



Local Development Framework

Central Lancashire Core Strategy

Strategic Sites and Locations Assessment

Background Topic Paper

March 2011



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Purpose of this Background Topic Paper is to inform the selection of Strategic Sites and Locations to be included in the Publication Core Strategy

1 Introduction

- 1.1 This document has been produced to provide information on the processes and analysis that have been undertaken to inform the selection of Strategic Sites and Locations to be included in the Central Lancashire Core Strategy. By providing this Background Topic Paper it is intended that the reasoning behind the choices of proposed Strategic Sites and Strategic Locations, as well as reasons why other sites have not been favoured, will be made clear.
- 1.2 At the outset it is important to distinguish what is now meant by a Strategic Site and a Strategic Location. Both designations refer to spatially specific proposals that will have important, strategic significance. A Strategic Site is however more definite in terms of the precise area of land, more imminent in respect of timing and with firmer proposals than Strategic Locations. This distinction was not so clear nationally or locally with regard to policy when preparatory work on the Central Lancashire Preferred Core Strategy was done in 2008.
- 1.3 In considering which potential Strategic Sites and Locations should be proposed in the Publication version of the Core Strategy the latest national planning policy was taken into account. It does not provide detailed guidance but does state that allocated Strategic Sites should be "*those sites considered central to the achievement of the strategy*". (PPS12, para 4.6)
- 1.4 So Core Strategies can now be definitive and precise about Strategic Sites (as opposed to Strategic Locations), detailing specific areas of land for particular types of development. This so called 'allocation' of a site establishes in principle what uses would be acceptable much like an outline planning permission does. Alternatively a Core Strategy can be less specific about land proposals of strategic significance and refer to a more general geographic location. Such 'Strategic Locations', as they are called, are also likely to relate to longer term proposals than Strategic Sites.
- 1.5 The Preferred Core Strategy, published in September 2008, put forward a number of, what were at the time termed, 'Strategic Sites'. However, although most of these referred to existing sites for which the site boundaries were already known this version of the Core Strategy only showed their general locations on a Key Diagram. This version of the Core Strategy did not propose the allocation of sites.
- 1.6 For the Publication Core Strategy to fully allocate Strategic Sites their boundaries needed to be shown on an Ordnance Survey map base to illustrate how the Proposals Map, the map that shows where all site specific development plan policies apply, is intended to be changed. Any strategic land proposals that are shown only in a diagrammatic way on the Core Strategy Key Diagram (such as Strategic Locations) will still need to be allocated in a later Site Allocations Local Development Framework Development Plan Document (DPD)

2 Background

2.1 The 2008 Preferred Core Strategy proposed the 'Strategic Sites' listed in Table 1 below;

<i>Places:</i>	<i>Proposed Use:</i>
Buckshaw Village	Mixed Use
Cuerden	Employment
Botany / Great Knowley	Employment
Cottam	Housing
Former Whittingham Hospital	Mixed Use
BAE Samlesbury*	Employment

* Site now referred to as BAE Systems, Samlesbury

Table 1: Strategic Sites identified in Preferred Core Strategy

2.2 Following receipt of representations on the Preferred Core Strategy it was considered necessary to carry out additional research on the suitability of each of these sites for inclusion in the Publication Core Strategy. This was also a timely opportunity to investigate the inclusion of other potential sites and locations which had been put forward during the Preferred Options consultation period and the 'call for sites' when site suggestions of various kinds were made by landowners, developers, other organisations and members of the public.

2.3 A list of fourteen major development opportunities, as contenders for being designated Strategic Sites or Locations (including all those from the Preferred Core Strategy), was produced. All the sites were then subjected to a criteria-based assessment which was developed to consider the attributes of all site suggestions and will subsequently be used to inform the selection of development sites for the forthcoming Site Allocations DPDs.

2.4 A brief introduction and overview of each site assessed is set out below so as to provide the context for this work. A map displaying their locations can be found at Appendix 1.

Buckshaw Village (Chorley and South Ribble)

2.5 Following allocation as a proposed urban village in both the South Ribble and Chorley Local Plans Buckshaw Village is already partly built and development is continuing on this 300 hectare (ha) site that spans the boundary between South Ribble and Chorley boroughs, just to the north east of Euxton. It is on the site of a former Royal Ordnance munitions factory which started to cease its operations in the 1990s. This large regeneration scheme will ultimately house up to 8,000 people in a sustainable urban village. As part of the mixed use development, those parts now known as Matrix Park and the Revolution are being developed to create a substantial range of employment premises with a total site area of over 100ha in the area. The NWDA agreed with South Ribble and Chorley that Buckshaw will; accommodate quality indigenous growth and inward investment; make provision for generic manufacturing and knowledge based industry; and accommodate some high quality strategic distribution uses. A supermarket and primary school have been built on the site, a health centre is proposed. A railway station with park and ride facilities and a bus interchange is due to open on the Preston – Manchester line in autumn 2011.

Cottam (Preston)

2.6 This potential site comprises mostly greenfield land to the north west of Preston's city centre, but also includes the derelict previously developed Cottam Brickworks site. The total land area amounts to about 60ha. The greenfield land, known as Cottam Hall, is owned by the Homes and Communities Agency (HCA) and forms part of a larger Central Lancashire New Town urban extension that commenced in the 1980s but is only about half complete. A draft masterplan has

been produced for the Cottam Hall site. The HCA intend to submit a full planning application for the first part (part K) this year with an outline application following for the remainder of the area, probably by early 2012. Preston City Council has adopted an Interim Planning Statement in support of the redevelopment of the nearby Brickworks site for a mix of uses including retail, residential and employment. It is anticipated that around 1300 homes could be provided across the Brickworks and Cottam Hall sites.

Cuerden (South Ribble)

- 2.7 This site sits between Leyland, Lostock Hall and Bamber Bridge, and is adjacent to the western terminus of the M65 motorway. The land is currently allocated in the South Ribble Local Plan under Policy EMP2 as a Major Inward Investment Site for high technology industrial and business development and is part of a wider area known as Lancashire Central. The majority of the site is owned by the HCA, the site comprises 65 ha of land, currently in agricultural use. This site presents the opportunity to; accommodate a high quality development including high quality generic manufacturing uses; develop links with the aerospace industry in Lancashire; and, makes some provision for knowledge based industries and other appropriate uses. In partnership with Lancashire County Council, South Ribble Borough Council, the HCA and the NWDA procured a revised masterplan and delivery plan for the project in 2010. This collaboration (now without the NWDA) continues to develop the project through a stakeholder group.

Botany / Great Knowley (Chorley)

- 2.8 This comprises two areas of land, either side of the Leeds and Liverpool Canal, located adjacent to junction 8 of the M61 motorway. The land was allocated under Policy EM1 of the Chorley Borough Local Plan Review for employment purposes and was also favoured for employment use in the Preferred Core Strategy. The combined site covers about 20 hectares. Chorley Council has produced a development brief for the site east of the canal.

Former Whittingham Hospital (Preston)

- 2.9 This 81ha site is situated to the north east of Preston on the edge of the village of Goosnargh. It contains a number of redundant buildings which formerly constituted a residential mental health facility which closed in the early 1990s. The site was part of the former English Partnerships (now part of the HCA) 'Hospital Sites Programme' which aimed to regenerate redundant and derelict hospital sites into new sustainable communities. Following the grant of planning permission house builders Taylor Wimpey were appointed as the developer and obtained planning permission in 2008 for a mixed use scheme comprising of up to 650 dwellings, 9,000 square metres of office space, and other community facilities. A planning condition limits the number of houses that can be built prior to the commencement of the Broughton Bypass.

BAE Systems Samlesbury (South Ribble and Ribble Valley)

- 2.10 British Aerospace (BAE) Systems currently occupies the majority of this site which is to the east of Preston, it crosses the South Ribble boundary with Ribble Valley District. It is a large site of 143ha which for many years has been used for aircraft manufacturing and testing. Policy EMP8 ('Land at Samlesbury Aerodrome') of the South Ribble Local Plan, permits the site to be developed for aerospace related development, enabling a degree of flexibility to BAE Systems operations and allowing a reasonable area in which developments related to the Company's activities are capable of taking place. Outline planning permissions and associated Reserved Matters applications have been approved since 2007 for the comprehensive re-development of the site including industrial, offices and ancillary developments. Many of the planning permissions have been implemented, resulting in the construction of an iconic reception building and vibrant new offices. The North West Regional Development Agency recognised the site as a nationally significant concentration of aerospace research and manufacturing and agreed with

South Ribble Borough Council that the site would provide the opportunity to develop an internationally important centre for; aerospace and advanced manufacturing; sector specific research, skills development and training; related research and development; and be specialist suppliers.

Moss Side Test Track (South Ribble)

2.11 The former Test Track is located on the north west side of Leyland. The site adjoins a residential area to the south known as Moss Side, to the east by the Moss Side Employment Area and to the north by a small number of residential properties forming the village of Midge Hall. The development site covers an area of 54ha, incorporating the Test Track facility owned by Pilgrim Technology (comprising 39ha), in addition to land surrounding the site owned by South Ribble Borough Council (14 ha). The former Test Track, opened in the 1970s and was used by Leyland Motors to trial prototype and production vehicles on a series of different road surfaces. Following the disposal of Leyland DAF Limited, Pilgrim Technologies retained the freehold ownership of the Test Track. The South Ribble Local Plan anticipated the cessation of use of the site and recognised its suitability for mixed use re-development under Policy EMP6. A Development Brief was prepared and adopted for development control purposes in 2010. This provides an overall framework for the future re-development of the Test Track. The Brief anticipates mixed use development of the site comprising employment and residential uses, a neighbourhood centre, public open space and recreation.

