



South Ribble Local Plan

February 2000

Written Statement and Map

For further Information

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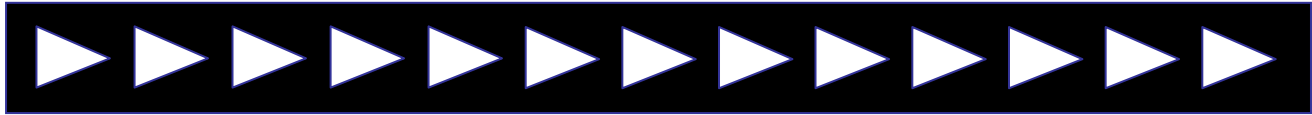
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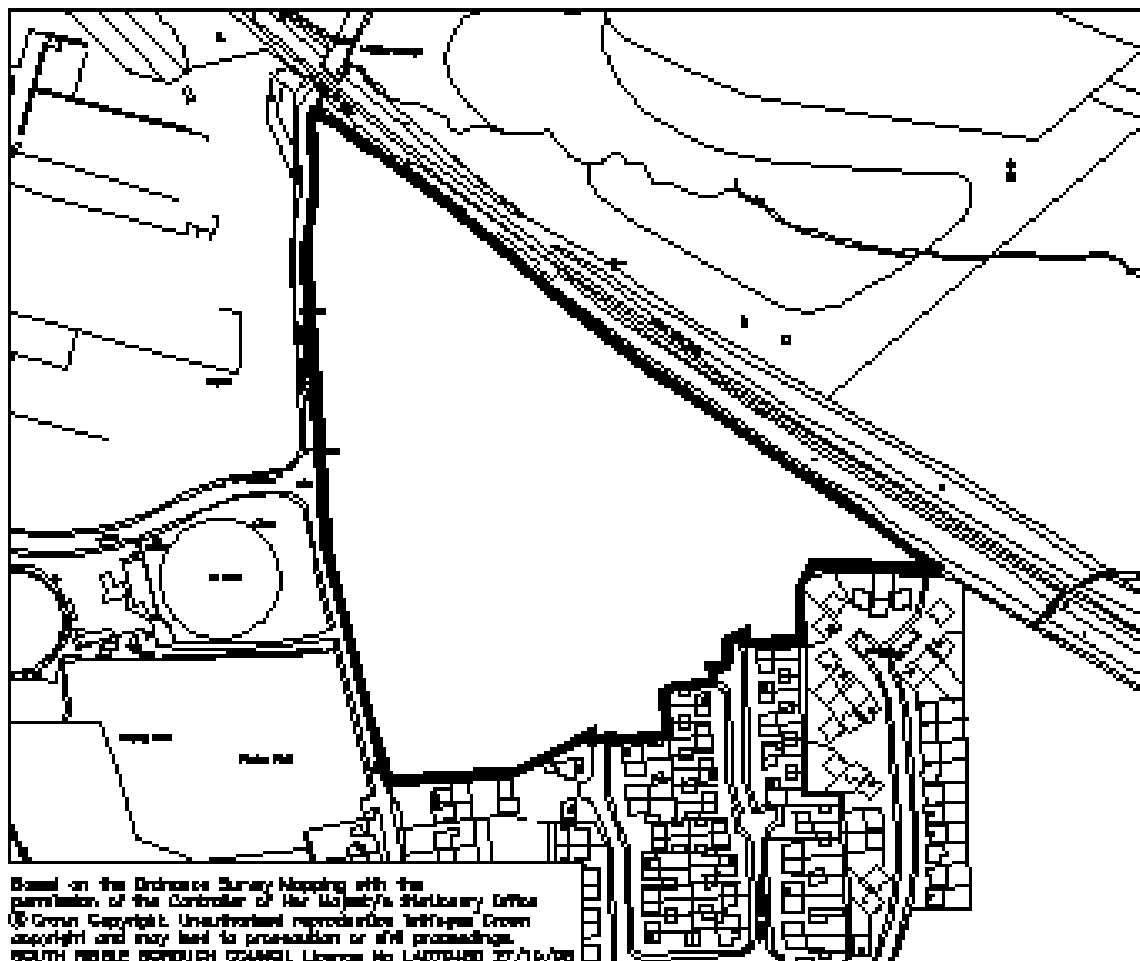
PREFACE TO SOUTH RIBBLE LOCAL PLAN

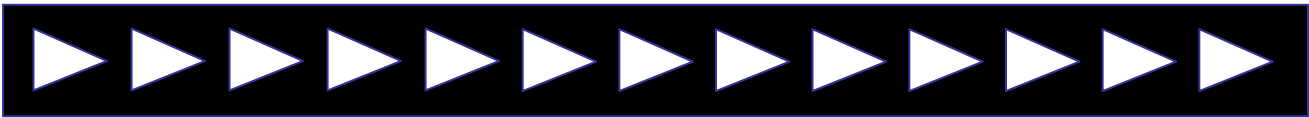
Following adoption, the Plan was the subject of two separate applications to the High Court to quash policies in respect of the following sites:

- ◆ Lostock Hall Engine Sheds, Watkin Lane, allocated for Public Open Space under policy OSR3 (deposit policy OSR2). This application was dismissed by the High Court on 11th September 2000.
- ◆ Wateringpool Lane, Lostock Hall (as shown on the accompanying plan), allocated as Green Wedge under policy D10 (deposit policy D6) and Amenity Open Space under policy OSR5 (deposit policy OSR4). This application was upheld by the High Court on 15th September 2000. The implications arising from the decision by the High Court is that this site is not covered by any specific policies. Non site specific policies in this Plan will still apply. The High Court decision will not be challenged for commercial reasons.

