scheme has been developed in 2014 and completed in 2016. The Environment Agency worked with United Utilities, Lancashire County Council, Chorley Borough 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 will reduce flood risk to almost 420 local homes and businesses.

5.6.15 There are currently more than 2,200 properties at risk of flooding in a 1% Annual Probability Event (APE) (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.

5.6.16 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) 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 EA estimate 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.

5.6.17 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.

5.6.18 The existing Strategic Flood Risk Assessment (SFRA) is from 2007 and an updated SFRA is currently being prepared by consultants JBA and will feed in to the plan making process. The 2007 SFRA took information from historical flood records, and their sources of flood risk information, to identify six main sources of flood risk: fluvial flooding, tidal flooding, sewer flooding, surface water flooding, groundwater flooding and flooding from artificial sources.

5.6.19 The SFRA notes that within the Douglas catchment, development within the natural floodplain has resulted in an increased risk of flooding in some areas. In many reaches the rivers in the Douglas catchment have been heavily modified through the introduction of raised defences and culverts. Within the Ribble catchment raised river defences have been built across parts of the catchment to prevent flooding and the area now has a legacy of dependency on these defences.

5.6.20 The tidal extents of the Ribble and Douglas catchments are within the study area and watercourses within these catchments in the western part of the study area are tidally influenced. The normal tidal limits are on the outskirts of Preston and at Rufford for the River Ribble and River Douglas respectively. Approximately 7% of the study area is at risk of tidal

flooding during the 1 in 200-year tidal flood event, which may increase to approximately 8% with the effects of climate change. The majority of the area at risk of tidal flooding is rural. However, some parts of urban areas are at risk, in particular Preston, Walton-le-Dale and Penwortham.

5.6.21 There are no additional records of pluvial, or overland, flooding within the study area. However, such flood events are rarely recorded and there is potential for pluvial flooding in low-lying areas that are behind flood defences.

5.6.22 The 2007 SFRA states that the study area for the combined administrative regions of Preston City Council, South Ribble Borough Council and Chorley Borough Council is 459 km². Using the flood zone maps, it is apparent that 7.40% (33.97 km²) of the total administrative area is located within Flood Zone 3b (Functional Floodplain) whilst 4.42% (20.28 km2) is located in Flood Zone 3a (High Risk) and 2.66% (12.22 km2) is located in Flood Zone 2. Of the total area, approximately 16.41% (75.34 km²) is already developed with 6.57% (1.78 km2) falling under Flood Zone 3b, 2.80% (0.63 km2) falling under Flood Zone 3a and 3.14% (2.37 km2) falling under Flood Zone 2. It is important to note that this information was compiled in 2007, as such the situation may have changed since the last report and this will be updated as the plan progresses and new information from the updated SFRA becomes available.

5.6.23 Flood risk information from 2007 indicates areas across the Plan area which are at risk of flooding. This work is currently being updated and new information needs to be added once this work is complete. The potential to increase flood risk should be minimised through all new development, with development being steered away from areas of flood risk. New development has the potential to increase flood risk through greater surface run off and pressure upon drainage systems. New development should be designed to mitigate the impacts of this, and to be resilient to any future flood risk.

Surface water management

5.6.24 There are various ways of managing surface water. The surface water hierarchy should be applied (as defined in the NPPF / NPPG) 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 Urban Drainage systems (SUDs) should be promoted, with infiltration SUDs being the preferred way of managing surface water.

5.6.25 New development also provides opportunities to extend the green and blue infrastructure 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, whilst also contributing to quality neighbourhoods, providing opportunities for wildlife and enhancing the leisure and play on offer, resulting in a significant positive health effect.

5.6.26 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 / groundwater protection zones (SPZ's). 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 Lancs 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.

5.7 The Economy

Relevant policies, plans, programmes and initiatives

National

- National Planning Policy Framework 2018 (NPPF)
- National Planning Practice Guidance (NPPG)
- Industrial Strategy: building a Britain fit for the future (Government White Paper – 2017)
- The Missing Links - Revitalising our rural economy, Federation of Small Businesses (2012)
- Annual Population Survey, July 2017 - June 2018, Office for National Statistics (2018) *Registered for UK Data Service
- Gross Disposable Household Income, Office for National Statistics (2018)
- Gross Value Added, Office for National Statistics (2018)

Regional

- Estimates of gross disposable household income, 2016 (provisional) and change analysis - Analysis for the Lancashire-14 area, LCC (2018).
- Lancashire Strategic Economic Plan, Lancashire Enterprise Partnership (2014)
- Lancashire Growth Deal, Lancashire Enterprise Partnership (2014)
- Lancashire Growth Plan 2013/14, Lancashire Enterprise Partnership (2013)
- Growth Deal Implementation Plan, Lancashire Enterprise Partnership (2018)
- Growth Deal Monitoring & Evaluation Framework, Lancashire Enterprise Partnership (2018)
- The Lancashire Skills and Employment Strategic Framework, Lancashire Enterprise Partnership, 2016-2021
- City Deal Implementation Plan 2015-2018, Lancashire Enterprise Partnership (2015) Lancashire….No.1 for Aerospace Jobs, North West Aerospace Alliance (2017)
- Central Lancashire Employment Land Study, BE Group (2017)
- Central Lancashire Employment Land Study, Objectively Assessed Needs Update 2019, BE Group (2019)
- Central Lancashire Office Needs Assessment (2006)
- Central Lancashire Core Strategy Monitoring Report (Covering the period April 2017 – March 2018)

- Central Lancashire Controlling Re-use of Employment Premises SPD (2012)
- Central Lancashire Employment Skills SPD (2017)
- Central Lancashire Rural Development SPD (2012)

Local

- Chorley Employment Land Monitoring Report (2018)
- Chorley Economic Development Strategy (2012)
- Chorley Town Centre Public Realm Proposals and Masterplan (2017)
- Chorley Retail and Leisure Study, WYG Planning (2019)
- Cinema Provision Preston City Centre (2014)
- The Economic and Regeneration Impact of a Cinema Development in Preston City Centre (2014)
- Preston Hotel Needs Assessment (2013)
- Preston Retail and Leisure Study, WYG Planning (2019)
- Quarter-bridge Markets Report (2013)
- South Ribble Retail Position Statement (2017)
- South Ribble Retail and Leisure Study Final Report, WYG Planning (2017)
- South Ribble Employment Land Position Statement (2018)

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.

- Support investment in land, transport and digital infrastructure.

Baseline

5.7.1   As of September 2018, of people aged between 16-64, 88.8% in Chorley, 77.5% of people in Preston and 83.8% of those in South Ribble were employed. These are better figures than that of the North West (73.8%) and Great Britain as a whole (75.1%). As at September 2018, unemployment levels in Chorley and South Ribble were lower than in the North West (4.1%) and Great Britain (4.2%), whereas Preston's unemployment level was similar (4.2%) as can be seen in Figures 1-3 (Office for National Statistics Annual Population Survey, October 2017 – September 2018). These figures are similar to the trend over the last 10 years with Preston's unemployment level being similar to that of the North West and Great Britain, and both Chorley and South Ribble being lower. This could be partly due to there being more older people (over 75s) in Chorley and South Ribble compared to Preston. However, unemployment figures need to be treated with caution as these are model based estimates rather than actual numbers.

Figure 26: Chorley Unemployment Level Time Series (Sept 2005 – Sept 2018)
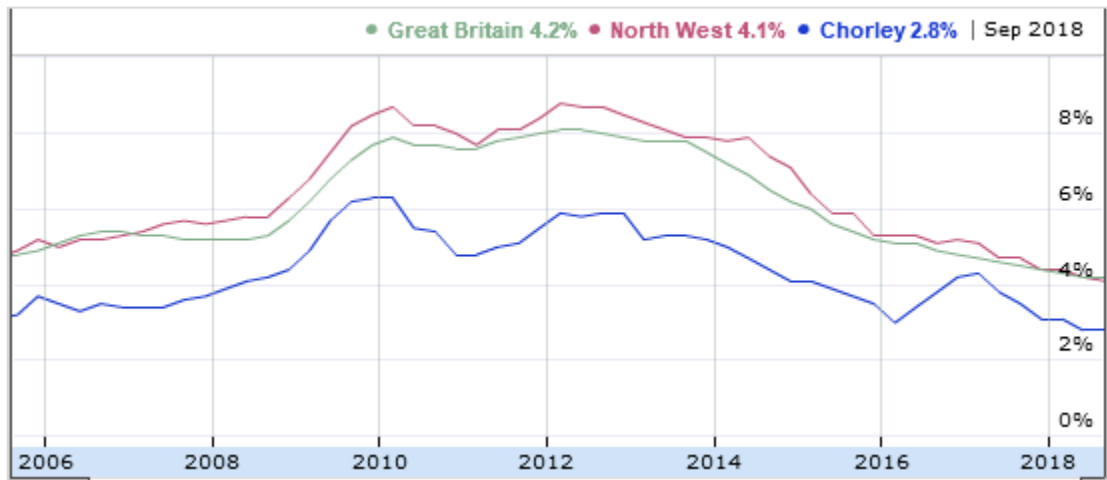
Source: ONS via NOMIS

Figure 27: Preston Unemployment Level Time Series (Sept 2005 – Sept 2018)
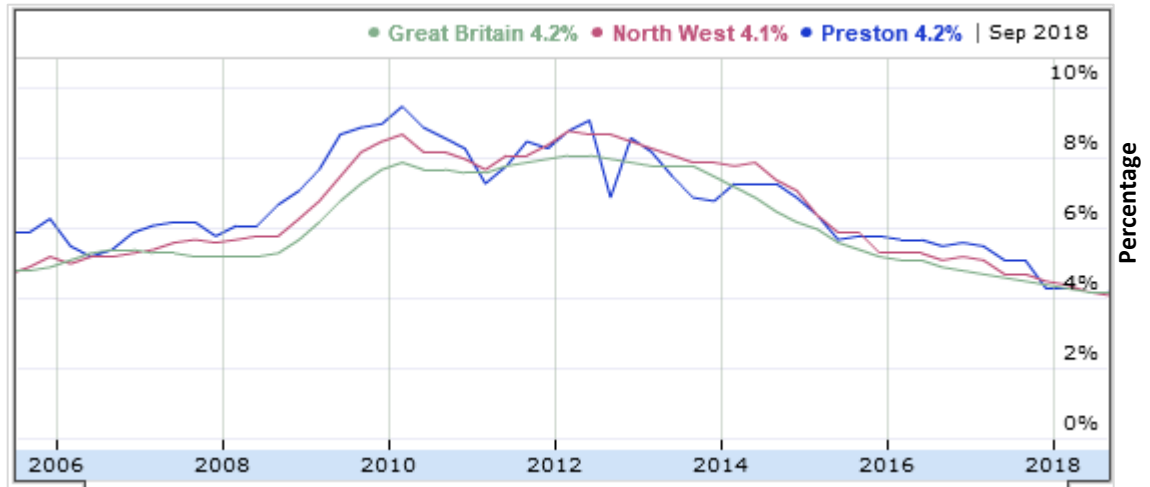
Source: ONS via NOMIS

Figure 28: South Ribble Unemployment Level Time Series (Sept 2005 – Sept 2018)
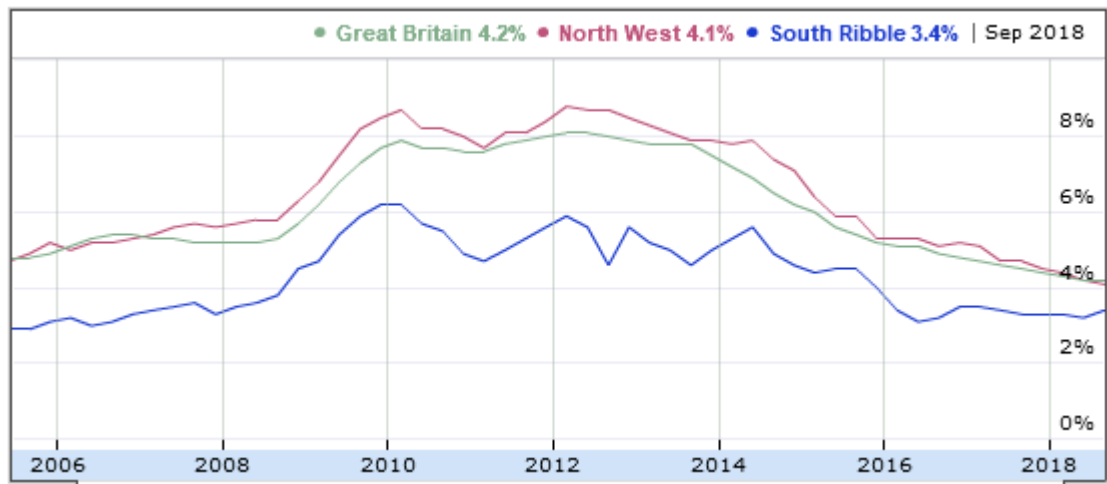
Source: ONS via NOMIS

5.7.2   The types of occupation in Chorley (based on the 12 months to December 2018) are shown below.

Figure 29: Percentage of People in Employment type December 2018

Occupation Types - Chorley
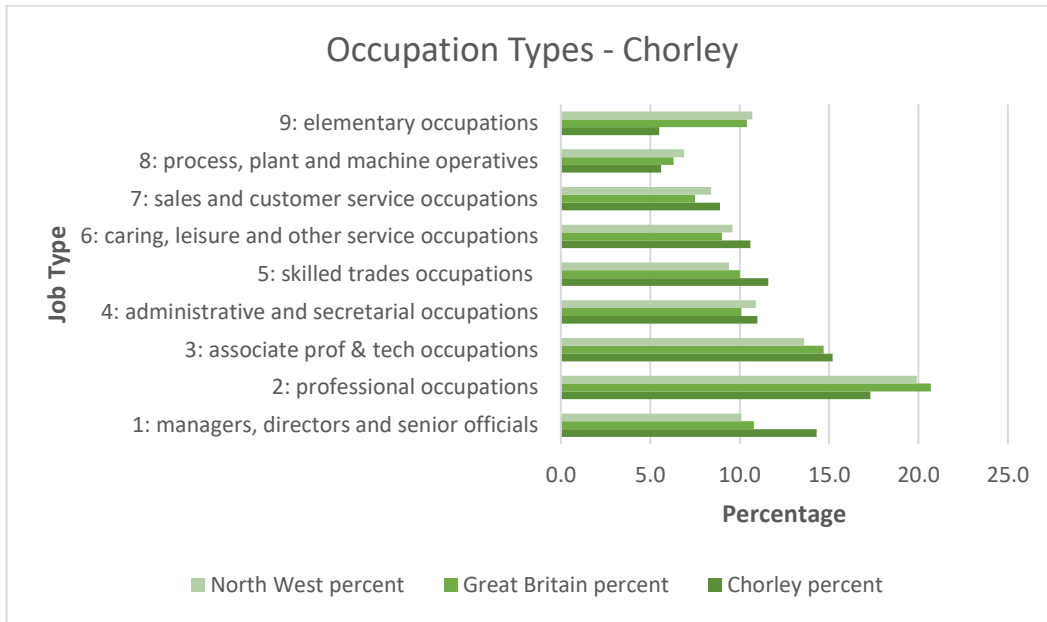
Source: ONS via NOMIS