Pickering's Farm (South Ribble)

2.12 The Pickering's Farm site is 91ha which lies between Penwortham, Lostock Hall and Farington. The HCA owns a large proportion of the land and a developers' consortium has also been created to represent the other landowners. A masterplan was produced, entitled 'Central Lancashire Urban Village' which outlines proposals for a mixed use scheme comprising employment, residential and community uses. The site could accommodate between 1500 to 2000 homes depending on the split between employment and residential uses. The site is designated as Safeguarded Land (reserved for possible long term development) in the South Ribble Local Plan.

Tithebarn Regeneration Area (Preston)

2.13 The Tithebarn Regeneration Area (TRA) is located in the north eastern quarter of Preston city centre. A Supplementary Planning Document for the TRA was adopted in 2008. The TRA is the focus of Preston's principal city centre regeneration proposal the Tithebarn scheme, for which a planning application was submitted in September 2008. The scheme covers 15ha and proposes mixed use development, including retail, leisure, office space, a hotel, plus 500 apartments, and will also require the relocation of the bus station. The City Council was minded to approve the planning application in July 2009, subject to its referral to the Secretary of State. The Secretary of State subsequently called in the application, and a public inquiry was held in May/June 2010. The Secretary of State's decision on the 23 November 2010 was that the application should be granted planning permission. This decision was subsequently challenged in the High Court and is subject to a judicial review.

Inner East Preston (Preston)

2.132.14 A specific boundary has not been defined for the Inner East Preston area but in general terms it lies to the east of Preston city centre and spans the New Hall Lane and Ribbleton Lane corridors, as far east as the Inner Ring Road (Blackpool Road). It includes the majority of St Matthews ward, and the northern built up part of the Fishwick ward. This area is characterised by high levels of deprivation and is in need of major housing renewal. There are a number of development opportunities and potential sites within the area but there is no overall development

strategy at present. The area requires a comprehensive regeneration effort so as to address the numerous issues.

Higher Bartle (Preston)

2.142.15 This is an area of greenfield land adjacent to the Preston urban area. It lies to the north of Lightfoot Lane / Hoyles Lane, and south of the M55 motorway, between Sandy Lane in the west and the West Coast Main Line railway in the east. During the call for sites, numerous parcels of land in this area were put forward for consideration for residential development and therefore the boundary for a site as a whole is indeterminate. These various site suggestions in the area total 118ha of land, sufficient to accommodate approximately 1800 homes depending upon the density of the development and the land required for open space, social facilities and other infrastructure.

Broughton / Land at Eastway (Preston)

2.152.16 This is a 25ha greenfield site adjacent to the Eastway distributor road, in the North Fulwood area, about 3.5 miles north of Preston City Centre. It was designated as the Broughton Business Park (light industrial/office use class) in the Preston Local Plan, however the site has potential for mixed use development, consisting of employment, some housing and also a park and ride facility together with a new highway link between Eastway and the proposed Broughton By-Pass.

New Central Business District for Preston (Preston)

2.162.17 This site is situated in Preston city centre close to the railway station and university. It would best suit being developed for employment uses. It is the focus of a regeneration initiative looking to improve Preston's office accommodation offer. It is a highly accessible location and presents an opportunity to attract major knowledge-based inward investment into the city. A Supplementary Planning Document went out for consultation early 2011 and anticipated to be adopted in April 2011.

Park Hall/Camelot (Chorley)

2.172.18 This site is located to the south west of Chorley Town, just west of the Charnock Richard services on the M6 motorway. The Park Hall/Camelot land is identified as a Major Developed Site in the Green Belt under Policy DC6 of the Chorley Borough Local Plan Review which permits redevelopment provided strict safeguards are met and the openness of the Green Belt is maintained. The Camelot theme park owners announced in 2008 that the attraction would close. However, it has opened each summer season since then. The Park Hall part of the site includes hotel, conference and leisure club facilities. The site owners are keen to see the site redeveloped for residential and leisure uses and contend that the site could accommodate over 500 dwellings and various community and leisure facilities.

3 Site Assessment Method

Attributes and Locational Criteria

- 3.1 A number of criteria were used to create a framework for assessing the contender sites. These criteria were compiled from those used in the Strategic Housing Land Availability Assessment (SHLAA) site assessment work, as well as those that are being used to assess all the site suggestions that have been submitted from the call for sites. It must be stressed at this point that this empirical assessment, although providing a good quantifiable basis for comparing the sites, does not provide a complete justification for deciding what to do in policy terms for each. In addition there is a need to refer to other material considerations. These are set out later in this section.
- 3.2 A spreadsheet was created for 'existing' (those favoured in the Preferred Core Strategy) and potential Strategic Sites and Locations, listing all the above criteria. It was then completed using data from a variety of sources, including the SHLAA database, MapZone (Lancashire County Council's interactive mapping facility) and previous site assessment work. The spreadsheet for the 'existing' Strategic Sites can be viewed at Appendix 2, and the spreadsheet for the other sites assessed is located in Appendix 3.
- 3.3 The list of criteria used for assessing site suggestions includes numerous accessibility factors such as distances to educational, health and transport facilities. Geographical Information Systems (GIS) and transport accessibility software were used to produce accessibility information for each site, by providing distances along highways rather than 'as the crow flies' distances.
- 3.4 The distances were categorised into bands as to make data entry and comparison more simplified, these are shown below;

Distance					
Bus Stop Cycle Route	Up to 0.4km	0.41-0.8km	0.81-1.2km	1.21-1.6km	>1.61km
Supermarket Local convenience store Post office GP surgery Employment site Primary school Railway station Public open space/park Motorway junction A road junction Local centre Service centre	Up to 0.4km	0.41-0.8km	0.81-1.6km	1.61-3km	>3km
Secondary school Further/ Higher Education	Up to 0.8km	0.81-1.6km	1.61-2.4km	2.41-3.2km	3.21-5km >5km
NHS General Hospital	Up to 2km	2.1-5km		5.1-10km	>10km
Rail service frequency (if under 3km)	Less than hourly	hourly	2-3/hr per direction	4+/hr per direction	
Bus service frequency (if under 1.6km)	none	<1/hr	1 per hour	2-5/hr	6+/hr

Table 2: Distance categories used in accessibility assessment

- 3.5 Once all the results had been inputted into the spreadsheet it was necessary to compare the accessibility of all the existing and potential Strategic Sites/Locations and therefore a simple scoring system was devised.
- 3.6 The maximum score possible for each criterion was 5 and this was awarded when the distance between the site and the specified service was in the lowest category. Sites that were furthest

away were awarded a 1, and those in between were given a score between 2 and 4 depending on which category of distance applied in each case. A 'traffic light' system was also applied whereby each cell in the spreadsheet was shaded in red, orange, yellow or green depending on its score in order to visually enhance the sheet and to make the differences between the range of sites more apparent.

3.7 Table 3 illustrates the scoring criteria that were used as a method to compare each site. Obviously this is a simple and somewhat crude system; however it was used as a starting point to be considered alongside the other factors introduced later in this section.

KEY					
	Closest 5	4	3	2	Furthest 1
NHS general hospital	up to 2km	2.1 – 5km		5.1 – 10km	over 10km
City/town centre	Within		Edge		Outside
Secondary school, Further/ Higher Education	up to 0.8km	0.81 – 1.6km	1.61 – 2.4km 2.41 – 3.2km	3.21 – 5km	over 5km
Bus stop, cycle route	up to 0.4km	0.41 – 0.8km	0.81 – 1.2km	1.21 – 1.6km	over 1.6km
All other facilities	up to 0.4km	0.41 – 0.8km	0.81 – 1.6km	1.61 – 3km	over 3km

Table 3: Scoring System

- 3.8 The spreadsheets displaying the scores for each site are reproduced in Appendix 4.
- 3.9 At first glance, it appears that the 'existing' Strategic Sites, as suggested in the Preferred Core Strategy, do not fare particularly well compared with the additional potential sites. However these scores do not take account of numerous issues which could alter the relative suitability of each site as a location for strategic growth and development.
- 3.10 Firstly, particularly in the case of Buckshaw Village, whilst the location may not score well on all counts at present in terms of distances to various services, due to its size, the development will actually provide numerous services on site thus resulting in close proximity to facilities such as a railway station in the near future. Therefore in assessing sites it is more logical to take account of the proposed services that will with a high degree of probability be present when the site is further advanced, in order to give a true representation of the site's potential. This is also true of the potential site/location at Cottam which scores poorly in its present state, but has proposals for a supermarket and employment site amongst other facilities. The planned development at the former Whittingham Hospital also includes proposals for a employment site and public open space, which are not reflected in its current score. However in all these cases the likelihood of these additional facilities actually being provided also needs to be taken into account. These issues will be taken into account in the Discussion section (4) of the report where further analysis of each site takes place.
- 3.11 All the factors in the accessibility assessment have been given equal weighting and simply scored from 1 to 5. Whilst this gives an initial picture of the transport accessibility of the sites, it is unlikely in practice that all of the factors are of equal importance in determining the suitability of a location for a strategic site. For example access to efficient public transport may be viewed as more favourable than proximity to motorways and A roads, which will further encourage the use of private cars rather than sustainable transport methods. It is therefore not appropriate to calculate overall total scores for each site.
- 3.12 The information collated into the spreadsheets in Appendices 2, 3 and 4 forms a key component of the evidence base for the Strategic Sites and Locations assessment work, and informed the further discussion of each site's potential, which can be found in section 4 of this report.

Infrastructure Requirements

3.13 The requirements to service each potential site with physical, social and green infrastructure has been considered as part of a wider dialogue with service provider agencies. The results of this work are brought together in a separate Infrastructure Delivery Schedule produced to support the Core Strategy. Account has been taken of existing infrastructure capacity and what additional capacity would be needed to service each site given the types, scale and likely timescale of possible development capable of being physically accommodated.

Impact on Core Strategy Vision and Strategic Objectives

3.14 Minor changes are proposed to certain Strategic Objectives of the Core Strategy. The Vision and the Publication Strategic Objectives are reproduced in Appendix 5. Although the recent recession has dampened demand, the Central Lancashire area remains a location that has significant growth potential. The local economy is well placed to respond to improving conditions after the recession with its high proportion of growth sector industries. There is also considerable scope to address many years of under investment in the highly accessible Preston city centre as well as help resolve nearby areas of deprivation in the City. The scope to marry economic opportunity and need also exists elsewhere across the plan area. Although future housing delivery expectations have reduced across Central Lancashire, there remains a significant requirement for new housing overall as well as a particular need for affordable homes; a substantial amount of employment development is also required.

3.15 The potential Strategic Sites and Locations have been assessed in terms of their scope to contribute to meeting these key strategic objectives of the Core Strategy.

Delivery Timescale

3.16 The Core Strategy plan period is to 2026. This can be split in to the following phases;

- Early – up to 2016
- Mid – 2016 – 2021
- Late – 2021 -2026

3.17 Although it is proposed to provide for the whole plan period in terms of Core Strategy policies and specific proposals, there will inevitably be less certainty about the development that could be delivered in the later phases. It is particularly important to ensure quick recovery from the recession by having more easily delivered firm proposals for the early phase so it is likely strategic proposals for this phase will be on previously identified/part implemented sites that would benefit from their development plan status being at least re-confirmed if not enhanced. However these must be truly deliverable proposals and not long hoped for unrealistic aspirations.

3.18 The factors affecting delivery are wide ranging but include the following;

- physical site constraints
- existing planning status and current progress on briefing/master planning
- investment prospects /marketability/economic viability
- infrastructure requirements
- site availability, including ownership

However the fundamental question to ask in the context of this work is would the designation of the land as a Strategic Site or Location assist with development delivery?

4 Discussion

4.1 This section presents a discussion of the key findings of the assessment for each site in turn.

4.2 Buckshaw Village (Chorley and South Ribble)

- i) *Site Attributes and Location:* The site is brownfield and is located on the edge of the Urban Local Service Centre of Euxton. The site is 300ha. There are two biological heritage sites within the south west portion (Group 1) of the site (Buckshaw Wood and Worden Wood), however these will be protected and retained within the new development. There are also two listed buildings on the site which are both Grade II*; Worden Hall and Buckshaw Hall, both of which are being restored as part of the development. As a former armaments site there is ground contamination but remediation works are complete on most of the site and ongoing on the remainder. The transport accessibility scores are high, taking account of recently completed and well advanced planned schemes.
- ii) *Infrastructure Requirements:* A new railway station with a park and ride facility is fully funded, designed and approved. It is due to open in the autumn of 2011. Associated with this is a proposed bus interchange which will improve the sustainable transport choice for residents and for people commuting to and from the site. Additionally a bus route connecting Chorley, Buckshaw, Leyland and Preston has been identified to receive funding in order to improve the services provided. Improvements to wastewater treatment works and for an increased electricity demand have also been addressed. Due to the large scale of the development at Buckshaw Village, demand for community facilities is high and a one form entry primary school opened in January 2011. There is a potential need for another as part of the second phase of development. A supermarket has been built and a public health centre will also be provided on the site (currently a GP surgery is provided in the retirement village development on the site). Strategic Green Infrastructure provision is well advanced.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* Originally identified as a North West Regional Investment Site the scale of the site means that Buckshaw will continue to be able to contribute very significantly to growth needs through housing (over 2000 units) and employment provision. The case to continue to regenerate this brownfield site in this central location is well established and is preferable to sites that are more peripheral and/or greenfield.
- iv) *Delivery timescale:* There is already considerable public and private sector investment in the site. However the take-up of employment premises stalled during the recession but occupier interest is now picking up. Proposing the site as a strategic one would help to reassure investors that it continues to be a high priority for development. Numerous residential planning permissions are currently being implemented on the site, and outline planning approval has been given for the mixed use development of a second (final) phase (Group 1) and site clearance is now well underway. Even with full strategic policy backing development of Buckshaw Village will take many more years to complete taking it in to the 2016-2021 the mid phase of the Core Strategy.

Recommendation: THIS SITE IS OF STRATEGIC SIGNIFICANCE by virtue of its potential to further significantly contribute to Chorley and South Ribble's housing and employment provision requirements.

4.3 Cottam (Preston)

- i) *Site Attributes and Location:* The site is mostly greenfield land (at Cottam Hall) on the edge of the main Preston urban area, but also comprises of the previously developed Brickworks site within the urban area. There are areas of ecological value within the site. Public transport provision is

satisfactory at present but with development generated demand significant improvements would be likely to be commercially sustainable in the long term. Access to local services would be greatly improved with development of the Brickworks site and the proposed provision of a new District Centre.

- ii) *Infrastructure Requirements:* Prospective developers of this site will be expected to financially support a Preston-Cottam bus service to promote sustainable travel in to the city centre and aim to reduce any further traffic congestion. A suggested new railway station at Cottam is proposed although the full feasibility of this needs to be proven and development of the site is not dependent on the station. United Utilities have identified that investment in water infrastructure in the area would be required in order to support large scale development in this location. The County Council has reserved two primary school sites in the area for likely future need. The Central Lancashire NHS Primary Care Trust has also identified the potential to extend the current health facility at Ingol to support a development of this size, this would need to be funded through developer contributions. The development opportunity can utilise the infrastructure provided as part of the former New Town proposals, although this would need to be supplemented.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The Cottam Hall site represents an opportunity to build a strong sustainable community within a high quality green environment. The site would make a major contribution to Preston's housing requirements. The employment and services proposed for the Brickworks site would also serve nearby areas where worklessness is an issue.
- iv) *Delivery Timescale:* There has already been considerable public and private sector investment in the site to date. Designating the site as strategic would help to reassure investors that the site is regarded as a top priority. Retail proposals for the Brickworks site are the subject of a current planning application. The Strategic Housing Land Availability Assessment anticipates that residential development will commence in the early phase of the plan period (up to 2016) and continue throughout the mid phase (2016 – 2021), and conclude in the late phase (2021 – 2026).

Recommendation: THIS IS A SITE OF STRATEGIC SIGNIFICANCE by virtue of its ability to significantly contribute to Preston's housing requirements.

4.4 Cuerden (South Ribble)

- i) *Site Attributes and Location:* The Cuerden site lies right at the centre of Central Lancashire between Leyland and Preston. It has excellent road access from the nearby M6 junction 29 / M61 / junction 1A M65 interchange and a good network of public transport nearby. The Lostock Lane A582 dual carriageway runs across the northern site boundary, Stanifield Lane A5083 along the west, and Wigan Road A49 to the east. Nearby, there are recent retail and employment development uses with further such construction at South Rings between the M65 and Lostock Lane, and there are retail and leisure services north of Lostock Lane; all help to create a critical mass of commercial activity. However employment development would also sit within a green setting that is likely to be attractive to promoters of high quality investment. Cuerden Valley Park lies to the east with a nearby area of mixed woodland close to Wigan Road.
- ii) *Infrastructure Requirements:* A master-plan has reviewed site access and servicing constraints through consultations with all the relevant agencies. The options proposed include sustainable travel and services to meet the needs of business investors. The challenge is to realise a sustainable development opportunity at Cuerden that supports local regeneration in Leyland and sub-regional growth and at the same time contributes to wider regional and even national objectives. There can be little doubt of the site's potential, by virtue of accessibility and location in the midst of a skilled population, to attract investment and development on a significant scale, and occupation by high profile international organisations. The site will be served by public transport, walking and cycling routes as well as having excellent road and freight links. Its central

location is deemed sustainable and the buildings which occupy it must also have the minimum impact on the environment that they reasonably can.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* Cuerden is one of a select few of strategically significant employment sites to be prioritised by Government agencies and local partners for investment to generate economic growth through knowledge based and high growth businesses in Central Lancashire. The importance of the Cuerden site is confirmed by its retained status as one of 25 Strategic Regional Investment Sites (RIS) for the North West, determined by the Northwest Regional Development Agency (NWDA) to be 'those employment sites which are critical to the delivery of the Regional Economic Strategy'. This is in recognition of the sites positioning central both in geographical terms and also in relation to the sub-regional economy.
- iv) *Delivery Timescale:* The site has not been developed yet due to its planning status being historically restricted to major (one or two users) regional inward investment and also because of the requirement for significant initial infrastructure to enable development to take place. Partners (including the HCA) have revised the master-plan to bring the site forward through phased development that is not limited to major commercial space users.

Recommendation: THIS SITE IS OF STRATEGIC SIGNIFICANCE by virtue of its potential to contribute to delivery growth industry employment development.

4.5 **Botany / Great Knowley** (Chorley)

- i) *Site Attributes and Location:* This is a predominantly greenfield land on the edge of the Chorley urban area, partly used as a temporary car park, partly developed, and to the east of the canal, in agricultural use. There are no particular environmental constraints although it is a visually prominent site necessitating well designed development that takes account of the waterfront potential of the canal. Part of the site is also sloping which may increase development costs. Access to the road network including junction 8 of the M61 motorway is good. Although served by a nearby bus route, the current frequency of the bus service is low. Access to local services and education facilities is not good, but the site is most suitable for employment uses.
- ii) *Infrastructure Requirements:* Development of this land would require investment in public utilities including wastewater treatment and electricity provision. Although poorly served by public transport at present and there are opportunities to include the site within the nearby network of town bus services.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* Its impact on the Core Strategy Vision is confined to the provision of good jobs of more local rather than regional significance because of its size. It may marry opportunity and need by providing employment opportunities close to east Chorley, where there is relatively high worklessness. Development of the site for employment purposes would therefore be important but not central to the achievement of the Strategy.
- iv) *Delivery Timescale:* There are no particular constraints to development of this land, although it is in multiple ownership and local site access would require a new road bridge across the canal. A planning application has been given approval subject to the signing of a S106 agreement relating to the development of part of the site; however its identification as a Strategic Site is not considered to be essential in securing delivery.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE. It remains an important employment opportunity to be considered in the Site Allocations work.