5.7.3   The types of occupation in Preston (based on the 12 months to December 2018) are shown below.

Figure 30: Percentage of People in Employment type December 2018

Occupation Types - Preston
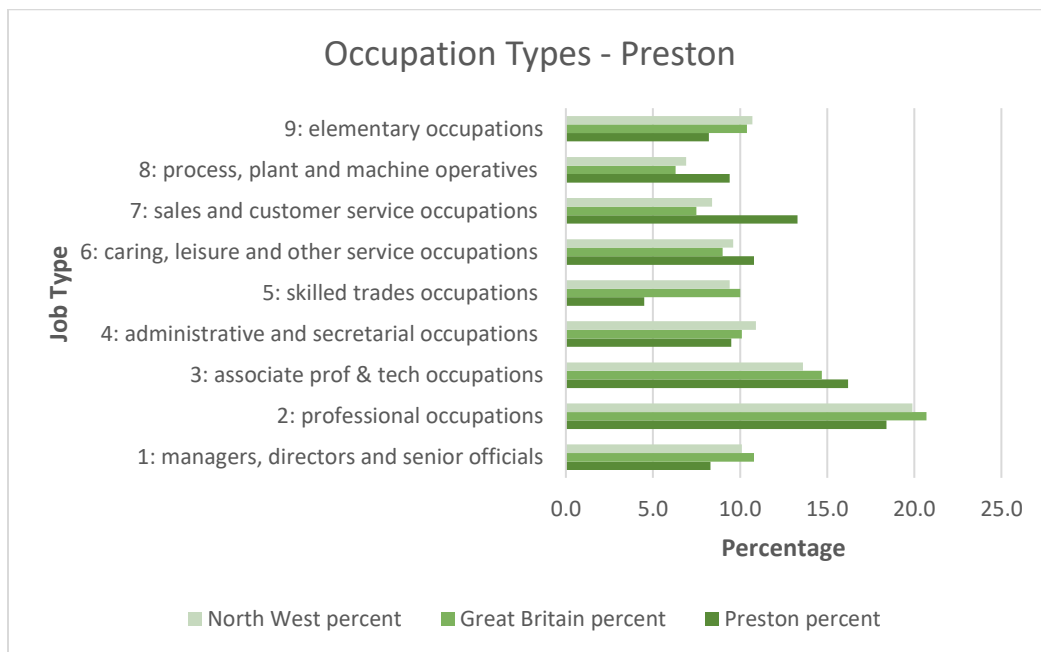
Source: ONS via NOMIS

5.7.4   The types of occupation in South Ribble (based on the 12 months to December 2018) are shown below.

Figure 31: Percentage of People in Employment Type December 2018
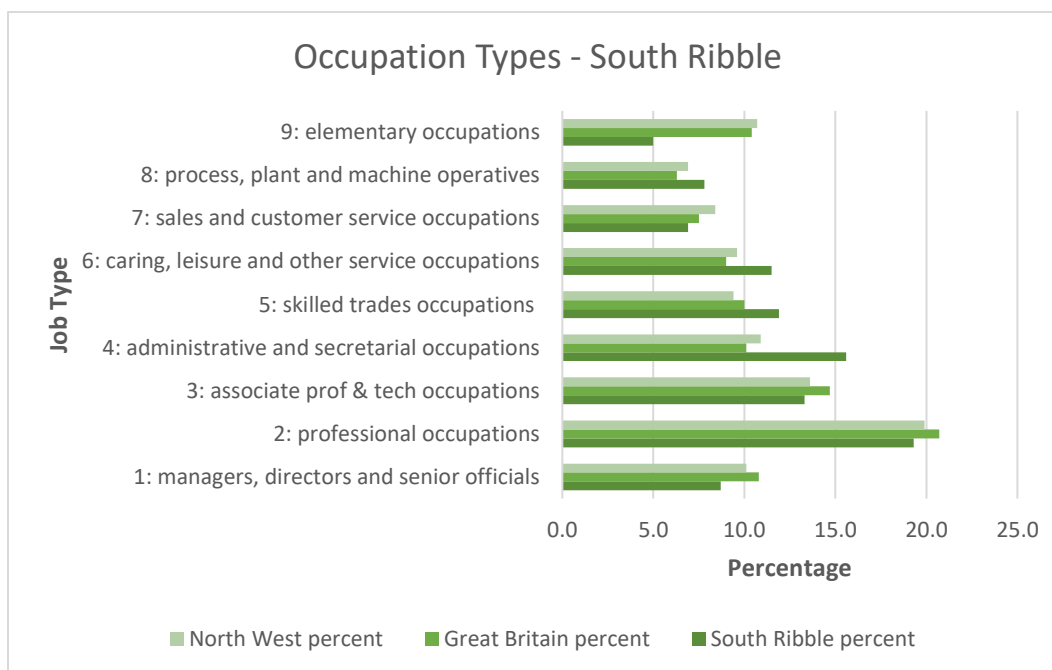
Source: ONS via NOMIS

5.7.5   The job types are divided into Standard Occupational Classification (Soc) groups. From the figures above, it can be seen that generally the Central Lancashire authorities have a smaller proportion of lower classification jobs (Soc group 9 - elementary occupations) than both the North West and Great Britain. Across Central Lancashire the Soc group with the highest percentage is that of professional occupations (Soc group 2). Chorley has a higher number of Soc group 1 (managers, directors and senior officials) than the North West and Great Britain. Preston has higher numbers of Soc groups 7 & 8 (sales and customer service occupations, and process, plant and machine operatives) than the North West and Great Britain. South Ribble has high numbers of the mid-range Soc groups – in groups 4, 5 and 6 (administrative and secretarial occupations; skilled trades occupations and caring, leisure and other service occupations).

5.7.6   Table 7 below shows earnings by place of residence in 2018. 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 7: Gross Weekly Pay (2018)

Gross weekly pay (GBP)	Full time workers	Male full-time workers	Female full-time workers
Chorley	574.8	631.3	510.6
Preston	648.8	716.0	553.1
South Ribble	548.0	589.2	447.5
North West	626.7	675.6	556.1
Great Britain	687.9	745.7	600.6

Source: ONS via NOMIS

5.7.7 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.

5.7.8 Since December 2017 the Office for National Statistics has produced a new balanced measure of regional GVA: GVA (B). The new 'balanced' GVA dataset provides a single measure of economic activity within a region and these data sets are known as Nomenclature of Units for Territorial Statistics (NUTS), which are based on European- defined statistical units. These provide a single uniform breakdown for the production of regional and sub-regional statistics for the European Union (EU).

5.7.9 The NUTs classification exists at three geographic levels. Regions within the UK such as the North West are NUTS level 1 area, whilst the Lancashire-14 area is classified as a NUTS level 2 area. From January 2015, Lancashire had a new set of NUTS-3 areas Chorley is part of the joint area of Chorley and West Lancashire (UKD47); and Preston and South Ribble are within Mid Lancashire (UKD45), which also includes Fylde and Ribble Valley.

5.7.10 The total GVA for Chorley and West Lancashire in 2017 was £4,295 million, whilst for Mid Lancashire it was £12,144 million. These figures represent 2.47% and 6.98% of the total GVA for the North West region; and 13.15% and 37.08% of the GVA for Lancashire.

5.7.11 The balanced GVA per head for the Chorley and West Lancashire NUTS-3 area was £18,701 in 2017, and for Mid Lancashire in the same year it was £31,053. These compare to the 2017 UK figure of £27,555 and to the North West figure of £23,918. Mid Lancashire was the 4th highest area, with Chorley and West Lancashire only 12th in the North West region (which contains 20 NUTS-3) areas.

5.7.12 The trend is forecast to be better for the Mid Lancashire NUTS-3 area compared to the Chorley and West Lancashire NUTS-3 area. For Mid Lancashire the provisional yearly GVA growth total per head of population for 2017 is 2.8% which is better than the prediction for the UK of 2.5%. However, the forecast for the Chorley and West Lancashire NUTS-3 area for 2017 is -0.3% which is the 5th worst in the UK.

5.7.13 Another useful measure of economic performance is the Gross Disposable Household Income (GDHI) per head (Office for National Statistics, 2018) – see table 2 (based on information in *Estimates of gross disposable household income, 2016 (provisional) and change analysis - Analysis for the Lancashire-14 area*, LCC (2018)). 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 2016, the provisional figures for GDHI were estimated at £18,696 in Chorley; £18,057 in Preston and £17,585 in South Ribble. These compare to the provisional estimates of £19,878 for England and £16,761 for the North West.

5.7.14 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 had the highest estimate, and Preston were 4th highest of all the Lancashire local authorities.

5.7.15 The provisional changes to GDHI per head between 2015-2016 grew in six of the Lancashire-14 area local authorities (unadjusted for inflation). Among them was Chorley (0.9%, £162), and this increase was greater than the UK increase (0.7%, £128), and the best in the Lancashire-14 area. However, the other 8 Lancashire-14 local authority areas had provisional decreases, with South Ribble being the worst at -1.7%, - £304 (unadjusted for inflation). The table below shows the GDHI per head of Population for selected Lancashire Authorities compared to the UK; North West; and Lancashire-12 and Lancashire-14 NUTS2 areas:

Table 8: GDHI per head – Lancs LAs against UK/NW/Lancs-12 & 14 NUTS2 areas

Area	GDHI per head, 2016 [1] (£)	GDHI per head 2016 [1] (£) – Lancashire-14 area rank	GDHI per head Growth 2015 to 2016 [1] (£)	GDHI per head Growth 2015 to 2016 [1] (%)	GDHI per head Growth 2015 to 2016 [1] (%) – Lancashire-14 area rank
Chorley	18,696	1st	162	0.9	4th
Preston	18,057	4th	-206	-1.1	12th
South Ribble	17,585	6th	-304	-1.7	14th
Lancashire-12 area [2]	16,852	-	-24	-0.1	-
Lancashire-14 NUTS2	16,217	-	15	0.1	-
North West Region	16,761	-	-29	-0.2	-
United Kingdom	19,432	-	128	0.7	-

Source: ONS: Regional gross disposable household income (GDHI), 1997 to 2016 (provisional).

Table 8 Notes: [1] 2016 figures are provisional. [2] Lancashire-12 data calculated by Lancashire County Council Business Intelligence (sum of NUTS3 GDHI data divided by relevant mid-year population estimate(s)).

5.7.16 Employment land take-up across Central Lancashire is recorded annually within the Central Lancashire Annual Monitoring Report and Table 3 shows details of recent employment land take up as well as the total take up since 2009.

Table 9: Central Lancashire Employment Land Take-Up 2009-2018

Local Authority	Employment Land Take-Up 2017-18 (ha)	Total Take-Up Since 2009	Target 2010-26 (ha)
Chorley	0.63	29.26	112
Preston	0.4	13.41	118.5
South Ribble	3.17	44.70	223.5
Total	4.21	87.37	454.0

Source: Central Lancashire Annual Monitoring Report as amended by the Central Lancashire Employment Land Study Update (2019)

5.7.17 The total employment land take-up in Central Lancashire area since 2009 is 87.37ha. This equates to an average of 9.71ha taken up per year between 2009-2018, compared to the required annual target of 28.375 ha. Therefore, the current rate would not meet the Core Strategy target (2010-2026) of 454.0 ha.

5.7.18 The Central Lancashire Employment Land Study (2017) and update (2019) discuss 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 Local Take-Up Scenario which although not taking into account strategic requirements at Cuerden/Samlesbury, it accurately measures local needs. It suggests that each authority does require additional land to 2036 against the backdated supply comprising:

- Chorley – 37.18 ha further need
- Preston - 22.54 ha further need
- South Ribble – 43.72 ha further need.

5.7.19 In Chorley the need is mainly for larger B8 warehousing uses, as well as offices; in Preston the need is for B1(a) offices and B8 warehousing, and in South Ribble it is for sites for larger B2 general industrial and B8 warehousing uses and B1(a) offices.

5.7.20 **Retail and Leisure**. 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 the North West Preston) whilst ensuring that policies protect centres through the implementation of a range of thresholds for impact assessments.

5.7.21 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 here and increase their dwell-time.

5.7.22 The Preston Retail Study 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 8,200 - 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 is good in Preston. Whilst 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.

5.7.23 The Chorley Retail Study 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, magazines) across the borough but identifies a gap in provision for Eccleston and Adlington (and Anderton) of larger foodstores (1,500sqm).

5.7.24 In South Ribble the situation is similar with a relatively healthy retail and leisure sector, 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 Sustainability, Health and Equality Issues and Implications

5.7.25 One of the key areas identified in the Lancashire Strategic Economic Plan is the growth potential in the region. 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 & Manchester in the North West), and Chorley and South Ribble also have a number of stations. Preston & 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 Borough's economy.

5.7.26 Preston and South Ribble as part of the Lancashire City Deal Area 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. So far (up to April 2018) 13,512 jobs have been created and 4,242 houses have been delivered.

5.7.27 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 business is crucial through the planning process, whilst 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 of future jobs growth.

5.7.28 The GVA figures including future forecasts indicates a mixed picture of performance for Central Lancashire. However, it is important to note that because Chorley is associated with West Lancashire in the NUTS area this may impact on performance and forecasts. Improving the ability of Chorley to produce goods and services is an issue given the NUTS area of Chorley and West Lancashire is forecast to be among the worst in the UK for GVA per head performance.

5.7.29 In terms of GDHI performance for the per head measurement Chorley was the best in Lancashire with Preston and South Ribble within the top 6 of 14 areas in Lancashire. However, the provisional forecast for 2015-2016 is good for Chorley, but poor for Preston and South Ribble, the latter predicted to have the lowest GDHI growth per head in Lancashire. This has implications for the ability of residents to spend money which helps to support local businesses.

5.7.30 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.

5.7.31 Improving the local economy, will, in time, help to combat some of the social and health inequalities currently experienced in the Borough.

5.7.32 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 Eccleston 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.

5.7.33 Policies should direct new leisure facilities to main town centres in line with national guidance, and specifically in Preston the proposed mixed use cinema scheme adjacent to market should be safeguarded from significant adverse impact from any other cinema proposals that have weaker public transport connections. A sequential approach that focuses retail and leisure development to centres, supported by a network of local centres to allow for day to day retail and leisure needs to be met locally would encourage sustainable travel patterns whilst also ensuring that that town/city centres are attractive and vibrant.

5.8 The Natural Environment

Relevant policies, plans, programmes, strategies and initiatives

International & National

- The United Nations Convention on Biological Diversity (1992)
- The EU Biodiversity Strategy
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2018)
- The Natural Choice: Securing the Value of Nature (2011)
- Revised National Planning Policy Framework 2019 (NPPF)
- National Planning Practice Guidance (NPPG)
- The Conservation of Habitats and Species Regulations (2017)
- Marine and Coastal Access Act (2009)
- Report on the Species and Habitat Review (2007)
- Natural Environment and Rural Communities (NERC) Act (2006)
- The Conservation of Habitats and Species Regulations (2010)
- Wildlife & Countryside Act (1981)
- The Protection of Badgers Act 1992
- Birds of Conservation Concern (2015)
- Conservation 21 (2016)
- A Green Future: Our 25 Year Plan to Improve the Environment (DEFRA, 2018)

Regional & Local

- Biological Heritage Sites Guidelines for Site Selection, Lancashire County Council (2018)
- The Lancashire Environment Record Network (LERN) Lancashire Ecological Network Approach and Analysis (Version I) (2015)
- The Lancashire Biodiversity Action Plan, Lancashire County Council (2011)
- The Central Lancashire Core Strategy (2012)
- The Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document (2015)

- Lancashire Key Species, Lancashire Environment Research Network (2016)

- Central Lancashire Local Plan Monitoring Reports

- Forest of Bowland AONB Management Plan 2019-2024

- West Pennine Moors Management Plan

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.