4.6 Former Whittingham Hospital Site (Preston)

- i) *Site Attributes and Location:* This is a predominantly brownfield site in a rural setting. The permitted scheme should retain much of the site's wooded landscape. However the site does not score well on accessibility criteria due to its outlying location although bus service frequencies and key service provision would improve once houses were built and occupied.
- ii) *Infrastructure Requirements:* There is a long history of traffic congestion on the road network in the vicinity of the Whittingham site. A condition of the planning permission for the development of the site is a requirement for a developer contribution towards the cost of provision of the Broughton by-pass. Improvements to the traffic signals at Broughton Crossroads have been implemented.. A need for additional primary school places as part of new development has also been identified, and numerous recreational facilities would also need to be provided.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site does not contribute directly to the achievement of the Core Strategy Vision. The site has relatively poor access to services reflective of its location well outside the Preston and South Ribble Urban Area - the main spatial focus on the Core Strategy. However implementation of the current proposals would bring about the regeneration of an unused brownfield site, and would contribute towards meeting a local need for affordable housing as well as significantly providing for the wider requirements for market housing.
- iv) *Delivery Timescale:* The HCA owns the site with a selected preferred developer, who subsequently secured a planning permission. Although the site is capable of meeting housing needs in the short term, it is not considered that its identification in the Core Strategy as a Strategic Site would make this delivery more certain. This site is expected to be completed over the Core Strategy plan period (by 2023/24).

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE. It remains an important site for meeting Preston's housing requirements.

4.7 BAE Systems Samlesbury (South Ribble and Ribble Valley)

Site Attributes and Location: This is a large brownfield site, which is currently the subject of major office development for the aerospace industry and associated businesses. The adjacent runways (outside the site) are located within the Green Belt and the site, has long been known as a significant breeding site for Lapwing. A Biological Heritage Site (BHS) was defined to coincide with the management plan (2009-2012) as per the approval condition of planning permission (07/0092/2009). A significant part of the management plan area has now been developed or has planning consent. Public transport access is good as the site is located on the A59, new bus stops have been installed, together with new cycle ways and the adoption of a Green Travel Plan all following the granting of outline planning permission for major office developments in 2007.

- i) *Infrastructure Requirements:* BAE Systems Samlesbury is a regionally significant employment site, and major improvements have been made to the site's access and currently improvements are being made to the highway junctions in the vicinity. The ongoing expansion of the offices at the site and the increase in the number of employees has resulted in the implementation of a range of sustainable transport choices for commuters to the site from increased numbers of buses to people cycling to work. Lancashire County Council as the Highway Authority has identified a bus route between Preston and Samlesbury which will receive funding to further enhance the service available. A park and ride facility is proposed at Junction 31 (Tickled Trout) of the M6, which is mainly intended to serve Preston but could also link with Samlesbury-connecting bus services to the east.

- ii) *Impact on Core Strategy Vision and Strategic Objectives:* The site has a major part to play in contributing to the Spatial Vision that is set out in the Core Strategy, in terms of the potential for economic growth and as a key employment generator in hi-technology cutting edge industries. In the last three years, the re-development of the site has resulted in the marriage of local opportunity with wider need, by attracting additional high skilled employees from across Lancashire. The site has been recognised as being of regional significance a priority location for knowledge-based development and advanced engineering associated with the aerospace industry. Additional development clustering around the BAE Systems core business would expand on this potential.
- iii) *Delivery Timescale:* The designation of the site as a Strategic Site should help give developers the confidence to invest and therefore enhance delivery. BAE Systems initial aspirations for the site have been achieved by the granting of outline planning permission and subsequent detailed approval for four key parcels of land for development on the site, amounting to a total floor-space of nearly 100,000 square metres, comprising of industrial, office and ancillary uses. Major re-development on the site has already commenced and it is hoped that this can continue in the early to mid phases of the plan period.

Recommendation: THIS IS A SITE OF STRATEGIC SIGNIFICANCE by virtue of its economic importance.

4.9 Moss Side Test Track (South Ribble)

- i) *Site Attributes and Location:* Development will involve the demolition of existing structures. There is likely to be ground contamination, but there are no other known environmental constraints. There are a number of ponds on the site; however a great crested newt survey did not reveal the presence of this species in the area. The site is located on the edge of the urban centre of Leyland. The site does not score particularly well at present against the accessibility criteria however a number of facilities would be provided for in a neighbourhood centre on the site, as outlined in the adopted development brief (summer 2010).
- ii) *Infrastructure Requirements:* There are long term future aspirations for a new railway station at Midge Hall which could help serve site. There are constraints on highway capacity and the motorway network in the Leyland area which will need to be taken into consideration if this large site is developed. Investment in local bus services would also be required, under a scheme named the 'Leyland Transport Hub', and developers would be required to contribute towards this. There are also public utilities capacity issues in the vicinity of the site which have been identified by United Utilities, in particular at the Leyland Wastewater Treatment Works. The adopted development brief also points out that a need for an additional electricity substation may arise depending upon the size of the new development. The requirement for health surgeries and associated needs would also need assessing if this site is to be brought forward.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site would contribute to the provision of jobs and homes in Leyland making it important locally but it is not considered central to the achievement of the Strategy.
- iv) *Delivery Timescale:* Its allocation as a Strategic Site may speed up delivery by providing developer confidence and perhaps attracting funding. At present there have not been any planning applications submitted relating to the redevelopment of the site. It is nevertheless anticipated that development of the site will begin in the early phase of the plan period, and would continue into the mid and late phases.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE but has the potential to be a site of local importance for housing and/or employment use.

4.10 Pickering's Farm, Bee Lane, Kingsfold (South Ribble)

- i) *Site Attributes and Location:* This is a greenfield site but it that is currently in agricultural use, and no particular environmental constraints have been identified. Access to public transport is good, with moderate access to local services and education facilities although school places capacity is limited.
- ii) *Infrastructure Requirements:* Any significant development of the Pickering's Farm site is dependent upon the delivery of the cross borough link road, the western end of which is intended link the A582 (Penwortham Way) with the B5254 (Leyland Road). The link road was first proposed as part of the Central Lancashire New Town, and the section which could dissect the Pickering's Farm site would form the last major remaining part. A new road bridge crossing over the West Coast Main Line Railway would need to be constructed; and this would be costly and therefore require substantial funding. Developer contributions for transport infrastructure will be essential. There are other highway improvements planned for the surrounding area which aim to increase capacity and reduce congestion levels. There are proposals to improve links and junctions on the A582 which runs adjacent to the site, and also proposals to turn parts of it into a dual carriageway. Potential traffic management schemes have been identified, including the provision of bus priority/high occupancy vehicle lanes on Leyland Road and in the Tardy Gate area. A priority bus route has been identified which connects Preston, Tardy Gate and Moss Side and this is a priority for receiving funding to improve sustainable travel options in the area. A park and ride facility could be included within the site.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* This site could make a major contribution to growth and investment through the provision of sustainable homes and jobs in a high quality environment. As an urban extension it is well located in relation to the main spatial focus of the Core Strategy to the Preston and South Ribble Urban Area. Existing infrastructure could be capitalised upon but more significant investment will be required.
- iv) *Delivery Timescale:* Inclusion in a broad Strategic Location may help to speed up its delivery and foster agreement between landowners to develop the site comprehensively. It could also help secure funding for infrastructure, in particular the cross borough link road. The delivery timescale is therefore dependent on securing infrastructure funding, and because of this it is anticipated that any commencement of development could be in the mid phase of the plan period (2016 onwards), continuing into the late phase and beyond. There are however other sites in the area that could also meet the housing and employment needs of South Ribble and so on its own it is not central to the achievement of the Strategy.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE however its future should be considered further in the Site Allocations work.

4.11 Tithebarn Regeneration Area (Preston)

- i) *Site Attributes and Location:* Commercial uses are currently predominant in this city centre location. There are a number of listed buildings in the regeneration area as well as the Market Place Conservation Area and these will need to be considered in the redevelopment. Access to public transport and services is good due to the city centre location, and it is anticipated that Preston's public transport service could be improved with the relocation of the bus station and the provision of a modern facility.
- ii) *Infrastructure Requirements:* As part of the Tithebarn regeneration scheme, the bus station would be relocated probably to a site off Church Street and this would require funding from a variety of sources. A new free shuttle bus service to serve the city centre is also planned and would require developer funding. There is also a need to upgrade urban traffic management and control, and there are a number of schemes within the CIVITAS ClearZone project which have

not yet been implemented. There are also additional transport projects to be completed in association with the Tithebarn regeneration including a new Ringway/Carlisle Street junction and improved pedestrian and cyclist facilities at Ringway junctions. Public realm improvements are also planned, including improvements to the cenotaph/market square and the partial pedestrianisation of Lancaster Road. Lancashire County Council are planning an additional Youth Support Unit which may be located within the Tithebarn Regeneration Area.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The opportunity to regenerate this area goes to the heart of transforming Preston city centre by providing the much needed increase in quality retail floorspace and so help Preston achieve its sub-regional shopping potential. It also seeks to marry opportunity and need: the proposals should lead to the physical regeneration of the area, and also create jobs and attract further investment. This could be of particular benefit to residents of the adjacent deprived Inner East Preston area. As a city centre scheme, it would utilise existing infrastructure although additional investment would also be required (the development of a new bus station, for example).
- iv) *Delivery Timescale:* The identification of the area as part of a Central Preston Strategic Location in the Core Strategy would help to attract developer interest, particularly in that part of the area which is not included in the current planning application scheme.

Recommendation: THIS SITE IS OF STRATEGIC SIGNIFICANCE because of its major retail led regeneration potential.