- 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, whilst 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.

Our Environmental Heritage

5.8.1   Central Lancashire is rich in natural assets. The temperate climate, distinct seasons, geology and historical land use have all shaped the variety of habitats that make-up the landscape and the plants and animals that live within them. [37]

5.8.2   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 Yarrow.[38]

5.8.3   This landscape has 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 areas.[39] 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.

5.8.4   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. Policy makers now recognise landscape should be protected.[40] A range of natural and man-made habitats and landscapes are now recognised and protected both nationally and locally.

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[37] Source: North West England & The Isle of Man: climate (Met Office)
https://www.metoffice.gov.uk/climate/uk/regional-climates/nw) Accessed: 5th June 2019.

[38] Source: Lancashire Topographic Map' (Open Streets Map) https://en-gb.topographic-map.com/maps/snij/Lancashire/ Accessed: 5th June 2019

[39] Source: Wetlands/Mosslands (Ribble Coast & Wetlands) http://www.ribblecoastandwetlands.com/wetlands Accessed: 6th June 2019.

[40] Source: A Brief History of Our Forests (Future Trees Trust) http://www.futuretrees.org/about-us/history-of-our-forests/ Accessed: 6th June 2019

Land Cover and Use

5.8.5   The EU categorises lands based on use by various economic sectors, giving us an overall picture of what the main use of land is in an area and allows us to understand the character of a region.[41]

5.8.6   Within 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 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

5.8.7   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

5.8.8   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

5.8.9   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.

5.8.10 The North/South line of urban development across Central Lancashire is known as the 'urban spine'. Much of the rural use types falls 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.

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[41] Source: CORNIE Land Cover Map (Copernicus) https://land.copernicus.eu/pan-european/corine-land-cover Accessed: 6th June 2019.

5.8.11 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

Areas of Outstanding Natural Beauty (AONBs)

5.8.12 The Forest of Bowland AONB 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 Plan outlines the key aims for the site include the enhancement of natural beauty, improve habitat connectivity, conserve key species and a better understanding of natural capital. The AONB area crosses into Whitechapel and around Beacon Fell at the very northern extent of Preston City Council's local authority boundary.

Figure 32: The Forest of Bowland (AONB)

AONB Boundary *(Dotted)*
Preston Boundary
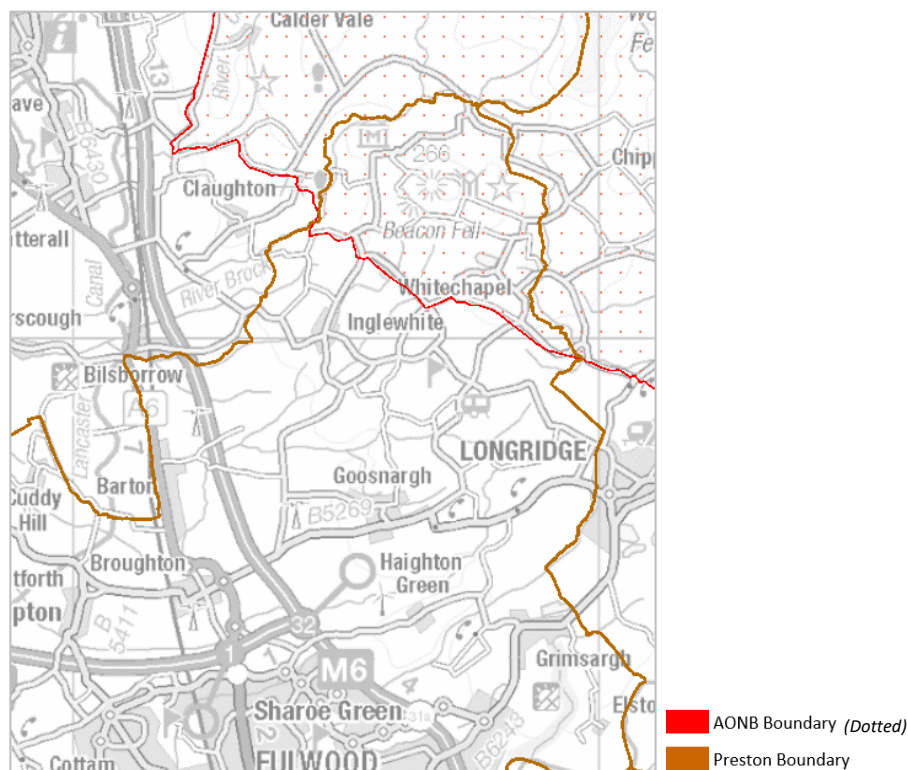
Source: DEFRA MAGiC Maps Application[42]

Natura 2000

5.8.13 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.

5.8.14 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 Special Protection Area (SPA), designed to protect a range of birds including Redshank, Whooper Swans, Wigeon, Oystercatcher and Common Terns.

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5.8.15 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 Habitat Regulations Assessment (HRA).

Figure 33: The Ribble and Alt Estuary RAMSAR/SPA (shown in blue crosshatch to the west of Preston)
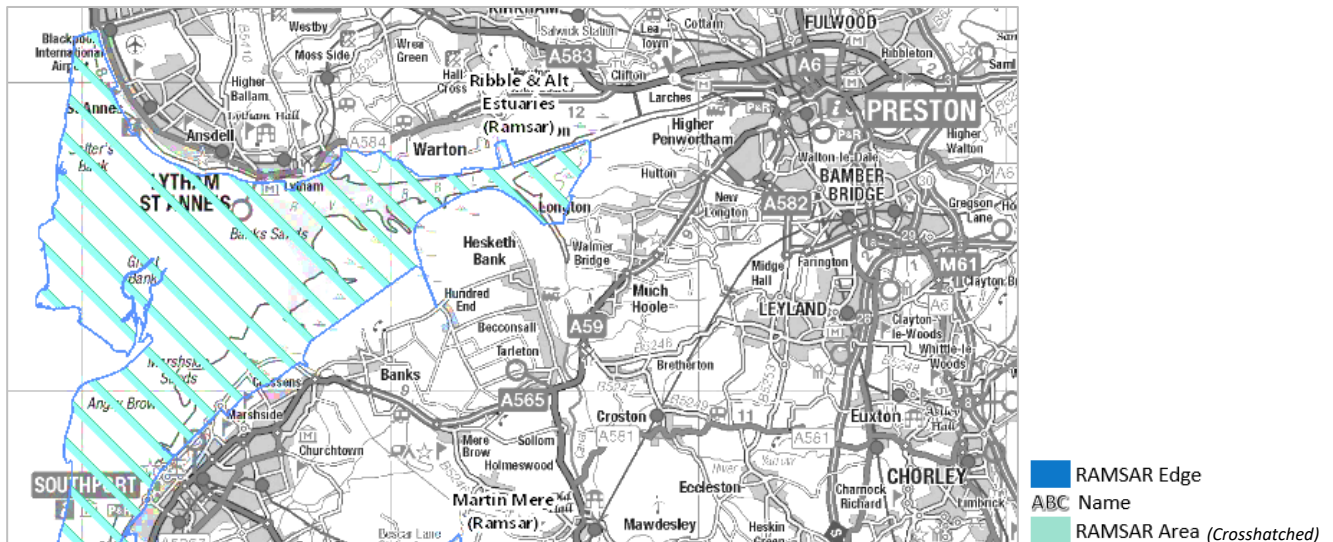
Source: DEFRA MAGiC Maps Application[43]

Sites of Special Scientific Interest (SSSIs)

5.8.16 There are seven Sites of Special Scientific Interest (SSSIs) in Central Lancashire. These sites make up hundreds of hectares of land in the region. Around half of these are classified by Natural England as being in a 'favourable' condition, 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). [44]The West Pennine Moors SSSI is part of a wider ninety square mile area of open countryside, comprising a patchwork of moorland, reservoirs, wooded cloughs and historic

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[43] Map produced by MAGIC on 1st July 2019. © Crown Copyright and database rights 2019. Ordnance Survey 100022861. Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of information that is being maintained or continually updated by the originating organisation. Please refer to the documentation for details, as information may be illustrative or representative rather than definitive at this stage. Contains public sector information licensed under the Open Government Licence v3.0 (Natural England).

[44] Source: West Pennine Moors SSSI (Natural England) Published 17th August 2019
https://consult.defra.gov.uk/natural-england/west-pennine-moors/

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 Plan.[45]

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[45] Source: West Pennine Moors Management Plan 2010-2020 (Lancashire County Council) Published 18th March 2010
https://www.blackburn.gov.uk/New%20local%20plan%202/3.05%20West%20Pennine%20Moors%20Management%20Plan%202010-2020.pdf

Table 10: Past and Present Condition Report for Central Lancashire SSSI Sites

District	SSSI Site **Hectarage 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*	99.1% favourable 0.89% unfavourable but stable	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.

Figure 34: Preston and South Ribble - Sites of Special Scientific Interest
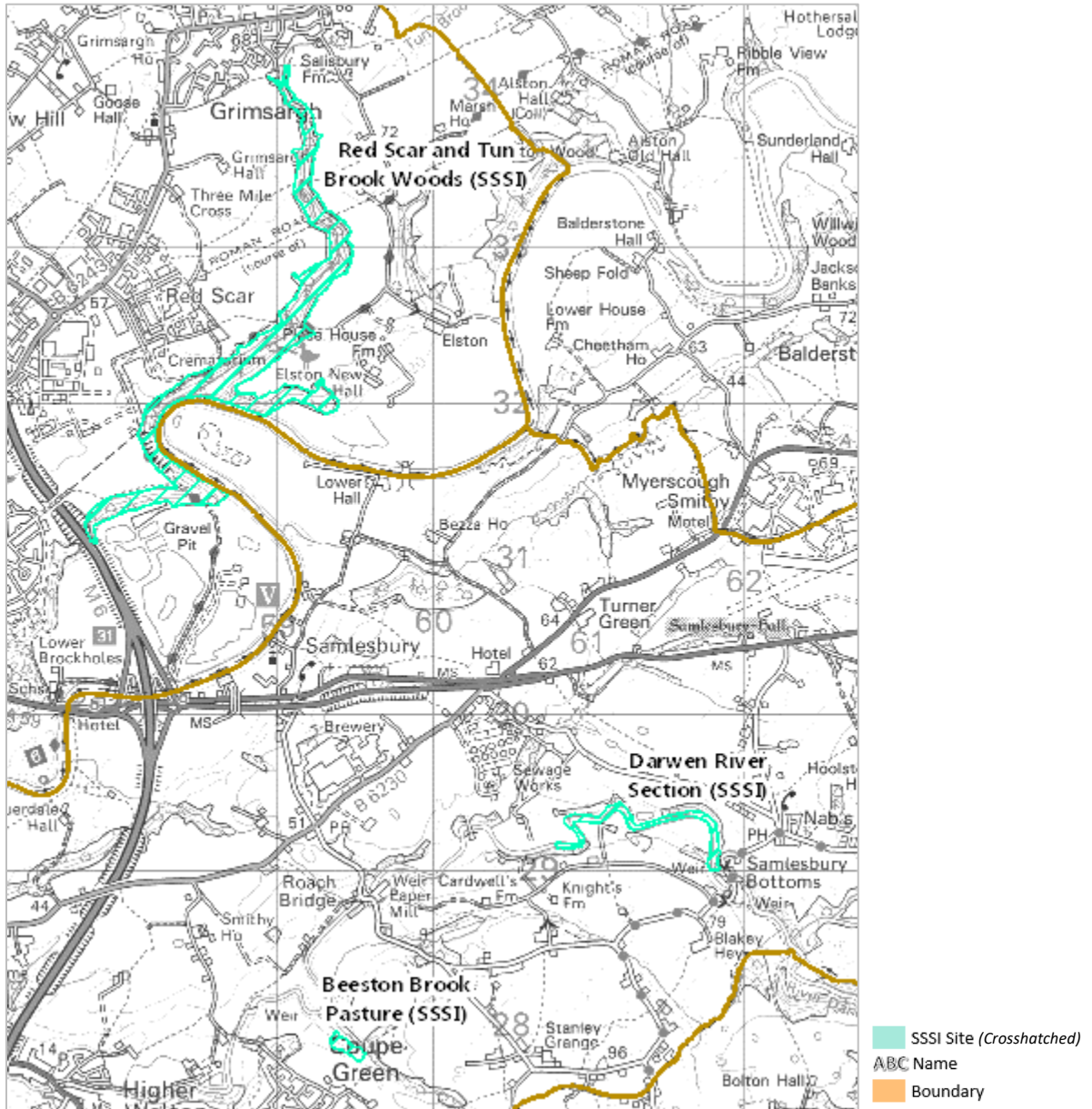
Source: DEFRA MAGiC Maps Application[46]

Figure 34 Note: Not pictured is the boundary of the Ribble Estuary SSSI as this the same as the RAMSAR boundary (pictured previously above).

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[46] Map produced by MAGIC on 1st July 2019. © Crown Copyright and database rights 2019. Ordnance Survey 100022861. Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of information that is being maintained or continually updated by the originating organisation. Please refer to the documentation for details, as information may be illustrative or representative rather than definitive at this stage. Contains public sector information licensed under the Open Government Licence v3.0 (Natural England).
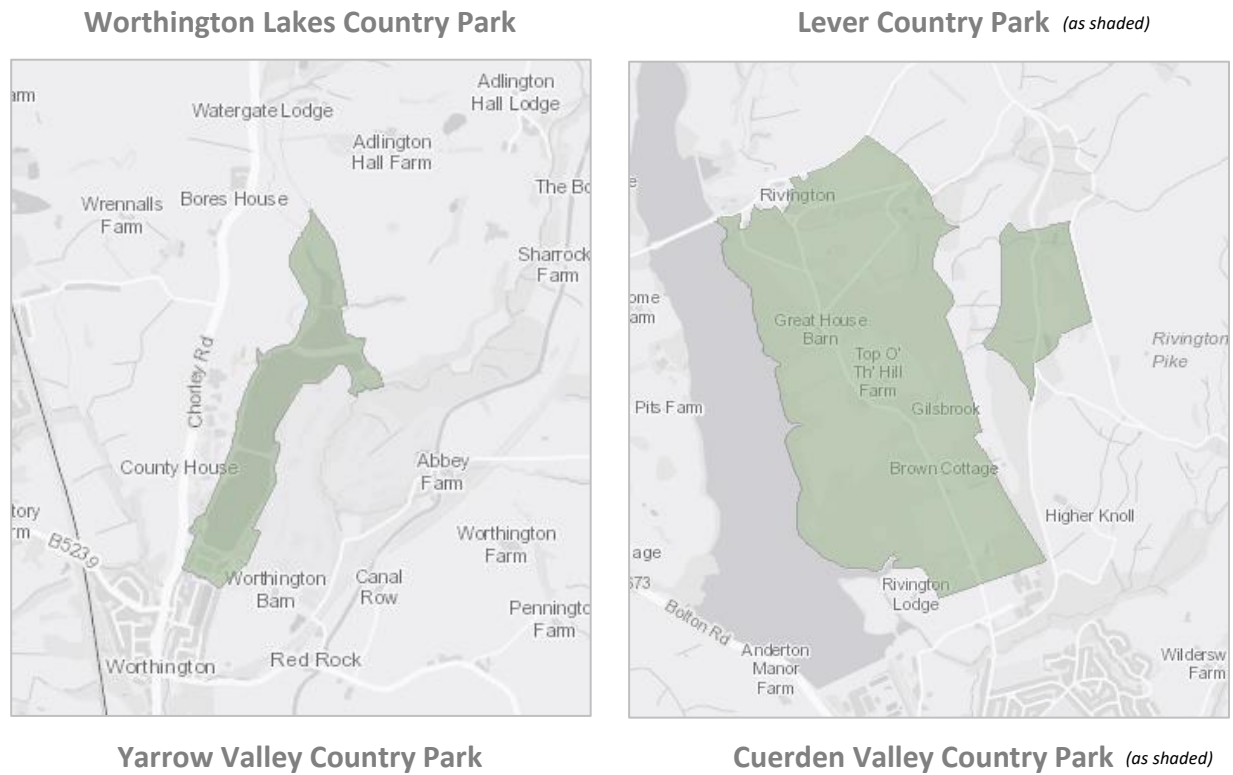
Figure 35: WPM SSSI (Charnock Richard Pasture & Wrightington Bar Pasture as Insets)
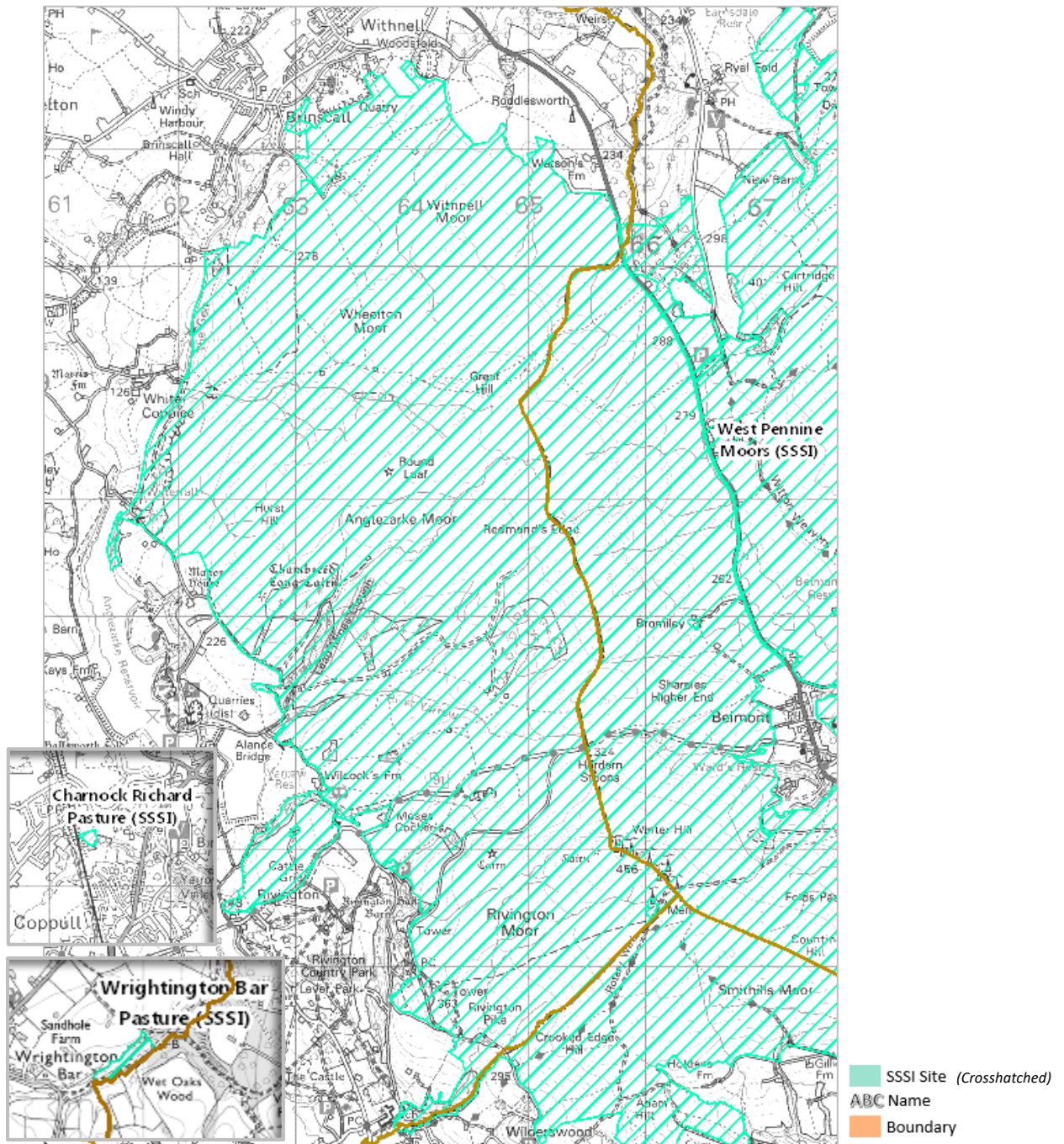
Source: DEFRA MAGiC Maps Application[47]

5.8.17 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.

5.8.18 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.

5.8.19 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.

Marine Conservation Zones (MCZs)

5.8.20 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 2019[48] 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.

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[48] Source: 'Marine Conservation Zones: Ribble Estuary' (DEFRA) Published: 31st May 2019
https://www.gov.uk/government/publications/marine-conservation-zones-ribble-estuary

Figure 36: Central Lancashire Marine Conservation Zone (MCZ) Site – The Ribble Estuary

The landward boundary between points A and B, E and F follows Ordnance Survey MasterMap Mean High Water and is therefore liable to change. The landward boundary between points B and C, D and E follows the banks of the River Ribble as defined by Ordnance Survey MasterMap and is therefore liable to change.
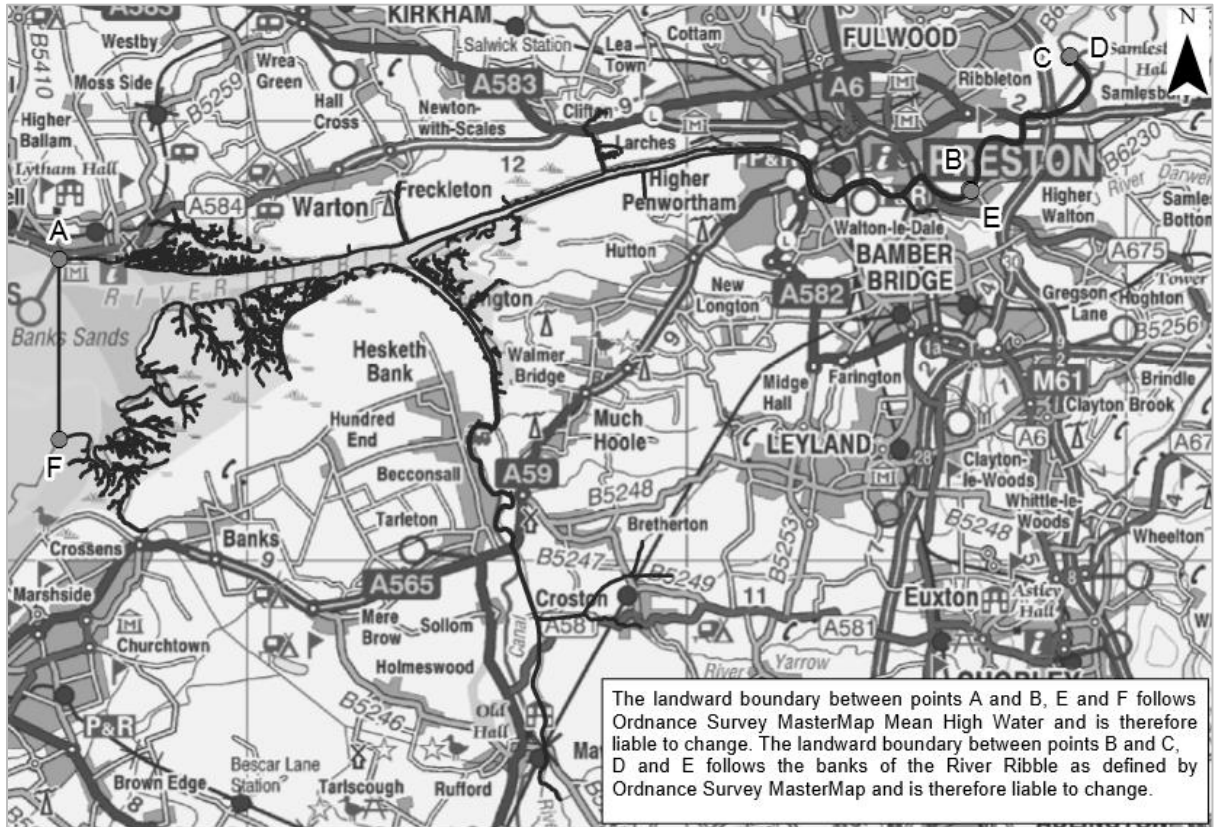
Source: DEFRA MAGiC Maps Application (Note: The boundary of the MCZ is highlighted in the darkest black line).[49]

5.8.21 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

5.8.22 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

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semi-rural park setting.[50] Most are owned and managed by Local Authorities. Many Country Parks were designated under the Countryside Act 1968. There are 5 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)

- Yarrow Valley (to the South of Chorley) – which has accredited status from Natural England

- Lever Country Park (to the South East of Chorley)

- Worthington Lakes (on the border of Chorley and Wigan Council)

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[50] Source: 'Country Parks (England)' (*Natural England)* Accessed: June 2019
(https://data.gov.uk/dataset/e729abb9-aa6c-42c5-baec-b6673e2b3a62/country-parks-england)

Figure 37: Country Parks in Central Lancashire[51]

<div align="center">

Worthington Lakes Country Park   **Lever Country Park** *(as shaded)*

Yarrow Valley Country Park   **Cuerden Valley Country Park** *(as shaded)*

</div>

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[51] Source: Spatial Data Download: Country parks (*DEFRA*) Accessed: June 2019
https://environment.data.gov.uk/DefraDataDownload/?mapService=NE/CountryParksEngland&Mode=spatial.

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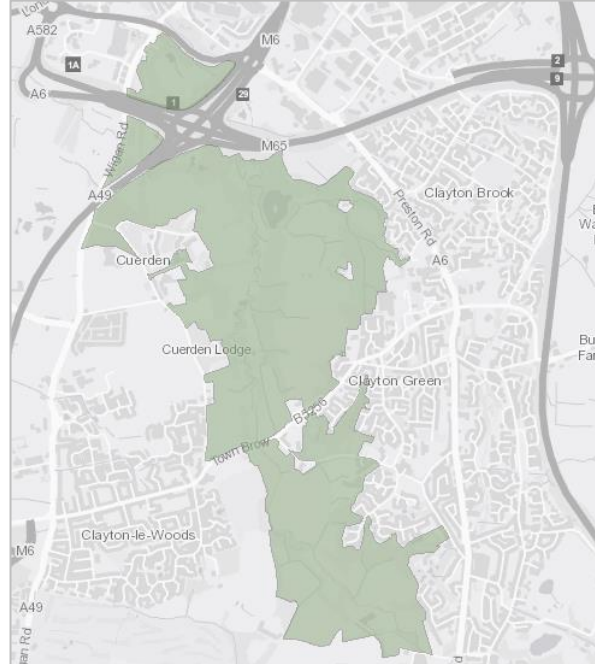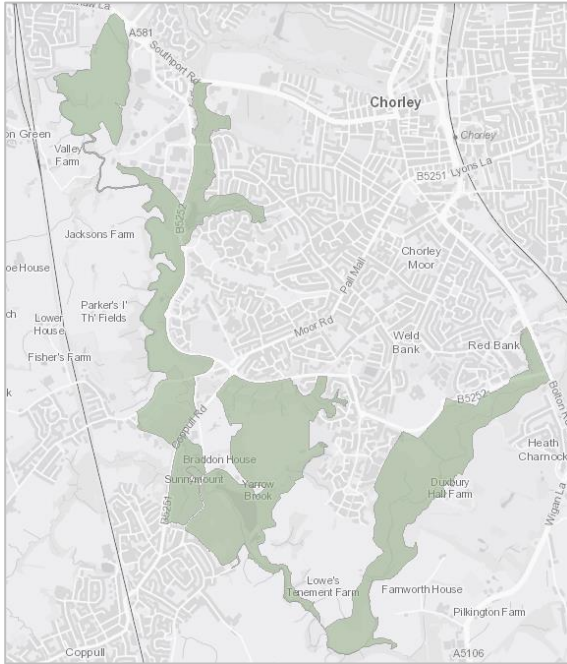
Beacon Fell Country Park *(as shaded)*
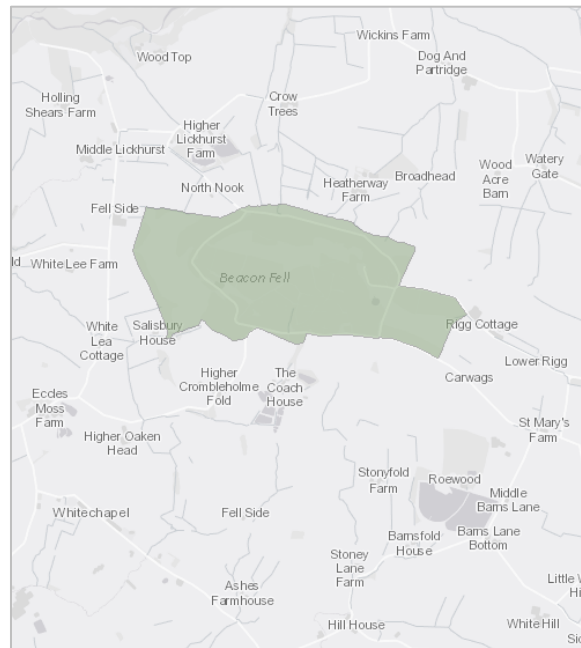
5.8.23 Engagement with nature by people living in urban and suburban communities throughout Central Lancashire should be encouraged. Country Parks offer an additional space by which habitats and natural capital can be both given some designation to ensure the spaces are protected but also integrated sensitively with human use. Policies that encourage responsible use of these spaces and measure to mitigate human impact will be key in these areas.