4.12 Inner East Preston (Preston)

- i) *Site Attributes and Location:* This is a large and complex urban area that is densely developed in the main by old buildings. There may be contamination of some industrial sites, and there are some listed buildings. Access to public transport and local services is good due to the area's inner city location.
- ii) *Infrastructure Requirements:* A number of the primary schools in Inner East Preston are operating at full capacity due to increasing birth rates therefore this will have to be dealt with if additional housing is built in the area. Additionally a number of the schools are currently on cramped sites with little outdoor recreational space.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The regeneration of this area is an important component of measures aimed at addressing the worst levels of deprivation in Central Lancashire. Such development would be complementary with the nearby Tithebarn area proposals as together they could marry economic opportunity with the very evident needs of the area, and would also seek to make the best use of existing infrastructure.
- iv) *Delivery Timescale:* Identification of the area as part of as a Strategic Location would help co-ordinate efforts to regenerate this area, and may help to attract public and private sector funding. There have been a few planning applications for small parcels of land within the identified Inner East area therefore it is expected that some housing will be delivered in the early phase of the plan period, however there is no overall development strategy at present therefore the comprehensive redevelopment of the area would take place in the longer term the mid to late phases of the plan period.

Recommendation: THIS LOCATION IS OF STRATEGIC SIGNIFICANCE because of the need and potential to address severe deprivation.

4.13 **New Central Business District for Preston** (Preston)

- i) *Site Attributes and Location:* An "area of search" has been identified within which there are currently commercial, office and residential uses together with a predominance of surface car parking. The Supplementary Planning Document has identified an appropriate boundary for the proposal and expected floorspace of 175,000m². There may be contamination in some areas, and there are listed buildings. Due to its central location road and public transport access is good, as is access to local services.
- ii) *Infrastructure Requirements:* Highway alterations would be required at the junction of Ringway and Corporation Street in order to facilitate the development of the New Central Business District. A free shuttle bus service is also planned that will serve the proposal along with other areas nearby would require funding from developers in the city centre. A bus interchange is planned at Preston Railway Station, adjacent to the Fishergate Shopping Centre which could also be funded through planning obligations. Development of this site would require upgrades to urban traffic management and control in order to alleviate some of the road congestion in the city centre.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* A high quality office development is integral to Preston becoming an alternative destination to Manchester and Liverpool for business. Emerging research strongly suggests that the development of the New Central Business District is one of a number of key actions for Preston which, if implemented successfully, would lead to Central Lancashire playing a much greater commercial role within the region and locally help marry opportunities with need such as that existing in nearby Inner East Preston.
- iv) *Delivery Timescale:* Identification as part of a Central Preston Strategic Location stretching across the city centre and inner city would help to engender developer confidence in the area. Development of this area ought to occur in the mid phase of the plan period.

Recommendation: THIS LOCATION IS OF STRATEGIC SIGNIFICANCE because of commercial and wider regeneration potential.

4.14 **Broughton/Land at Eastway** (Preston)

- i) *Site Attributes and Location:* The site is in agricultural use and there are no major environmental constraints. Access to public transport and the road network is good and bus services would be further improved with the implementation of a park and ride facility. Access to local services and schools is mixed.
- ii) *Infrastructure Requirements:* In addition to the planned park and ride facility Lancashire County Council have also identified bus routes between Preston and Broughton as a priority for funding. Highways improvements on the A6 in the vicinity of the M55 motorway junction have been partially implemented to improve the conditions in this road traffic congested area of Preston. The development of the site would include a new highway link between Eastway and the proposed Broughton By-Pass which, when completed, will also reduce congestion at the Broughton (M55 junction) roundabout. Proposals have also been put forward for improved local bus schemes and a mini interchange at the Royal Preston Hospital.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The park and ride proposal is important in terms of improving transport provision but there are other such schemes proposed around Preston. The housing and employment potential of the remainder of the site is limited because of the scale of the land involved. Overall this site is not considered central to the achievement of the Strategy.

- iv) *Delivery Timescale:* It is not clear how allocation as a Strategic Site would speed up the delivery of this site. It may help to attract funding, but it would compete with the other park and ride sites in this respect. It is expected that development of the site could commence towards the end of the early part of the plan period and would be completed in the mid phase.

Recommendation: THIS SITE IS NOT OF STRATEGIC IMPORTANCE: However it should be considered for development through the Site Allocations process.

4.14 Higher Bartle (Preston)

- i) *Site Attributes and Location:* This is a greenfield site and is less sustainable than the nearby site at Cottam. Environmental constraints concern pylons across the site, and noise intrusion due to close proximity to the motorway. Transport connections are reasonably good, with the site being close to the M6 and M55 motorway junctions. However there are issues with road congestion in this location in to Preston. Access to local services and education is currently mixed, although the potential scale of the development in this area means that additional services would need to be included in any development.
- ii) *Infrastructure Requirements:* The constraints on highways capacity and the motorway network in this part of North Preston mean that a large scale development at Higher Bartle would need to address these issues. Highways improvements have been partially implemented on the A6 and in the vicinity of the M55 junction. There would need to be additional health care and schools provision if the site was developed for housing.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* There is not a strong link between this site and the Core Strategy Vision and Strategic Objectives. It is acknowledged that some greenfield residential development will be required in the northern suburbs of Preston to meet the housing requirement, however there are more suitable and sustainable sites (notably at Cottam) that should come forward in preference to this site.
- iv) *Delivery Timescale:* It is unlikely that this site will be required in the shorter term as Preston can meet its housing need through the use of other sites. The earliest any housing development might be necessary in this area would be in the mid phase of the plan period (2016 – 2021).

Recommendation: THIS LOCATION IS NOT OF STRATEGIC SIGNIFICANCE.

4.17 Park Hall / Camelot (Chorley)

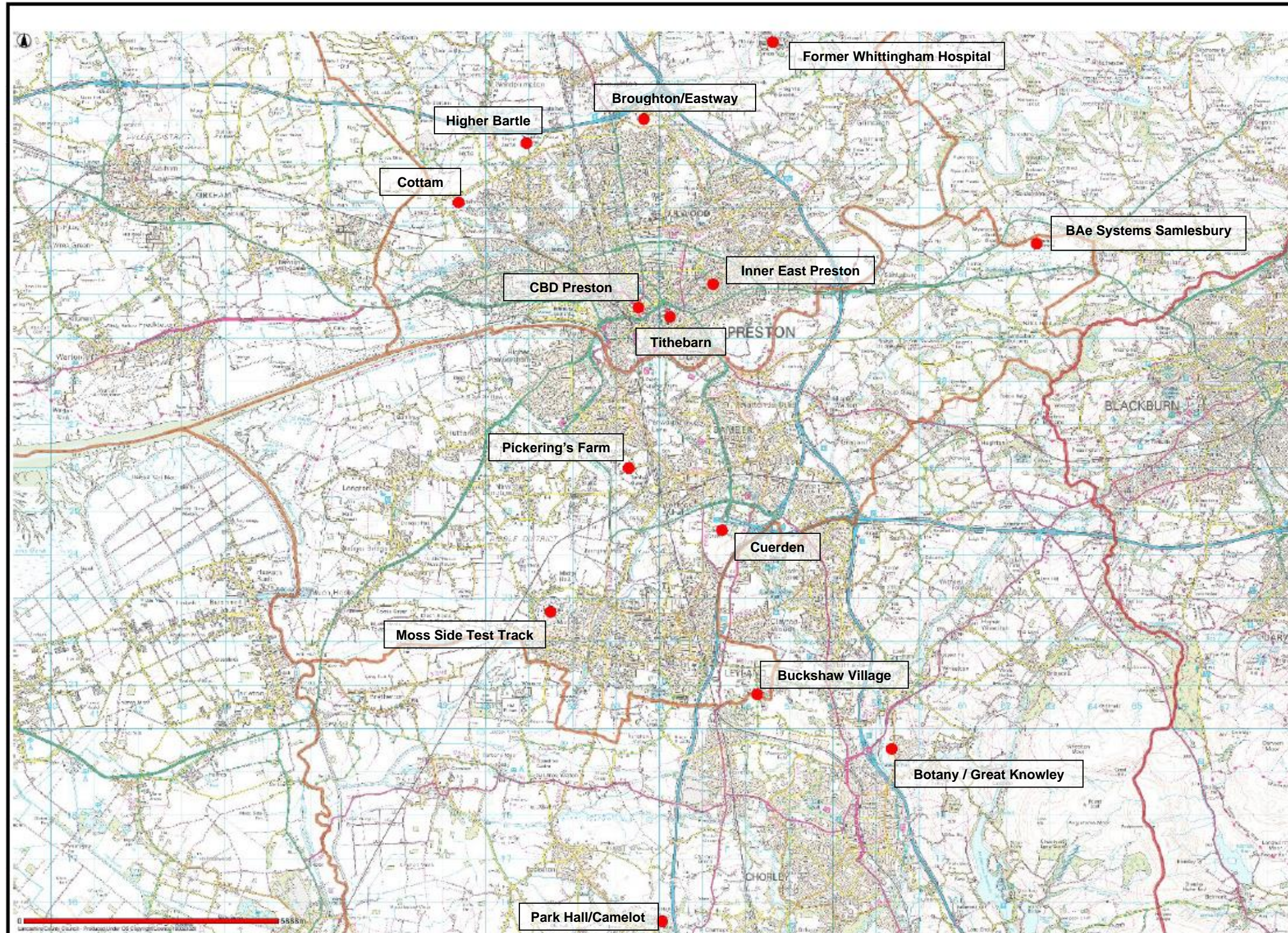
- i) *Site Attributes and Location:* The site itself is not well related to any settlement in the area and is located within the Green Belt restricting the scale of any redevelopment to being of no greater impact on openness than that which exists. There are some natural features including ponds within the site and there is also a woodland biological heritage site along the south western boundary. Bus service frequency is currently low, meaning travel to the site heavily relies on private transport modes, and access to local services is also poor due to the site's outlying location.
- ii) *Infrastructure Requirements:* A representation made on behalf of the owners of the site proposes that the site should be redeveloped for mixed uses including leisure attractions and residential. As part of the proposals it is suggested that social infrastructure would be provided in the form of a new village centre, comprising a convenience shop, a primary school, crèche/nursery and a public house. As the site is poorly served by bus services and it is therefore essential that investment would be needed to improve public transport infrastructure in order to try and improve the sustainability of this location.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site does not relate well to the achievement of the Vision. It is located well outside any urban area and even if local services were improved many additional longer distance car trips would still be likely to arise. Its development would not particularly help marry opportunity and need as it is not close to any deprived areas. Whilst some existing infrastructure could be utilised, any new development would require significant new infrastructure and the appropriateness and viability of these improvements remains in doubt. There is no overriding need for this site to come forward to meet housing or any other development need.
- iv) *Delivery Timescale:* Whilst a Strategic Site designation may attract a developer to this site, there is little evidence of when any development could be delivered and given the above, delivery is uncertain.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE.