5.8.24 Central Lancashire contains 4 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 38: National Character Areas in Central Lancashire (as numbered) [52]

Area 32: Lancashire and Amounderness Plain

Area 33: Bowland Fringe and Pendle Hill

Area 35: Lancashire Valleys

Area 36: Southern Pennines

Area 56: Lancashire Coal Measures
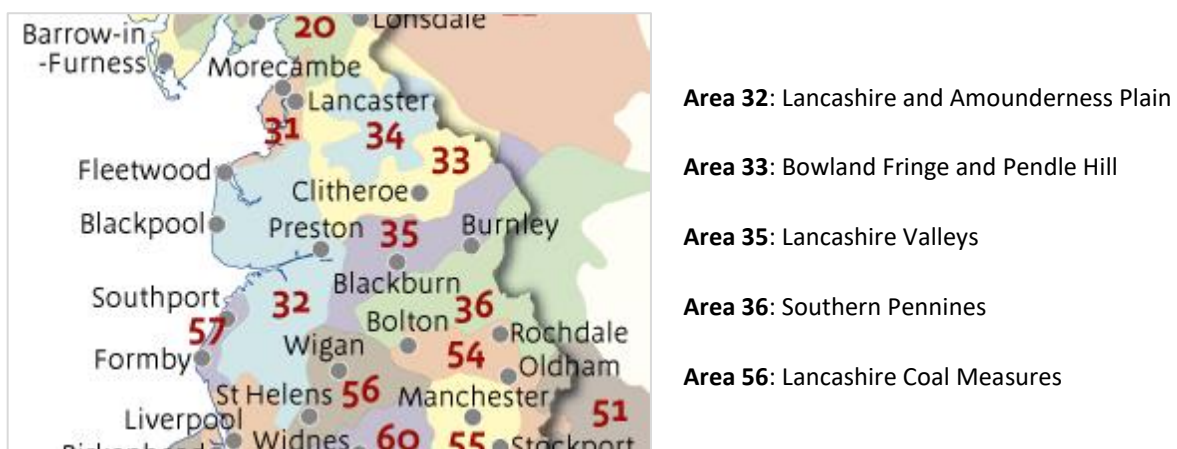
5.8.25 The Natural England study highlights a number of landscape changes that pose a threat to the natural environment and biodiversity in these areas, to be mitigated by a number of 'landscape opportunities'. These are meant to enhance and improve the landscape not only for nature, but also for the local people and wider regional economy.

5.8.26 Our plan needs to recognise and support the existing Landscape Character areas that make-up Central Lancashire, whilst supporting the plants, animals and habitats associated with them.

5.8.27 The South Pennines (Area 36) is the only significant upland landscape in England that is not designated as a National Park or Area of Outstanding Natural Beauty. The South Pennines Local Nature Partnership works to sustain and enhance this area.[53]

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[52] Source: North West National Character Areas (Natural England) Accessed 1st July 2019: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles

[53] Source: 'Pennine Prospects: Aims and Objectives' (The Southern Pennines Local Nature Partnership) Accessed: 9th July 2019 https://www.pennineprospects.co.uk/about/aims-and-objectives

Locally Protected Sites

Landscape Character

5.8.28 In their Landscape Character Assessment (2000), Lancashire County Council identified the landscapes of Lancashire and the historic evolution of them. The landscape of Chorley, Preston and South Ribble is made-up of five distinct Natural Areas, which are listed below. Nested beneath these are areas with 'Key Characteristic Habitats' and key geology that cross Central Lancashire:

- 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

    - small areas of upland calcareous grassland on limestone outcrops

- Lancashire and Amounderness Plain, including

    - Arable field margins, ditches and boundary hedgerows.

    - Lowland wet grasslands.

    - Isolated fragments of species-rich neutral grasslands.

- Lancashire Plains and Valleys, including

    - Fragments of lowland raised bogs.

    - Small pockets of lowland heathland and acid grassland.

    - Large numbers of small field ponds throughout the coastal plain.

- 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.

    - Frequent springs and flushes.

    - Fast flowing streams and rivers, and reservoirs.

    - Some upland hay meadows in valleys.

- Grasslands, upland oak and mixed ash woodlands in valleys.
- Lancashire Coal Measures
  - Topography of gentle hills and valleys

5.8.29 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.

Protected Biodiversity

NERC Act

5.8.30 The Natural Environment and Rural Communities (NERC) Act named 541 animal and 402 plant 'Species of 'Principle Importance' and 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 region, including animals such as hedgehogs, water voles and house sparrows and habitats such as farmland field margins, traditional orchards and deciduous woodland.[54]

5.8.31 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

5.8.32 The Government recently consulted on proposed changes to the planning system that would require a 'biodiversity net gain' necessary for developments when granting planning permission. Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state than beforehand.

5.8.33 Where a development has an impact on biodiversity it 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.

5.8.34 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

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[54] Source: Habitats and Species of Principle Importance in England (National Archives) Accessed: June 2019
https://webarchive.nationalarchives.gov.uk/20140712055944/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx

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.

5.8.35   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

5.8.36   Species recognised for protection at a local level are given the 'Key Species' designation in the Lancashire Key Species study. 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 39: Locations of Lancashire Key Species
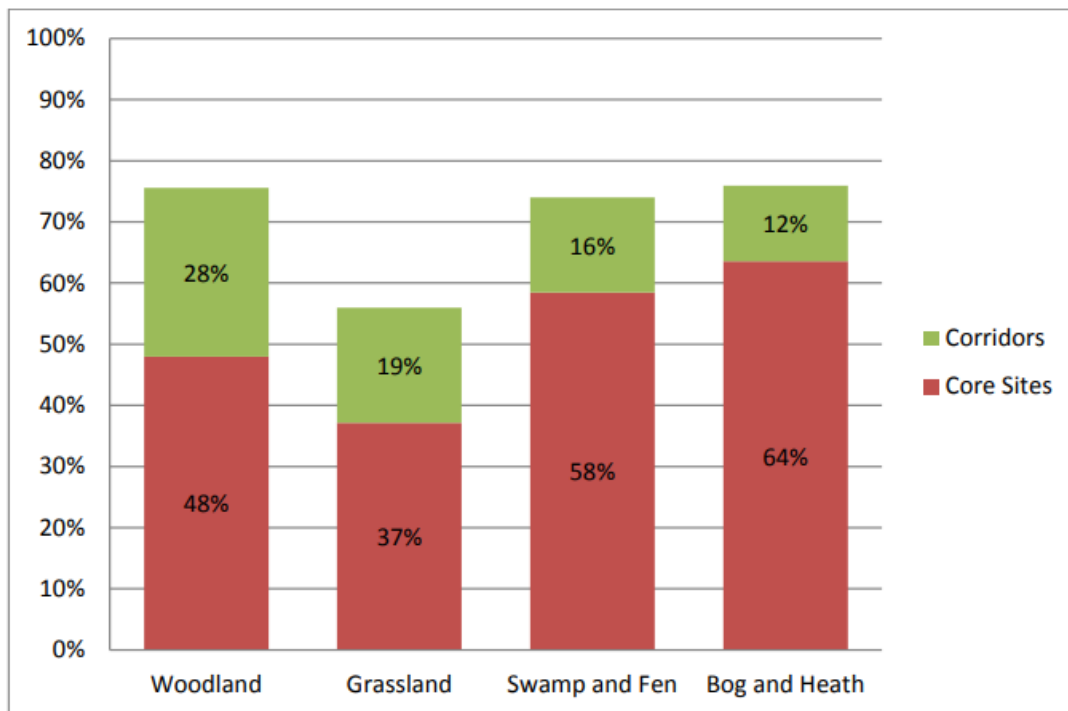
Source: Lancashire Ecological Network Approach and Analysis (Version I) (2015) P34

5.8.37 This study 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.

5.8.38 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

- recognise that nature reserves exist within one interconnected Lancashire-wide network.

Biological Heritage Sites (BHS)

5.8.39 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.

5.8.40 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 (BHS) remaining, at Much Hoole Moss, in South Ribble Borough.

5.8.41 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 (LNRs)

5.8.42 There are 30 LNRs in Lancashire, 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 LNRs.

Table 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 40: Local Nature Reserves – Preston East (with Haslam Park LNR inset)
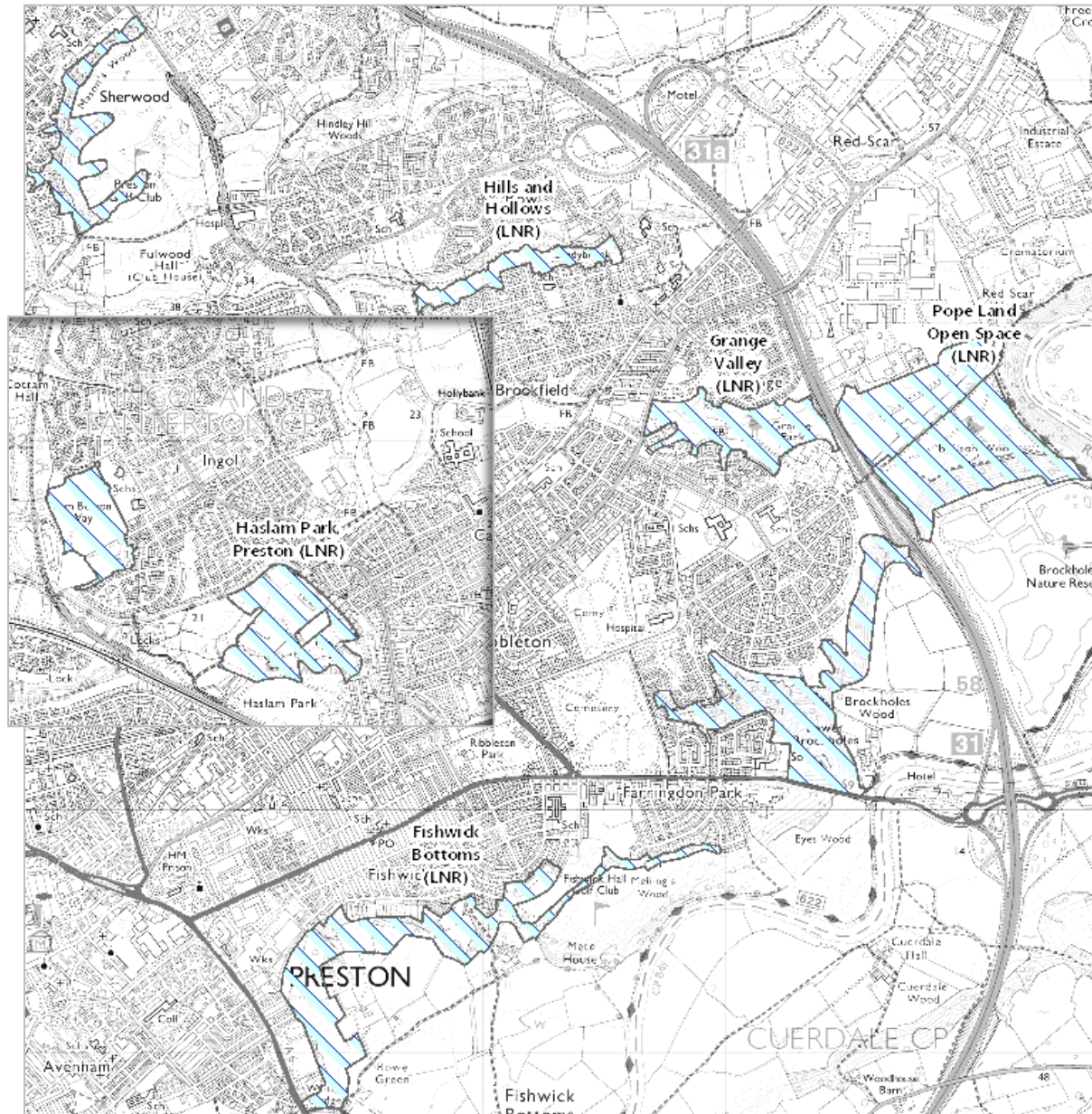
LNR Site *(Crosshatched)*
ABC Name

Source: DEFRA MAGiC Maps Application[55]

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[55] Map produced by MAGIC on 1st July 2019. © Crown Copyright and database rights 2019. Ordnance Survey 100022861. Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of information that is being maintained or continually updated by the originating organisation. Please refer to the documentation for details, as information may be illustrative or representative rather than definitive at this stage. Contains public sector information licensed under the Open Government Licence v3.0 (Natural England).

Figure 41: Local Nature Reserves – South Ribble Central (Longton Brickcroft LNR Inset)

LNR Site *(Crosshatched)*
ABC Name
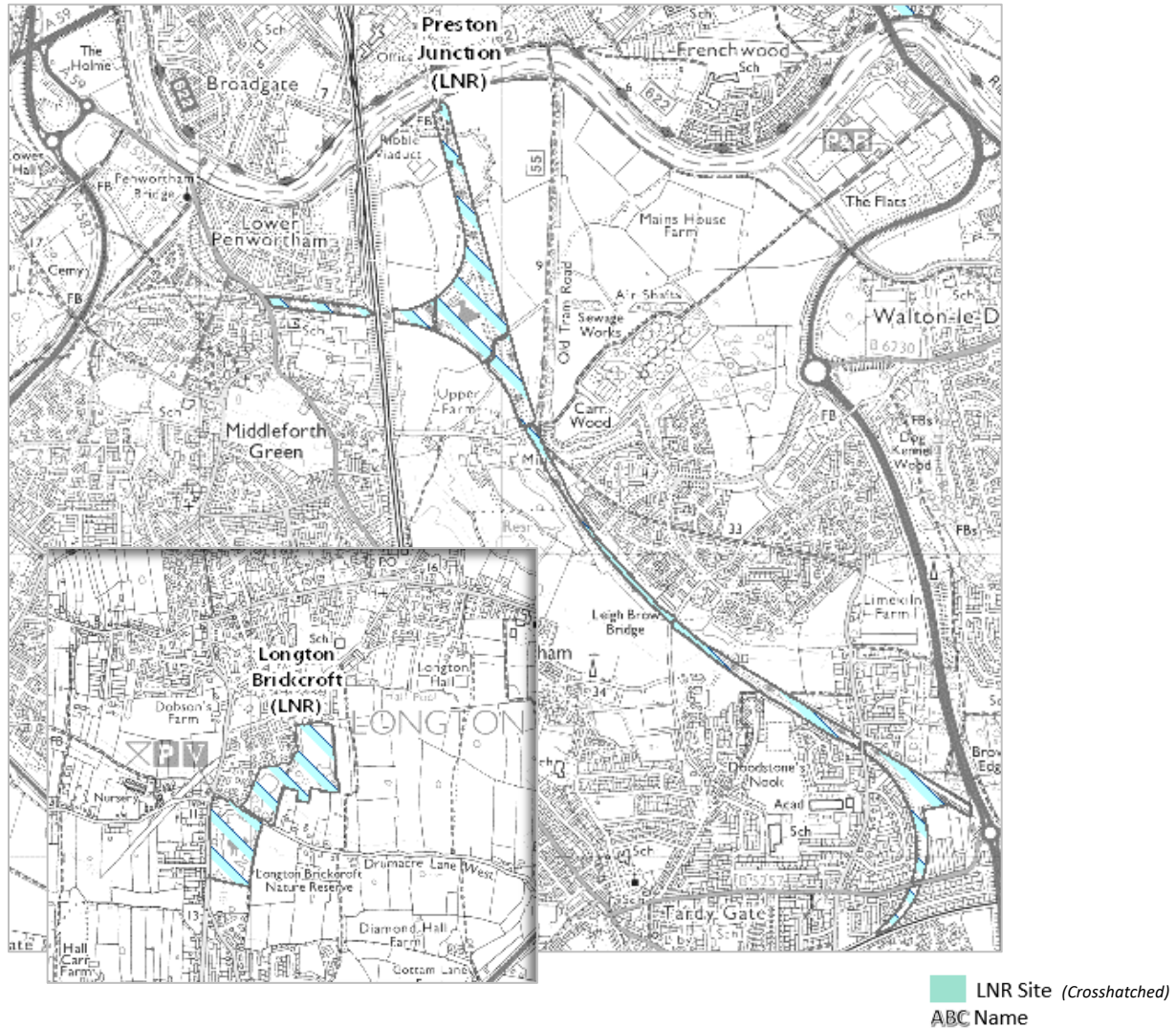
Source: DEFRA MAGiC Maps Application[56]

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Figure 42: Local Nature Reserves – Chorley East (With Hic Bibi LNR Inset)

LNR Site *(Crosshatched)*
ABC Name
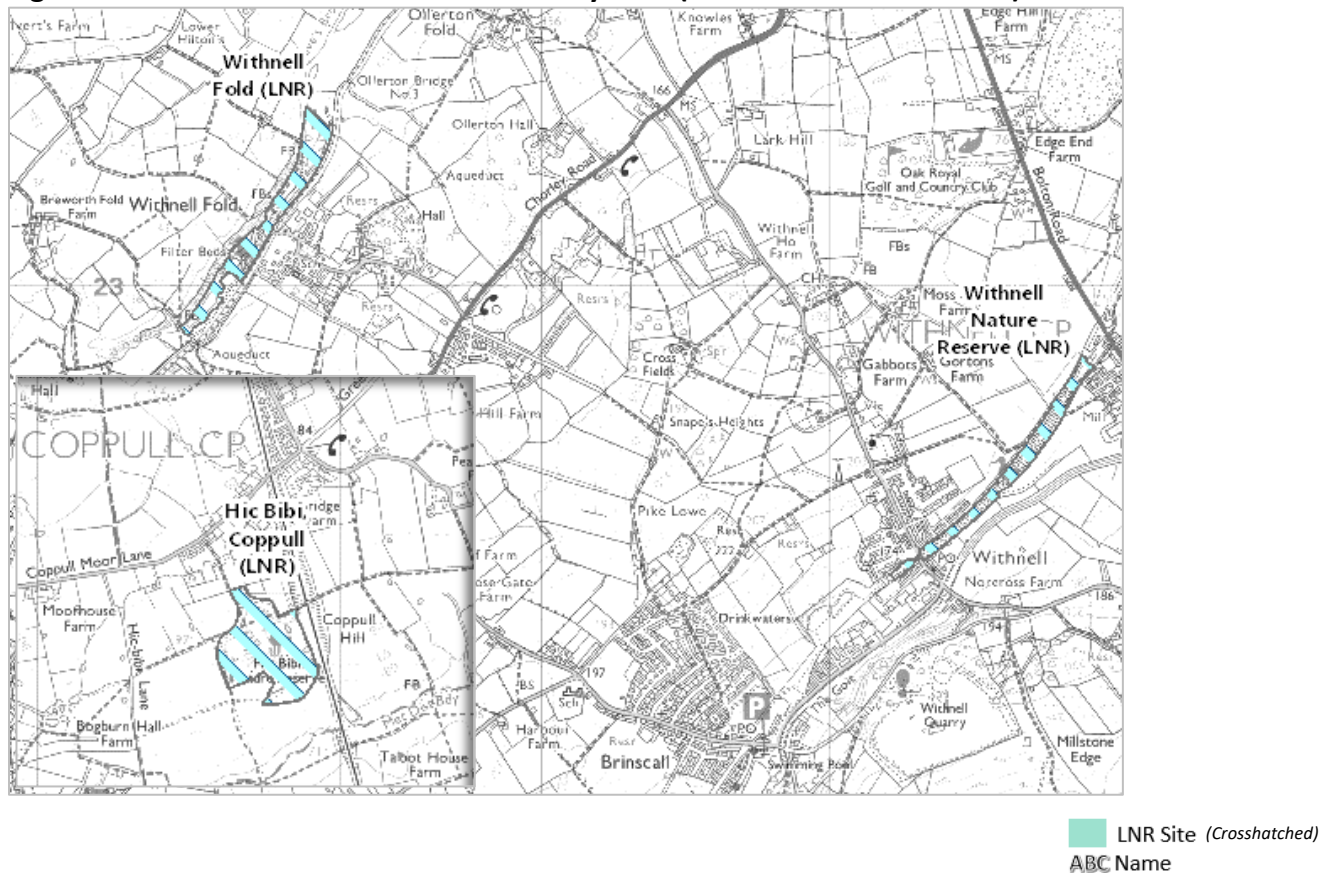
Source: DEFRA MAGiC Maps Application[57]

5.8.43 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.
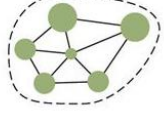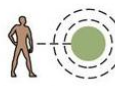
How Nature Moves and How we Can Help

5.8.44 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'

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[57] Map produced by MAGIC on 1st July 2019. © Crown Copyright and database rights 2019. Ordnance Survey 100022861. Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of information that is being maintained or continually updated by the originating organisation. Please refer to the documentation for details, as information may be illustrative or representative rather than definitive at this stage. Contains public sector information licensed under the Open Government Licence v3.0 (Natural England).

notes the importance of size and arrangement of a reserve in helping it to host the greatest number of plants and animals.

Figure 43: Ranking of Designs in Nature Reserve Planning

Source: The Island Dilemma: Lessons of modern biogeographic studies for the design of natural reserves (Jared Diamond) (1975) P143

5.8.45 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.

5.8.46 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 management policies for the region.

5.8.47 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)

Nature Among Us

5.8.48 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 habitat on the edge of woodland, 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.

5.8.49 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 to deliver 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*"[58], a concept introduced in the UK 25-Year Plan for the Environment.

5.8.50 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 (BHS or LGS) or biological SSSI. 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[59]. The loss of semi-natural habitat to agricultural intensification has been the principal driver of that depletion.

5.8.51 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.

5.8.52 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.

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[58] The identification and delivery of the Nature Recovery Network for England, 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.

[59] Source: State of Nature Report, 2016, RSPB, The Wildlife Trusts et al.

Natural Environment and Health

5.8.53 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 depressive symptoms 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.

5.8.54 The weight of this data - varied and still emerging - suggests that future policy and decision making should take account of the need for good quality natural spaces in and around the living environment, with a benefit outcomes associate with this to the residents of Central Lancashire and highlights the benefits of cohesive existence between natural spaces and development.[60]

5.8.55 Without a Local Plan, the health of the public would be expected to worsen if urbanisation and sprawl were left unchecked, such as the development of new property and commercial on greenfield land at the urban periphery. Therefore, access and enhancement of the natural environment needs to be improved to ensure Central Lancashire sustains a happy and healthy population.

The Natural Environment and Climate Change

5.8.56 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%.

5.8.57 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' warmer now than the 1981-2010 average.[61]

5.8.58 The Local Plan should aim to redress the impacts of climate change by strengthening existing natural spaces across the region, whilst seeking to introduce new spaces deeper and more commonly among the urban fabric, where their effects are most felt and needed.

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[60] Source: 'Links Between natural environment and mental health: evidence briefing' (*Natural England*) 14th July 2016 p2-4

[61] Source: UKCP 18 Headline Findings (*Met Office*) Accessed: 10th June 2019
https://www.metoffice.gov.uk/research/collaboration/ukcp/key-results

5.8.59 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 settlement[62]. With the aim of balancing denser urban communities living side-by-side with biodiversity and natural landscapes, including:

- Vertical gardens

- Rooftop gardens and green roofs

- Wildflower planting on road verges

- New urban parks

- Urban farms

- Allotments

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

5.8.60 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'.[63]

5.8.61 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.

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[62] Source: Biodiversity in the Urban Environment (*Designing Buildings Wiki*) Accessed: 25th June 2019
https://www.designingbuildings.co.uk/wiki/Biodiversity_in_the_urban_environment

[63] Source: The Natural Choice: Securing the Value of Nature (HM Government) Published: June 2011
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228842/8082.pdf

5.8.62 Trees are a key source of carbon storage, providing clean air to the public as well as habitat for a 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 spine.[64]

5.8.63 The natural environment is sensitive to pollution. Noise, light, air and ground water 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 Habitats Regulation Assessment (HRA).

5.8.64 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 the 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 causes a threat to native honey bees and has been recorded in Lancashire in 2018.[65]

5.8.65 Species decline is widespread due to habitat loss, land management techniques and climate change. 60% 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)

- Increased grazing pressure

- Switch from spring to autumn agricultural sowing

- Loss of marginal habitats adjacent farmland

- Use of pesticides and fertilisers

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[64] Source: Woodland Futures. Assessing Impacts of Forestry Strategies on the Historic Environment' (Historic England) (2018) Accessed: 10th June 2019
https://archaeologydataservice.ac.uk/archives/view/woodland_he_2018/
[65] Source: 'Species Alerts' (Non-Native Species Secretariat) Accessed: June 2019
http://www.nonnativespecies.org/alerts/index.cfm

- Reduction in traditional land management in woodland and heathland (including coppicing and burning)[66]

5.8.66 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.

5.8.67 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 (WPM) SSSI include recreational disturbance, hydrological impacts and air quality.

5.8.68 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.

5.8.69 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.

5.8.70 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.

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[66] Source: The State of Nature, 2016 (RSPB) P8-13
https://www.rspb.org.uk/globalassets/downloads/documents/conservation-projects/state-of-nature/state-of-nature-uk-report-2016.pdf

5.9 Land and Natural Resources

Relevant policies, plans, programmes and initiatives

National

- National Planning Policy Framework 2018 (NPPF)
- National Planning Practice Guidance (NPPG)
- National Planning Policy for Waste, DCLG (2014)
- A Green Future: Our 25 Year Plan to Improve the Environment, DEFRA (2018)
- Clean Growth Strategy, HM Government (2017)
- Safeguarding our Soils: A Strategy for England, DEFRA (2011)
- Water for Life White Paper, DEFRA (2011)
- Waste Management for England, DEFRA (2013)
- The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
- State of the environment: soil, Environment Agency (2019)
- State of the environment: water resources, Environment Agency (2019)
- State of the environment: water quality, Environment Agency (2019)
- Statistics on waste managed by local authorities in England in 2017/18, DEFRA (2018)
- Resource Revolution; Creating the Future – WRAP's Plan 2015-2020, WRAP

Regional/ Sub-Regional / Local

- Joint Lancashire Local Waste Assessment, Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council (May 2017)
- Joint Lancashire Local Aggregate Assessment, Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council (April 2018)
- Joint Lancashire Minerals and Waste Core Strategy, Lancashire County Council (2009)
- Joint Lancashire Minerals and Waste Local Plan Site Allocation and Development Management Policies, Lancashire County Council (2013)
- Lancashire Minerals and Waste Local Plan, Lancashire County Council, Blackpool Council and Blackburn with Darwen Borough Council (emerging)
- Joint Lancashire Guidance Note on Policy M2 – Safeguarding Minerals (Minerals

Safeguarding Areas), Lancashire County Council (2014)

- North West river basin district river basin management plan, Environment Agency (2016)
- Water Resources Management Plan, United Utilities (2019)
- Household waste recycling, municipal waste and fly-tipping (2017/18) - Key findings for the Lancashire-12 area, LCC (2019)
- Lancashire Sustainable Energy Study – Chorley renewable energy potential, SQW Ltd (April 2011)
- Lancashire Sustainable Energy Study - Preston renewable energy potential, SQW Ltd (April 2011)
- Lancashire Sustainable Energy Study – South Ribble renewable energy potential, SQW Ltd (April 2011)

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 & 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.

Baseline

Water

5.9.1 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'.

5.9.2 Central Lancashire contains the Douglas and Ribble Management Catchments[67] (classified by the Environment Agency). 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.

5.9.3 Currently, there are no significant constraints on the availability of water for domestic and industrial purposes.

5.9.4 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

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[67] Source: https://environment.data.gov.uk/catchment-planning/

reduce despite the expected population and housing growth.

5.9.5 In United Utilities' latest adopted Water Resources Management Plan (2020 -2045) 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 & Solar

5.9.6 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 2008-2017 the cost of solar cells has reduced by 80%. Government support has helped enable householders to install a number of low carbon heating technologies, including solar water heating, which will continue through the Renewable Heat Initiative until 2021.

5.9.7 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 Preston.[68]

5.9.8 There is an onshore wind installation at Mawdesley Moss[69] (2.3 MW) in Chorley.

5.9.9 The Lancashire Sustainable Energy Studies (from 2011) provides details about the technical potential (not deployable potential) of renewable energy resources to provide heat and power. The largest resource is wind (65%) with microgeneration (including solar) the second largest (33%).

5.9.10 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

5.9.11 In central Lancashire the waste produced by households in 2017/2018 was, in Chorley 489.0kg, in Preston 576.9kg, and in South Ribble 473.2kg, each area showing a reduction in the amount of waste produced from previous years, the England average figure was 543.6kg. Chorley Council was in the best 20 (15th place) councils in England for reduction of waste per head from 2016/17 to 2017/18.

5.9.12 Percentages of household waste sent for reuse, recycling or composting in 2017/2018 was 42.7% in Chorley, 29.8% in Preston and 46.5% in South Ribble. Preston has the lowest recycling rate of all the Lancashire authorities, and its rate dropped by more than 24% between 2016/17 and 2017/18. Rates of recycling across all areas have dropped in recent years which may be as a result of the introduction of charging for green waste collections.

5.9.13 Published figures regarding the management of collected waste in terms of whether it is landfilled, incinerated, or recycled/composted are only available for Lancashire County Council as a waste

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[68] Source: https://www.mygridgb.co.uk/map/ - December 2018 figures

[69] Source: https://www.mygridgb.co.uk/map/ - December 2018 figures

disposal authority rather than for Central Lancashire or each district.

5.9.14 Table 1 below shows that in terms of what happens to collected waste in Lancashire. The amount of waste landfilled has increased from 38% to 49.5% between 2014/15 and 2017/18. The amount of waste incinerated has increased from 52,536 tonnes to 62,881 tonnes over the same period with most now incinerated without capturing energy from it. The amount of waste recycled has decreased from 42% to 38% over the same timeframe.

Table 12: Local Authority Waste Collection Data (2017)

	Lancashire (tonnes)	
	2014/15	**2017/18**
Landfill	238,664	285,390
Incineration with energy from waste	30,306	8,947
Incineration without energy from waste	22,230	53,934
Recycled	260,624	229,869
Other	61,832	15,434
Total	613,654	593,574

Source: Lancashire County Council

5.9.15 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 whilst they are in use, and then recover and regenerate products and materials at the end of their useful life. This is shown in the figure below:

Figure 44: The Circular Economy (Waste and Resource Action Programme, WRAP)

Source: Wrap.org.uk

5.9.16 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
- Help reduce the environmental impacts of our production and consumption in both the UK and abroad

Minerals

5.9.12 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 (MSA). Much of Central Lancashire is affected by the MSA, as illustrated in the maps shown in Appendix 1.

5.9.13 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.

5.9.14 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.

5.9.15 In Chorley 55.59 hectares of land are identified on the Brownfield Land Register (January 2019). In Preston there are 43.61 hectares of land on the brownfield land register (November 2018), and in South Ribble there are 68.51 hectares of brownfield land (July 2018).