5 Conclusion

- 5.1 In order to justify the allocation of Strategic Sites and Locations in the Core Strategy, a comprehensive assessment of fourteen potential sites was undertaken.
- 5.2 The assessment began with a criteria based appraisal and a scoring system was devised to compare each site's accessibility to key services.
- 5.3 Following that initial appraisal, more detailed consideration of each site's potential was carried out taking into account infrastructure requirements, delivery timescales and the potential fit with the Core Strategy's Vision and Strategic Objectives.
- 5.4 After considering the strategic importance of each site, taking the above factors into account, a final list of Strategic Sites and Locations was arrived at and carried forward into the Publication Core Strategy in line with the recommendations of this assessment;
- 5.5 *Strategic Sites:*
- Buckshaw Village
 - Cuerden
 - BAE Systems, Samlesbury
- 5.6 *Strategic Locations:*
- Central Preston– including the inter-related sites; Inner East Preston; the New Central Business District for Preston and Tithebarn Regeneration Area
 - Cottam – including Cottam Hall and Brickworks
- 5.7 The following sites are not considered strategically significant but some are recommended to be considered further in the Site Allocations Development Plan Documents:
- Botany/Great Knowley
 - Former Whittingham Hospital Site
 - Broughton/Land at Eastway
 - Park Hall/Camelot
 - Higher Bartle
 - Pickering's Farm, Kingsfold
 - Moss Side Test Track



LOCATIONS OF ASSESSED SITES



Date: 08/05/2009

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Appendix 2 – Assessment of 'existing' 'strategic sites' named in the Preferred Core Strategy

Site Name	Buckshaw Village	Cottam (includes Cottam brickworks)	Whittingham	Samlesbury	Cuerden	Botany
SHLAA Ref	Numerous sites	PO01 + PEN05	Up2	N/A	N/A	N/A
Local Authority	S Ribble/Chorley	Preston	Preston	South Ribble	South Ribble	Chorley
Ward	Leyland St Ambrose/ Astley and Buckshaw	Lea/Ingol	Preston Rural North	Samlesbury and Walton, Mellor	Farington East	Chorley North East
Current Use	Part developed, residential, employment, brownfield	Residential, agricultural	Disused hospital – brownfield	Aerodrome - brownfield	Agriculture	Vacant land
Site Size	>300 ha	59 ha	81 ha	143ha	65 ha	20 ha
Potential Uses	Mixed use	Housing	Mixed use	Employment	Employment	Employment
Current Planning Policy Status	Allocated Urban Village	Allocated Housing	Allocated Housing.	Allocated Employment	Allocated Employment	Allocated Employment
Planning Permission Status	Mostly permitted	No application	Permitted	Part permitted	No application	Pending application on part
Surrounding Land Areas	Residential, commercial, golf courses, agriculture	Agricultural, residential	Agriculture, village of Goosnargh	Agriculture, small villages and hamlets	Agriculture, residential, commercial, motorway	Agriculture, residential, retail/leisure
Surrounding Area Character	Suburban, countryside	Suburban, agricultural	Countryside, small villages	Countryside, small settlements	Urban fringe	Urban, countryside
Policy Restrictions	Ecology in parts	Ecology, and public open space in parts	None	Ecology on boundary	Part of site - best and most versatile agricultural land	None
Road Access Available	Yes	Yes	Yes	Yes	Yes	Yes
Physical Problems/Restrictions	No	No	No	No	No	No
Potential Impacts	Pond disturbance, biological heritage site	None	Adverse effect on highways - Broughton by-pass	None	None	None
Legal/Ownership Issues	None	None	None	None	Multiple ownership	Multiple ownership
Site suitability for housing	Yes	Yes	Yes	N/A	N/A	N/A
Housing Market Factors	Economically viable, moderate sale value area	Economically viable, high sale value area	Further info required to appraise, high sale value area	N/A	N/A	N/A
Abnormal Cost Factors	Contamination, nature conservation costs	None	Requires demolition of existing buildings, medium risk of remediation	None	None	Canal Bridge
Housing Delivery Factors	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	N/A	N/A	N/A
Considered Developable For Housing (Based on Cost)	Yes	Yes	Yes	N/A	N/A	N/A
Considered Deliverable For Housing (Based on Market Viability)	Yes	Yes	Yes	N/A	N/A	N/A
Achievable for housing within 5 years	Yes	Yes	Yes	N/A	N/A	N/A
Year 1-5 Housing units	1036	279	170	N/A	N/A	N/A
Year 6-10 Housing units	722	874	280	N/A	N/A	N/A
Year 11-15 Housing units	0	52	200	N/A	N/A	N/A
Site Classification	Brownfield	Greenfield/Brownfield	Brownfield	Brownfield	Greenfield	Greenfield
Brownfield Housing Units	4200	205	650	N/A	N/A	N/A
Greenfield Housing Units	0	1321	0	N/A	N/A	N/A
Sloping	No	No	No	No	No	Partly
Natural Significant Features	Some woodland	None	Woodland, pond	None	None	None
Flood Risk	Low	Low	Low	Low	Low	Low
Electricity Pylons Across Site	No	No	No	No	No	No
Development Progress	Partly developed	Not started	Not started	Largely developed	Not started	Not started
Housing Density Classification	Suburban	Suburban	Rural Settlements	N/A	N/A	N/A

Site Name	Buckshaw Village	Cottam	Whittingham	Samlesbury	Cuerden	Botany
Density Range (units per hectare)	30-60	30-40	30-40	N/A	N/A	N/A
Density Multiplier	40	40		N/A	N/A	N/A
Total Potential Housing Unit Capacity	4200	1205	650	N/A	N/A	N/A
Environment						
Greenbelt	Outside (partly bounded by Green Belt)	Outside	Outside	Partly	Outside (partly bounded by Green Belt)	Outside
Major developed site in the Green Belt	Outside	Outside	Outside	Partly	Outside	Outside
Non Green Belt Countryside	Outside	Outside	Outside	Partly	Outside	Outside
Safeguarded Land	Outside	Outside	Outside	Outside	Outside	Outside
Area of Separation	Outside	Outside	Outside	Outside	Outside	Outside
AONB	Outside	Outside	Outside	Outside	Outside	Outside
SSSI	Outside	Outside	Outside	Outside	Outside	Outside
Conservation Area	Outside	Outside	Outside	Outside	Outside	Outside
Biological/Geological Heritage Site	BHS: Buckshaw Wood and Worden Wood	BHS: Cottam Hall Brickworks	Outside	Outside	Outside	Outside
Listed Buildings	Grade II* Worden Old Hall, Grade II* Buckshaw Hall	None	Grade II Church of St John	None	Grade II The Old School House	None
Locally Listed Buildings	None	None	None	None	None	None
Registered Park/Garden	No	No	No	No	No	No
Access to sewer system	Yes	Yes	Yes	Yes	Yes	Yes
Access to water supply	Yes	Yes	Yes	Yes	Yes	Yes
Access to gas supply	Yes	Yes	Yes	Yes	Yes	Yes
Access to electricity	Yes	Yes	Yes	Yes	Yes	Yes
Contaminated Land	Likely, but extensive remediation works have taken place	Possible	Likely - medium	Not Known	Unlikely	Not Known
At risk from hazardous installations	No	No	No	No	No	No
Ancient monument on site	No	No	No	No	No	No
Access to Broadband	Yes	Yes	Yes	Yes	Yes	Yes
Land Use						
Type of Location	Edge	Edge	Outside	Outside	Edge	Edge
Transport						
Distance to railway station	over 3km (New station to be built onsite – up to 0.4km)	over 3km	over 3km	over 3km	0.81 - 1.6km	1.61 - 3km
Rail service frequency (if under 3km)	N/A	N/A	N/A	N/A	hourly	4+/hr
Distance to nearest bus stop	up to 0.4km	up to 0.4km	up to 0.4km	0.81 - 1.2km	0.41 - 0.8km	up to 0.4km
Bus service frequency (if under 1.6km)	2 - 5/hr	2 - 5/hr	1/hr	2 - 5/hr	6+/hr	2 - 5/hr
On a cycle route	Y and more proposed	Y	Y (on road), and also new proposed route next to site	N (one proposed)	Y and more proposed	N (proposed route through site)
Distance to cycle route	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	0.41 - 0.8km	up to 0.4km
Distance to 'A' road junction	0.81 - 1.6km	over 3km	over 3km	up to 0.4km	up to 0.4km	up to 0.4km
Distance to motorway junction	1.61 - 3km	over 3km	over 3km	over 3km	up to 0.4km	up to 0.4km