5.9.16 In Central Lancashire just under half of the land is designated as Green Belt land. The Green Belt serves 5 purposes: a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. As shown in Table 13, almost half of the land in Central Lancashire lay within the Green Belt in 2018.

Table 13: Green Belt Land in Central Lancashire

Local Authority Area	Percentage of Area Designated Green Belt	Size in Hectares
Chorley	71.9%	14,580
Preston	4.6%	660
South Ribble	68.8%	7,770
Central Lancashire	48.4%	23,010

Source 'Local authority green belt statistics for England: 2017 to 2018' (National Statistics) Published: 4th October 2018

5.9.17 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.

5.9.18 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 45.

Figure 45: Agricultural Land Classification in Central Lancashire
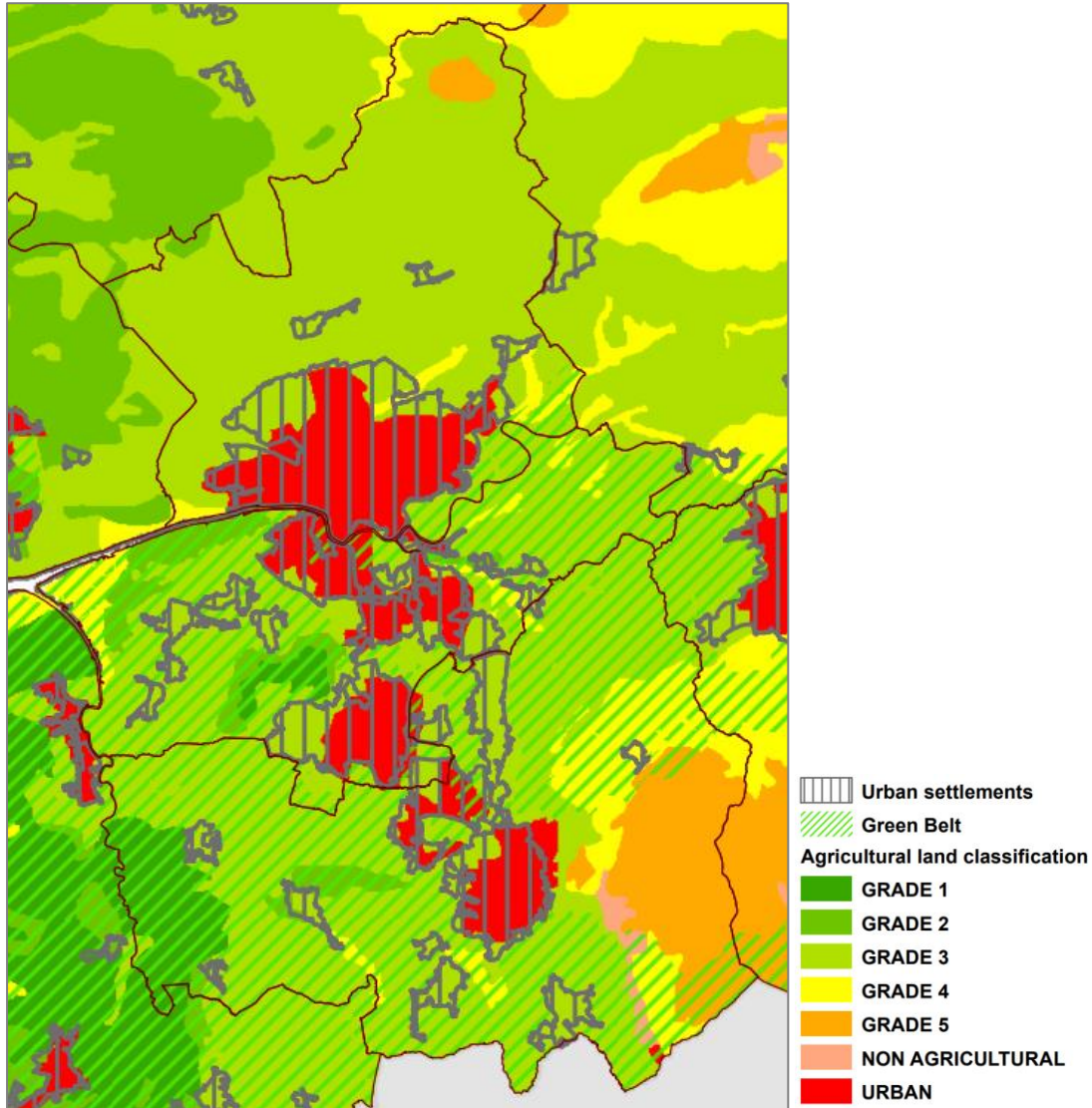
Source: Lancashire MapZone

5.9.19   In terms of geodiversity (see figure 46) 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, whilst there are 4 in Preston and 2 in South Ribble.

Figure 46: Local Geodiversity Sites in Central Lancashire
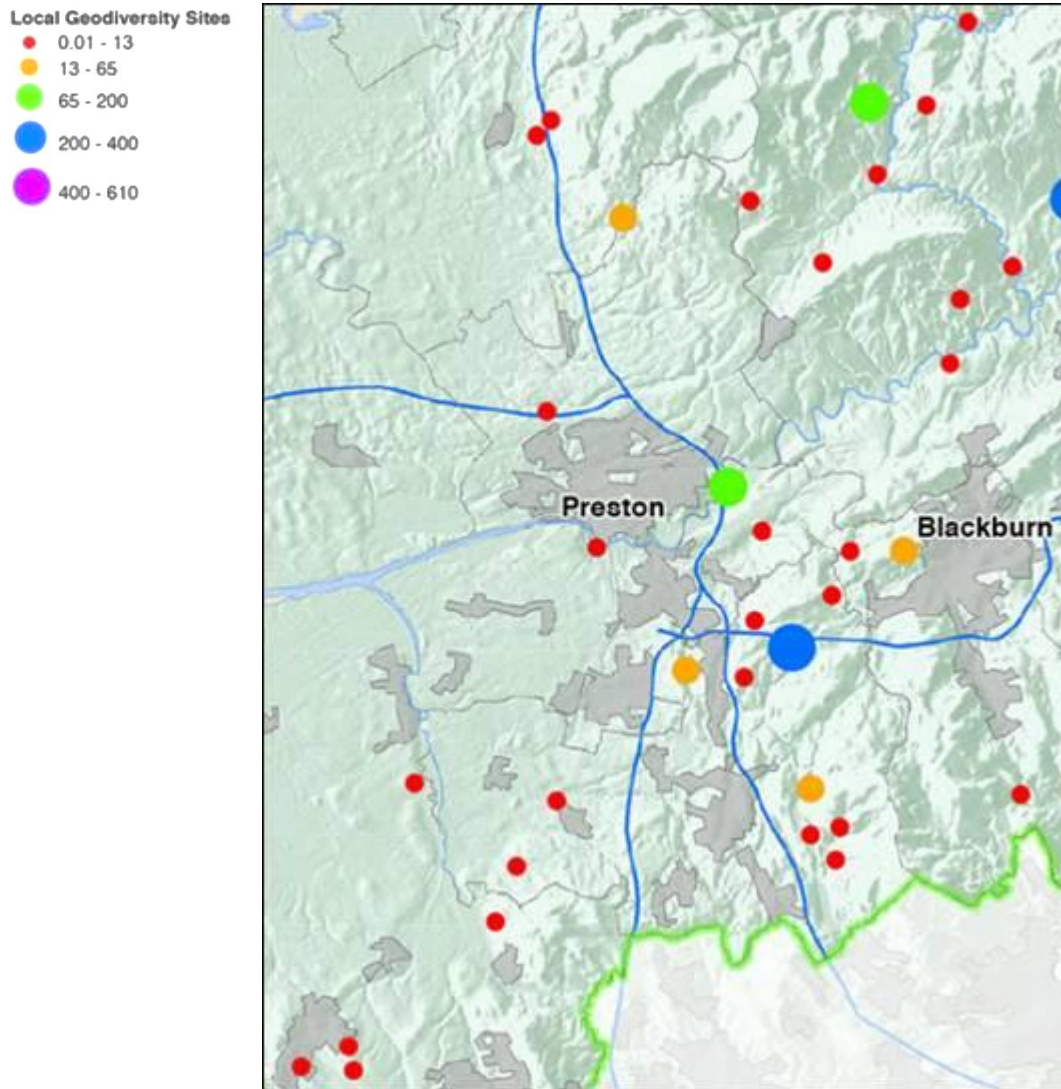
Source: GeoLancashire

Land and Natural Resources Sustainability, Health and Equality Issues and Implications

5.9.20 The demand, supply and quality of water in the area should be continually monitored to ensure the health of the Borough is not negatively impacted.

5.9.21 The implementation of the circular economy would require fundamental changes to thinking about how society deals not only with waste but a wide spectrum of issues.

5.9.22 Consideration should be given to the ability of existing commercial, household and industrial estates to accommodate waste related development.

5.9.23 The potential of sites to make use of existing buildings and/or recycled building materials must be considered, along with how the design of buildings can incorporate recycling provisions.

5.9.24 Consideration must be given to how the location of sites will affect access of residents/businesses to recycling facilities and also ease of integrating new waste and recycling collection services into existing rounds.

5.9.25 The sterilisation of mineral resources must be avoided when planning for the wider development needs of the Borough.

5.9.26 The re-development of brownfield (i.e. previously developed) land over greenfield sites should be prioritised. Such brownfield land should be made use of in the best possible way.

5.9.27 The benefits of the best and most agricultural versatile land, and the varied function of soils should be recognised and protected.

5.9.28 It is likely that on-going redevelopment in Central Lancashire would result in the continuing clean-up of historically contaminated land especially given the priority currently accorded to the reuse of previously developed land. The development of contaminated land and dereliction must be well-managed to ensure best practice in sustainable methods.

5.9.29 Best practice in sustainable construction should be pursued to limit negative impacts on the community.

6. The Integrated Assessment Framework

Developing the IA Objectives

6.1 The IA is required to outline the objectives and criteria against which the alternative strategies/options/policies of plans will be appraised, in order to make the emerging Local Plan as sustainable as possible.

6.2 The work outlined so far in this Scoping Report has led to the creation of a suggested collection of 18 IA objectives, and assessment criteria. These are set out below.

Table 14: IA Objectives and assessment criteria

Ref IA Objective	Assessment criteria *Will the CLLP..*
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.	Ensure an appropriate quantity and quality of housing land to meet the identified local need for market and affordable housing? Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local need and relevant to community requirements, and ensure adequate infrastructure is planned alongside this? Ensure housing need for specific groups in the community is provided for (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).Ensure the rental market provides a sufficient mix of homes at the right pricing level to prevent homelessness? Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate? Support improvements in the energy efficiency and resilience of the housing stock?
IA2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation.	Meet current and future need for employment land across the plan area? Attract inward investment, particularly in the engineering sector? Revitalise local/town/city centres, and the rural economy?

Ref IA Objective	Assessment criteria *Will the CLLP..*
	Support education and training to provide a suitable labour force for future growth, ensuring opportunities are available for all sectors of society? Provide sufficient employment land in locations that are well-connected and well-served by infrastructure, including digital?
IA3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development.	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development? Improve transport connectivity? Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?
IA4: Reduce levels of deprivation and disparity and levels of crime.	Reduce the proportion of people living in deprivation? Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation? Integrate planning with transport, housing, environmental and health systems to address the social determinants of health in each locality? Design buildings and neighbourhoods so that they are safe, secure and welcoming, and reduce levels of crime?
IA5: Promote equality of opportunity and the elimination of discrimination.	Foster good relations between different people, groups and communities, and promote social inclusion? Ensure equality of opportunity and equal access to facilities/infrastructure for all? Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?
IA6: Support improved health and well-being of the population and reduce health inequalities.	Support healthier lifestyles and support improvements in determinants of health? Reduce health inequalities within the CLLP area and with the rest of England? Promote access to the natural environment and green space? Prioritise policies and interventions that both reduce health inequalities by improving active travel, providing good quality open and green spaces, improve the quality of food in local areas, and the energy efficiency of housing?

Ref IA Objective	Assessment criteria *Will the CLLP..*
	Ensure that everyone has adequate access to good quality sports, recreation and open space provision, therefore policies should retain and improve existing provision?
IA7: Ensure access to and provision of appropriate social infrastructure.	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status? Ensure sufficient access to educational facilities for all? Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?
IA8: Support improved educational attainment and skill levels for all.	Improve education levels of children in the area, regardless of their background? Improve educational and skill levels of the population of working age?
IA9: Promote sustainable modes of transport.	Reduce the need to travel and promote efficient and integrated patterns of movement? Promote an accessible, safe, sustainable and connected public transport network that reduces reliance on private motor vehicles? Support the use of sustainable and active modes of transport, including promoting cycling and walking for shorter journeys?
IA10: Improve air quality.	Improve air quality within the CLLP area, particularly within the Air Quality Management Areas (AQMAs) and other air quality sensitive areas? Promote clean air strategies such as travel plans to reduce road travel and the use of clean vehicles, and reducing mortality rates directly attributed to air pollution?
IA11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets.	Provide opportunities to enhance new and existing wildlife and geological sites? Reduce fragmentation of protected sites by promoting green links and natural corridors? Restore and enhance nature, including appropriate mitigation against impacts on the natural environment, and a 'biodiversity net gain' for new developments? Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?

Ref IA Objective	Assessment criteria *Will the CLLP..*
	Support, enhance and connect new and existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure? Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?
IA12: Ensure communities, developments and infrastructure are resilient to the effects of climate change.	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across the CLLP area? Ensure appropriate masterplanning of new developments to ensure climate change is considered from the outset and mitigation is planned in as part of the development? Strengthen the natural environment, including protecting and enhancing existing green infrastructure and introducing new natural spaces and green features in urban areas and buildings?
IA13: Reduce the risk of flooding to people and property.	Prevent inappropriate development taking place in areas of flood risk? Ensure, where no alternative sites are available, that development in areas of flood risk have sufficient mitigation measures in place? Ensure adequate measures are in place to manage existing flood risk to ensure communities in those areas are resilient to flood risk? Ensure that development does not increase flood risk due to increased run-off rates, and encourage the use of SUDs? Ensure development is appropriately future proofed, including the design and placement of buildings, to accommodate future levels of flood risk including from climate change?
IA14: Protect and improve the quality and availability of water resources.	Ensure compliance with the Water Framework Directive? Promote management practices that will protect surface and groundwater from pollution? Encourage water efficiency measures? Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?
IA15: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions.	Encourage reduction in energy use and increased energy efficiency? Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?

Ref IA Objective	Assessment criteria *Will the CLLP..*
	Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across the CLLP area? Be carbon neutral by 2036? Support the move away from conventional fuel vehicles?
IA16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the local character and distinctiveness of the CLLP area.	Improve the quality and character of the landscape (including protected landscapes such as the Forest of Bowland AONB), open spaces, and the public realm? Conserve and enhance the historic environment, including heritage assets (designated assets and locally listed assets) and their setting, and recognise the potential for (as yet unidentified / unrecorded) assets and archaeology? Promote appropriate management of heritage assets, based on local circumstances and individual characteristics, to ensure they remain in appropriate use? Improve townscape and the built environment through good design and appropriate placement of buildings? Respect, maintain and strengthen local character, identity and distinctiveness?
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.	Support the development of previously developed land and other sustainable locations? Protect the best and most versatile agricultural land / soil resources from inappropriate development, including the conservation of peat? Encourage the redevelopment of brownfield/previously developed land, properties, buildings and infrastructure, returning them to appropriate uses? Support reductions in land contamination through the remediation and reuse of previously developed land?
IA18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy.	Support the principles of the circular economy? Support the sustainable use of physical resources? Promote movement up the waste hierarchy? Promote waste prevention and minimisation?