Site Name	Buckshaw Village	Cottam	Whittingham	Samlesbury	Cuerden	Botany
Local Services						
Distance to nearest supermarket	0.41 - 0.8km	over 3km	over 3km	over 3km	0.81 - 1.6km	1.61 - 3km
Distance to local convenience store	Up to 0.4km	1.61 - 3km	0.41 - 0.8km	1.61 - 3km	0.81 - 1.6km	1.61 - 3km
Distance to post office	1.61 - 3km	over 3km	0 - 0.4km	1.61 - 3km	1.61 - 3km	1.61 - 3km
Distance to GP surgery	Up to 0.4km	1.61 - 3km	over 3km	1.61 - 3km	1.61 - 3km	1.61 - 3km
Distance to NHS General Hospital	2.1 - 5km	5.1 - 10km	5.1 to 10km	over 10km	5.1 to 10km	up to 2km
Distance to public open space or park	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km	over 3km	0.41 - 0.8km	over 3km
Distance to Local Centre	0.81 to 1.6km	over 3km	over 3km	over 3km	0.81 to 1.6km	1.61 - 3km
Distance to employment site	0.41 - 0.8km	over 3km	over 3km	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km
Education						
Distance to primary schools	New primary school built on site – up to 0.4km	up to 0.4km	0.41 - 0.8km	1.61 - 3km	1.61 - 3km	0.81 - 1.6km
Distance to secondary schools	2.41 - 3.2km	2.41 - 3.2km	3.21 - 5km	over 5.01km	2.41 - 3.2km	1.61 - 2.4km
Distance to Further/Higher Education	3.21 - 5km	over 5.01km	over 5.01km	over 5.01km	over 5.01km	over 5.01km

Appendix 3 – Assessment of other sites

Site Name	Higher Bartle	Park Hall/Camelot	Pickering's Farm	CBD Preston	Tithebarn	Inner East Preston	Broughton/Eastway	Moss Side Test Track
SHLAA Ref Local Authority Ward	Lightfoot 1, Lightfoot2 Preston Preston Rural North	CHR05 Chorley Chisnall	P/105ue South Ribble Charnock	N/A Preston Town Centre	MRS1 Preston Town Centre	Various Preston St Matthews	P003 Preston Preston Rural East	L/081 South Ribble Moss Side
Current Use	Open land, fields, sports ground	Theme park, hotel, leisure complex	Fields, agricultural land	City centre	City centre, bus station, markets	Residential, commercial, industrial	Open land, fields	Disused vehicle test track
Site Size	118 ha	51 ha Housing-led mixed use	91 ha Housing-led mixed use	14 ha	23 ha Retail-led Mixed use	Not yet defined Housing-led Mixed use	25 ha	43 ha
Potential Uses	Housing			Employment		Existing Residential Existing Employment	Mixed use	Mixed use
Current Planning Policy Status	Open Countryside	Green Belt	Safeguarded Land	Town Centre	Town Centre		Allocated employment	Allocated mixed use
Planning Permission Status	None	None applicable	None	None applicable	Application pending	Partly permitted	None	None
Surrounding Land Areas	Agricultural, residential	Agricultural, residential	Agricultural, residential, industrial	Commercial, office, residential	Retail core, offices, residential	Commercial, office, residential	Countryside, residential	Residential, agricultural, industrial
Surrounding Area Character	Agricultural, suburban, countryside	Agricultural, small settlements	Residential, agricultural, urban fringe	Commercial, office, residential, university	City centre	Inner city, Commercial, office, residential	Agricultural, residential	Agricultural, residential, industrial
Policy Restrictions	Open Countryside	Green Belt (major developed site – DC6), Ecology Yes	Safeguarded land Yes	None Yes	None Yes	None Yes	None Yes	None Yes
Road Access Available	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Physical Problems/Restrictions	Motorway noise	Existing development, motorway noise Impact on Green Belt, although already partly developed.	Road bridge needed to cross railway	Existing development and constrained by road network	Existing development and constrained by road network	Existing development and constrained by road network	Small existing development. Motorway noise	Existing development, limited access
Potential Impacts	None		None	Already developed	Already developed	Already developed	None	Already developed
Legal/Ownership Problems	Multiple ownership	None	Multiple ownership	Multiple ownership	Multiple ownership	Multiple ownership	None	Multiple ownership
Site suitability for housing	Yes	No - unsustainable location	Yes	N/A	Yes	Yes	Yes	Yes
Housing Market Factors	Economically viable, high sale value area	Not assessed	Economically viable, moderate sale value area	N/A	Low sale value area, further info required to appraise	Moderate sale value area Requires demolition of existing buildings, medium risk of contamination	Economically viable, high sale value area	Economically viable, moderate sale value area
Abnormal Cost Factors	No foreseen extra site preparation costs	Demolition	No foreseen extra site preparation costs	Not known	No foreseen extra site preparation costs	Multiple developers, completed in 5+ years	No foreseen extra site preparation costs	Requires demolition of existing buildings, new or improved access
Housing Delivery Factors	Multiple developers, completed in 5+ years	N/A	Multiple developers, completed in 10+ years	N/A	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years
Considered Developable for Housing (Based on Cost)	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes

Site Name	Higher Bartle	Park Hall/Camelot	Pickering's Farm	CBD Preston	Tithebarn	Inner East Preston	Broughton/Eastway	Moss Side Test Track
Considered Deliverable for Housing (Based on Market Viability)	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes
Achievable for Housing within 5 years	No	No	No	N/A	Yes	Yes	Yes	Yes
Year 1-5 Housing Units	0	0	0	N/A	145	90	0	60
Year 6-10 Housing Units	0	0	100	N/A	355	147	100	300
Year 11-15 Housing Units	240	0	450	N/A	0	Unknown	0	300
Site Classification	Greenfield	Brownfield	Greenfield	Brownfield	Brownfield	Brownfield	Greenfield	Brownfield
Brownfield Units	0	901	0	N/A	500	Unknown	0	870
Greenfield Units	1774	0	1800	N/A	0	Unknown	100	0
Sloping Site	No	Partly	No	No	No	No	No	No
Natural Significant Features	No	Woodland and lake	No	No	No	No	No	No
Flood Risk	Low	Low	Low	Low	Low	Low	Low	Low
Electricity Pylons Across Site	No	No	Yes	No	No	No	No	No
Development Progress	Not started	Not started	Not started	Not started	Not started	Not started	Not started	Not started
Housing Density Classification	Suburban	Other Rural	Other Rural	N/A	City Centre	Inner Urban	Suburban	Main urban area
Housing Density Range (units per hectare)	30-40	30-40	30-40	N/A	50-100	30-50	30-40	30-50
Housing Density Multiplier	30	35	30	N/A			50	40
Total Potential Housing Capacity	1774	901	1800	N/A	500	Unknown at present	100	850
Environment								
Greenbelt	Outside	Within	Outside	Outside	Outside	Outside	Outside	Outside
Major developed site in the Green Belt	Outside	Within	Outside	Outside	Outside	Outside	Outside	Outside
Non Green Belt Countryside	Within	Outside	Within	Outside	Outside	Outside	Outside	Outside
Safeguarded Land	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
Area of Separation	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
AONB	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
SSSI	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
Conservation Area	Outside	Outside	Outside	Outside	Partly	Outside	Outside	Outside
Biological/Geological Heritage Site	Outside	BHS: Little Wood	Outside	Outside	Outside	Outside	Outside	Outside
Listed Buildings	None	None	None	Numerous Grade II	Numerous Grade II, II*, I	Numerous Grade II	None	None
Locally Listed Buildings	None	None	None	None	None	None	None	None
Registered Park/Garden	No	No	No	No	No	No	No	No
Access to sewer system	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Access to water supply	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Access to gas supply	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Access to electricity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Contaminated Land	Unlikely (although quarry to north)	Likely	Unlikely	Likely	Likely	Likely	Unlikely	Likely
At risk from hazardous installations	No	No	No	No	No	No	No	No

Site Name	Higher Bartle	Park Hall/Camelot	Pickering's Farm	CBD Preston	Tithebarn	Inner East Preston	Broughton/Eastway	Moss Side Test Track
Ancient monument on site	No	No	No	No	No	No	No	No
Access to Broadband	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Land Use								
Type of Location	Edge	Outside	Edge	Within	Within	Within	Edge	Edge
Transport								
Distance to railway station	over 3km	over 3km	over 3km	0.41 - 0.8km	0.81 - 1.6km	1.61 - 3km	over 3km	1.61 - 3km
Rail service frequency (if under 3km)	N/A	N/A	N/A	4+/hr	4+/hr	4+/hr	N/A	2-3/hr
Distance to nearest bus stop	up to 0.4km	0.41 - 0.8km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	0.41 - 0.8km	0.81 - 1.2km
Bus service frequency (if under 1.6km)	2-5/hr	1/hr	6+/hr	6+/hr	6+/hr	6+/hr	6+/hr	6+/hr
On a cycle route	Y	N	Y	Y	Y	Y	Y	N
Distance to cycle route	up to 0.4km	0.81 - 1.2km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km
Distance to 'A' road junction	over 3km	0.81 - 1.6km	up to 0.4km	up to 0.4km	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km	over 3km
Distance to motorway junction	1.61 - 3km	over 3km	over 3km	over 3km	over 3km	over 3km	0.81 - 1.6km	over 3km
Local Services								
Distance to nearest supermarket	1.61 - 3km	1.61 - 3km	0.81 - 1.61km	up to 0.4km	up to 0.4km	0.81 - 1.6km	0.81 - 1.6km	1.61 - 3km
Distance to local convenience store	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	up to 0.4km	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km	0.81 - 1.6km
Distance to post office	up to 0.4km	0.81 - 1.6km	0.81 - 1.6km	0.41 to 0.8km	0.41 - 0.8km	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km
Distance to GP surgery	0.41 - 0.8km	over 3km	0.81 - 1.6km	up to 0.4km	up to 0.4km	0.41 - 0.8km	0.81 - 1.6km	1.61 - 3km
Distance to NHS General Hospital	2.1 - 5km	5.1 - 10km	over 10km	2.1 - 5km	2.1 - 5km	2.1 - 5km	up to 2km	5.1 - 10km
Distance to public open space or park	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	0.41 - 0.8km up to 0.4km (city centre shopping area)	0.81 - 1.6km up to 0.4km (city centre shopping area)	0.81 - 1.6km	0.41 - 0.8km	over 3km
Distance to Local Centre	1.61 to 3km	1.61 to 3km	0.81 - 1.6km (district centre)	up to 0.4km	up to 0.4km	up to 0.4km	0.81 - 1.6km	0.81 - 1.6km (district centre)
City/Town Centre	Outside	Outside	Outside	Within	Within	Edge	Outside	Outside
Distance to employment site	up to 0.4km	0.41 - 0.8km	0.81 - 1.6km	up to 0.4km	up to 0.4km	up to 0.4km	0.81 - 1.61km	0.81 - 1.6km
Education								
Distance to primary schools	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	0.41 - 0.8km	up to 0.4km	up to 0.4km	0.41 - 0.8km	1.61 to 3km
Distance to secondary schools	1.61 - 2.4km	3.21 - 5km	2.41 - 3.2km	2.41 - 3.2km	1.61 - 2.4km	0.81 - 1.6km	2.41 - 3.2km	1.61 - 2.4km
Distance to Further/Higher Education	3.21 - 5km	over 5.01km	over 5.01km	up to 0.8km	up to 0.8km	1.61 - 2.4km	1.61 - 2.4km	3.21 - 5km

Appendix 4 – Summary Table of accessibility criteria and scoring system

	'EXISTING'						OTHER							
	Buckshaw Village	Cottam	Whittingham	Samblesbury	Cuerden	Botany	Higher Bartle	Park Hall/Camelot	Pickerings Farm	CBD Preston	Tithebarn	Inner East Preston	Broughton/ Eastway	Moss Side Test Track
Transport														
Distance to railway station	1	1	1	1	3	2	1	1	1	4	3	2	1	2
Rail service frequency (if under 3km)	N/A	N/A	N/A	N/A	hourly	4+/hr	N/A	N/A	N/A	4+/hr	4+/hr	4+/hr	N/A	2-3/hr
Distance to nearest bus stop	5	5	5	3	4	5	5	4	5	5	5	5	4	3
Bus service frequency (if under 1.6km)	2 - 5/hr	2 - 5/hr	1/hr	2 - 5/hr	6+/hr	2 - 5/hr	2-5/hr	1/hr	6+/hr	6+/hr	6+/hr	6+/hr	6+/hr	6+/hr
Bus frequency (exact no.)	2	5	2	<1	9	2	16	1	14	>25	>25	>25	9	8
On a cycle route	Y	N	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	N
Distance to cycle route	5	5	5	5	4	5	5	3	5	5	5	5	5	5
Distance to 'A' road junction	3	1	1	5	5	5	1	3	5	5	5	4	4	1
Distance to motorway junction	2	1	1	1	5	5	2	1	1	1	1	1	3	1
Site located within 3km of congestion spot (Central Lancs Transport Study)														
Local Services														
Distance to nearest supermarket	4	1	1	1	3	2	2	2	3	5	5	3	3	2
Distance to local convenience store	5	2	4	2	3	2	4	3	3	5	5	4	4	3
Distance to post office	2	1	5	2	2	2	5	3	3	4	4	4	3	3
Distance to GP surgery	5	2	1	2	2	2	4	1	3	5	5	4	3	2
Distance to NHS General Hospital	4	2	2	1	2	5	4	2	1	4	4	4	5	2
Distance to public open space or park	5	4	4	1	4	1	4	3	3	4	3	3	4	1
Distance to Local Centre	3	1	1	1	3	2	2	2	3	5	5	5	3	3
Distance to service centre														
City/Town Centre	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Within	Within	Edge	Outside	Outside
City/Town Centre	1	1	1	1	1	1	1	1	1	5	5	3	1	1
Distance to City/Town Centre	2.7km	5km	9km	8km	2.6km	2.4km	4km	5.9km	3.6km	0	0	0	4.2km	2.3km
Distance to employment site	4	1	1	5	4	4	1	4	3	5	5	5	3	3
Education														
Distance to primary schools	5	5	4	2	2	3	4	3	3	4	5	5	4	2
Distance to secondary schools	3	3	2	1	3	3	3	2	3	3	3	4	3	3
Distance to Further/Higher Education	2	1	1	1	1	1	2	1	1	5	5	3	3	2

KEY	Closest 5	4	3	2	Furthest 1
NHS general hospital	up to 2km	2.1 – 5km		5.1 - 10km	over 10km
City/town centre	Within		Edge		Outside
Secondary school, Further/ Higher Education	up to 0.8km	0.81 - 1.6km	1.61 - 2.4km 2.41 - 3.2km	3.21 - 5km	over 5km
Bus stop, cycle route	up to 0.4km	0.41 - 0.8km	0.81 - 1.2km	1.21 - 1.6km	over 1.6km
All other facilities	up to 0.4km	0.41 - 0.8km	0.81 - 1.6km	1.61 - 3km	over 3km

Appendix 5 – Publication Core Strategy Vision and Strategic Objectives

A Vision for Central Lancashire in 2026

By 2026 Central Lancashire will be recognised as a highly sought after place to live and work in the North West. It offers excellent quality of life to all its residents. It will play a leading role in Lancashire's world class economy and have sustainable economic growth based on the area's unique assets. Its central location at the hub of the transport network, its green spaces and access to open countryside make it a place with 'room to breathe'.

Preston, Leyland and Chorley will attract investors and visitors taking advantage of retail, heritage, education and high-quality city and town centres. Central Lancashire's wider role will be as a driver of sustainable economic growth for the region, marrying opportunity and need and providing a transport hub to improve connections for the region.

Preston will have become a transformed city, recognised as an alternative destination to Manchester and Liverpool for high quality retail, cultural, entertainment, business and higher education.

Chorley will have capitalised on its premier location as a place to do business, complemented by a thriving contemporary market town.

Leyland will have built upon its world famous industrial heritage, driving forward change and economic growth in the town and borough to become an enterprise engine.

The character of the City, towns and villages will reflect their individual historic and cultural heritage, with high quality designed new buildings enhancing their local distinctiveness. There will be improved transport connections within Central Lancashire and to wider regional, national and international destinations. The character of rural villages will have been maintained, with access to services to sustain the local communities and overcome rural poverty.

Neighbourhoods will be safe, clean and sustainable with healthy, highly-skilled and diverse communities. Residents will have easy access to public services, good jobs and decent, high quality affordable homes. Energy use will be minimised with an emphasis on sustainable sources, including mitigation measures and wherever possible, adaptation to Climate Change.

Strategic Objectives	Theme/Issue	Policy
<p>SO 1 To foster growth and investment in Central Lancashire in a manner that:</p> <ul style="list-style-type: none"> • Makes the best use of infrastructure and land by focussing on the Preston/ South Ribble Urban Area, and the Key Service Centres of Leyland and Chorley. • Marries opportunity and need by focussing investment in Preston City Centre and other Strategic Sites and Locations, and Leyland and Chorley town centres. • Supports service provision in rural areas, particularly the Rural Local Service Centres. 	Spatial Strategy - Managing and Locating Growth	1
SO 2 To ensure there is sufficient and appropriate infrastructure to meet future needs, funded where necessary by developer contributions.	Infrastructure	2
SO 3 To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston.	Travel	3
SO 4 To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, improve movement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.	Travel	3
SO 5 To help make available and maintain within Central Lancashire District a ready supply of residential development land over the plan period so as to help deliver sufficient new housing of appropriate types to meet future requirements. This should also be based on infrastructure provision, as well as ensuring delivery doesn't compromise existing communities.	Housing delivery	4
SO 6 To achieve densities for new housing that respect the local character of surrounding areas, whilst making efficient use of land.	Housing density	5
SO 7 To improve the quality of existing housing, especially in Inner East Preston and pockets of poor stock in South Ribble and Chorley Boroughs, and to bring empty properties back into use.	Housing quality	6
SO 8 To significantly increase the supply of affordable and special needs housing particularly in places of greatest need such as in more rural areas.	Affordable housing	7
SO 9 To guide the provision of pitches for travellers in appropriate locations if genuine need arises.	Traveller accommodation	8
SO 10 To ensure there is a sufficient range of locations available for employment purposes.	Economic growth and employment	9 and 10
SO 11 To secure major retail and leisure investment in Preston city centre to enable it to function as an alternative shopping and commercial destination to Manchester and Liverpool. To achieve the retail and leisure potential of Chorley and Leyland town centres and ensure the district and local centres provide for local needs.	Retail, town centre and leisure development	11 and 12

Strategic Objective	Theme/Issue	Policy
SO 12 To create, enhance and expand tourist attractions and visitor facilities in the city, town centres and appropriate rural locations.	Tourism, entertainment and cultural facilities	11, 12 and 13
SO13 To sustain and encourage appropriate growth of rural businesses, taking into account the characteristics of the urban fringe and wider countryside.	Rural economy	13
SO14 To ensure appropriate education facilities are available and skills deficiencies are addressed.	Education, skills and economic inclusion	14 and 15
SO15 To foster 'place shaping' to enhance the character and local distinctiveness of the built environment in Central Lancashire by encouraging high quality design of new buildings.	Design and new buildings	17
SO 16 To protect, conserve and enhance Central Lancashire's places of architectural and archaeological value and the distinctive character of its landscapes.	Landscape and built environment assets	16 and 21
SO 17 To maintain and improve the quality of Central Lancashire's built and natural environmental assets so that it remains a place with 'room to breathe'.	Built and natural environment assets	18, 19, 20 and 21
SO 18* To improve the health and wellbeing of all Central Lancashire's residents and reduce the health inequalities that affect the more deprived urban areas, particularly Inner East Preston.	Health and wellbeing	23
SO 19 To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities and services, including healthy food.	Health and wellbeing	24 and 25
SO 20 To create environments in Central Lancashire that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime.	Crime and community safety	26
SO 21 To reduce energy use and carbon dioxide emissions in new development.	Energy use	27
SO 22 To encourage the generation and use of energy from renewable and low carbon sources.	Energy generation	28
SO 23 To manage flood risk and the impacts of flooding especially adjoining the river Ribble and at Croston.	Water management	29
SO 24 To reduce water usage, protect and enhance Central Lancashire's water resources and minimise pollution of water, air and soil.	Natural resource management	29, 30 and 31

* Subject to Proposed Minor Change MC40