6.3 The IA process is not a perfect mechanism. Within the process of considering alternatives and options there may be potential conflicts between the different IA objectives, which will need to be given consideration when carrying out assessments.

6.4 The IA objectives have therefore been tested against each other to identify any potential conflicts and problems with the internal compatibility that may arise between objectives. The matrix below shows any internal conflicts of the 18 sustainability objectives, where "!"/red is possible conflict, "~"/orange is neutral, and "+"/green is positive:

Figure 47: Objectives Compatibility

IA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	■	+	+	+	+	+	+	+	+	!	!	+	+	~	+	!	+	+
2		■	+	+	+	+	~	+	~	!	!	+	~	~	+	!	+	+
3			■	+	~	~	~	~	+	!	!	+	~	~	+	~	+	+
4				■	+	+	+	+	~	~	~	~	+	~	~	~	~	~
5					■	+	+	+	+	~	~	~	~	~	~	~	~	~
6						■	+	+	+	+	+	+	~	+	+	~	~	~
7							■	+	+	~	+	~	~	~	+	~	+	+
8								■	~	~	~	~	~	~	~	~	+	~
9									■	+	+	+	+	~	+	~	~	~
10										■	+	+	+	+	+	~	~	+
11											■	~	~	+	+	+	~	+
12												■	+	+	+	~	~	~
13													■	+	~	+	~	~
14														■	+	~	~	~
15															■	~	~	+
16																■	+	~
17																	■	~
18																		■

6.5   This high level assessment identifies that the IA Objectives are generally compatible and consistent with one another. However, where possible conflicts have been found, they are not to be taken as "negatives"; they are simply warnings that there could be conflicts. Objectives that advocate potential development of some kind (e.g. housing or employment provision) are the most likely to feature as "conflicts". Any identified conflicts can then potentially be addressed, or partially addressed, through appropriate mitigation (for example: innovative design, sustainable construction, making efficient use of urban land) and could then become "positives". For example, a new housing development could have the potential to harm the character and appearance of an area, but if designed well, it could make a positive contribution in enhancing it.

Proposed method for carrying out the IA

6.6   The suite of 18 IA Objectives are proposed to be used to assess the emerging Local Plan using a matrix where the Local Plan proposal would be "pitched" against the IA Objectives and an outcome noted using the colours and symbols below. The assessment criteria set out within Figure 48, below, would be used to reach an outcome on the potential for significant effects.

Figure 48: Assessment Criteria

Symbol	Definition
++	Major positive effect
+	Positive effect
n	Neutral effect
-	Minor negative effect
--	Major negative effect
u	Unknown at this stage

6.7　During the assessment, a number of factors will have to be taken into account to determine whether a predicted effect has the potential to be significant. These factors are listed in Table 15 below.

Table 15: Factors to consider in assessment

Issues for consideration	Details
Type of Effect	Positive or Negative Direct or Indirect Cumulative
Magnitude and Spatial Extent	Where will it impact? Will it be within the Central Lancashire area boundary or outside it? Will it cause trans-boundary issues and impact on adjacent areas or regionally or nationally? What is the geographical area and size of population likely to be affected?

Issues for consideration	Details
Who it will affect, key groups or communities to be considered	Old and young people
	Socio economic groups (variable)
	Women and men
	Asylum seekers and refugees
	Black and ethnic minority people (including Gypsy and Traveller communities)
	Disabled people
	Faith communities
	Lesbian, gay, bisexual, transgender, queer and questioning people (LGBTQ+)
Vulnerability of Receptor	Sensitivity of receptors
	Special natural characteristics/areas or cultural heritage
	Protected areas
	Relative importance of the site, whether it is a nationally or internationally important feature or of local significance
Timing and Duration of the Effect	Short-term: 0-4 years
	Medium-term: 5-9 years
	Long-term: 10+ years

6.8 The matrix would allow for consideration of the above factors, and clearly set out assessment outcomes. Suggested mitigation or enhancements would also be noted with the matrix. The proposed matrix is illustrated below.

Figure 49: Matrix

Local Plan Policy / Proposal					
IA Objective	Short impact	Medium impact	Long impact	Supporting comments	Mitigation
1	+	+	+	*To consider assessment criteria in Figure 6 factors within Figure 7 and..*	
2	-	-	--		

6.9 As noted within this Report, HIA and EqIA can be integrated within an IA. To aid this, specific IA Objectives have been prepared that would allow for assessment of Local Plan proposals upon health and equality.

6.10   Separate EqIA is also carried out as a corporate requirement of Local Authorities using their own assessment approach, and this is something that the emerging Local Plan and/or its associated consultation would be subject to in addition to IA and is likely to involve an associated assessment.

7. Next Steps

7.1 This Scoping Report has defined the proposed scope of work for the IA of the emerging Central Lancashire Local Plan, which:

- reviews national, regional and local plans, programmes, policies, strategies and initiatives;
- describes the current and, where possible, future baseline for the area;
- identifies the key issues; and
- sets out the draft IA Framework consisting of IA objectives and assessment criteria.

7.2 This Scoping Report will be subject to statutory consultation with a range of consultees. The comments received will inform and enable further refinement, if required, of the Scoping Report and the IA Framework.

7.3 The IA Framework, finalised following this consultation, will be used to assess the effects of the emerging Local Plan. This stage is iterative and will involve the development and refinement of the Local Plan by testing the sustainability, health and equality strengths and weaknesses of the emerging Local Plan proposals. In this respect, IA will be undertaken throughout the preparation of the Local Plan with the findings presented in IA Reports at each stage of the draft Local Plan published for consultation. It may be necessary to update this Scoping Report throughout the Local Plan preparation to ensure the IA assessment scope and approach remains relevant.

7.4 A final IA Report will be prepared to accompany the submission draft Local Plan. This will be available for consultation alongside the draft Local Plan itself prior to consideration by an independent planning inspector at a Local Plan Examination.

7.5 Following the Local Plan Examination, and subject to any significant changes to the draft Local Plan that may require assessment, the CLT will issue a Post Adoption Statement as soon as reasonably practicable after the adoption of the Local Plan. This will set out the results of the consultation and IA processes and the extent to which the findings of the IA have been accommodated in the adopted Local Plan.

7.6 During the period of the Local Plan, the CLT will monitor its implementation and any significant social, economic and environmental effects.

Appendix 1: Mineral Safeguarding Maps
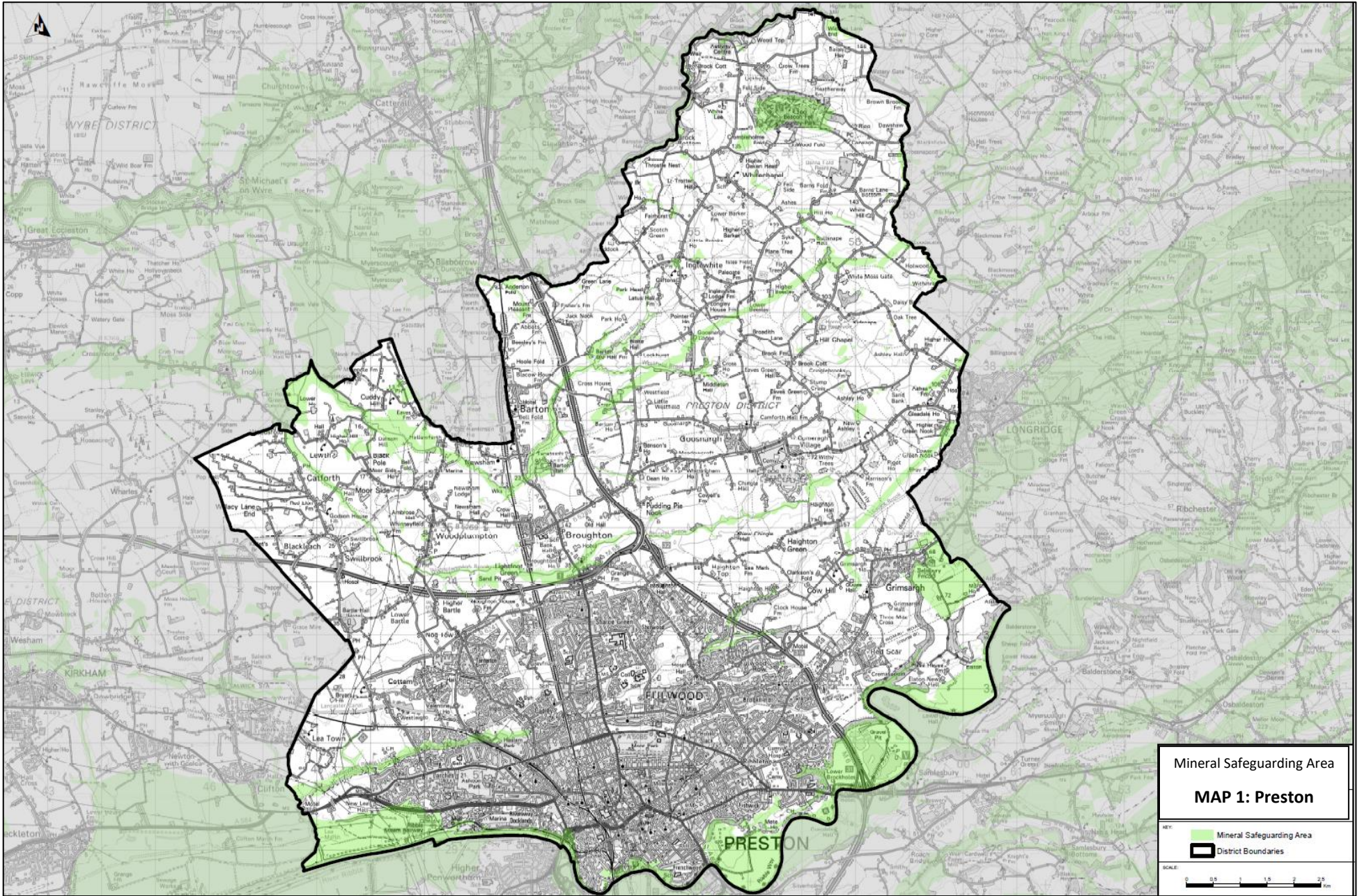
Map 1: Preston

Map 2: South Ribble

Map 3: Chorley

Annex 1: Plans, Policies, Programmes, Strategies and Initiatives (PPPSI) Review

Please see the separate document, appended as an annex to this Integrated Appraisal Scoping Report, entitled '*Central Lancashire SA - PPPSI Review'.*
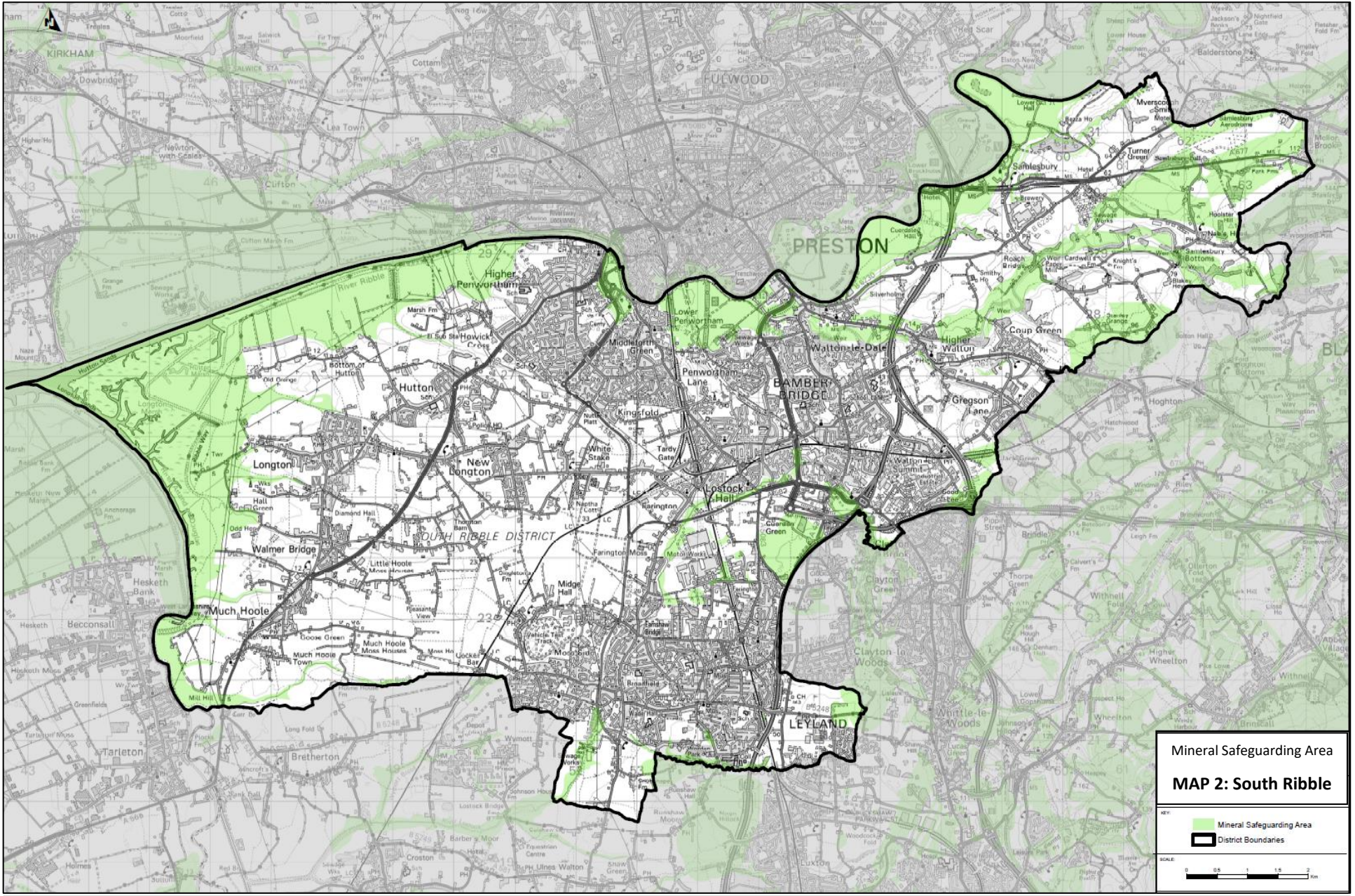
Mineral Safeguarding Area

MAP 1: Preston

KEY:
Mineral Safeguarding Area
District Boundaries

SCALE:
0   0.5   1   1.5   2   2.5 Km

Mineral Safeguarding Area

MAP 2: South Ribble

KEY:

Mineral Safeguarding Area

District Boundaries

SCALE:

0   0.5   1   1.5   2
Km

Mineral Safeguarding Area

MAP 3: Chorley

KEY:
Mineral Safeguarding Area
District Boundaries