Policies D10 and OSR5 as they relate to other sites are unaffected by the above High Court decision and have full adopted status.

Wateringpool Lane, Lostock Hall
(Not to Scale)





ADDENDUM 1: FLOOD RISK AREAS

Since the Plan was adopted on 16th February 2000, the Environment Agency has revised the boundaries of the flood risk areas in South Ribble.

Up-to-date plans of these boundaries are either available from the second floor of the Council Offices, West Paddock, Leyland or alternatively the Environment Agency at Lutra House, Dodd Way, Bamber Bridge.

The Environment Agency intends to reissue amended data in June 2004 in light of the recent exceptional flooding in England and Wales.

November 2000

ADDENDUM 2: HOUSING POLICIES

In March 2000 the Government published a new Planning Policy Guidance Note 3:Housing, (PPG3), introducing a new approach to planning for housing. In April 2001 the Council adopted a statement titled “Implications of Planning Policy Guidance Note 3: Housing”, which explained how the Council would apply the advice in PPG3. A copy of this statement is separately available on the council website and from the council offices.

In response to continuing issues of housing land oversupply, an interim planning policy on housing was adopted on 13th August 2003. The interim policy deals with large sites, which are defined as a site of 0.4 of a hectare and over or a site relating to a proposal of 12 dwellings or more net. The interim policy complements the provisions of the Council’s Statement above. The policy does not form an alteration to the South Ribble Local Plan, but does form a material consideration in the determination of planning applications for residential development.

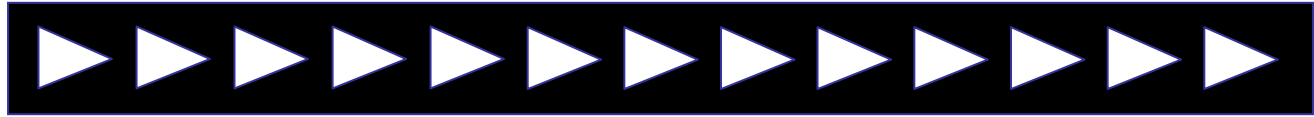
The Council’s Interim Planning Policy: Housing is available separately on the council’s website and from the council offices.

August 2003

ADDENDUM 3: RETAIL POLICIES

In response to a diminishing number of retail uses in the primary retail frontages in Leyland, Bamber Bridge, Tardy Gate and Penwortham, the Council has an Interim Planning Policy: Retail. On 15th September 2004 the planning committee recommended that the Council adopt the policy in October 2004. A copy of the interim retail policy is available separately on the council’s website and from the council offices.

September 2003



REVISED POLICY OSR2 FOLLOWING ADOPTION OF SUPPLEMENTARY PLANNING GUIDANCE ON THE PROVISION OF OPEN SPACE AS PART OF RESIDENTIAL DEVELOPMENTS

Following the consultation period on the SPG it has been necessary to amend Policy OSR2. It has also been necessary to amend the SPG therefore a report and Position Paper on Policy OSR2: Provision of Open Space in association with New Housing Developments was adopted by the Council's Cabinet on September 13th 2000 for developments control purposes. The paper set the background to Policies OSR1 and OSR2 in the South Ribble Local Plan and formed the basis for proposing amendments to Policy OSR2: Provision of Open Space in association with New Housing Developments and to the Glossary of Terms in relation to the three different types of children's playgrounds which are Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs), and Neighbourhood Equipped Areas for Play (NEAPs).

8.26 (Revised)

OSR2 - OPEN SPACE AND RECREATION POLICY 2: PROVISION OF OPEN SPACE IN ASSOCIATION WITH NEW HOUSING DEVELOPMENTS

Proposals for new housing development will be required to provide local, public open space sufficient to meet the needs of that development taking into account the standards set out in Policy OSR1 and the size and nature of the development proposed.

Open space may be provided in one or more of the following ways:

- a) Provision within the development;**
- b) Provision or enhancement of open space facilities; and/or**
- c) Financial contribution to the local authority to provide or enhance open space.**

A commuted sum for maintenance of the open space may be sought where the open space is primarily for the benefit of the development itself and the land is dedicated to the Council.

The thresholds which will applied to the provision of equipped children's playgrounds and outdoor sports grounds on development sites are:

Size of Development (bedspaces)	LAPs	LEAPs	NEAPs	Outdoor sport	Passive (Ha)	(Ha)
60 1	-	-	-	-	0.032	
105 2	-	-	-	-	0.046	
150 3	-	-	-	-	0.06	
195 4	-	-	-	-	0.074	
240 5	-	-	-	-	0.088	
285 6	-	-	-	-	0.102	
300 -	1	-	-	-	0	
360 1	1	-	-	-	0.032	
390 2	1	-	-	-	0.028	
420 3	1	-	-	-	0.024	
450 4	1	-	-	-	0.02	
480 5	1	-	-	-	0.016	
510 6	1	-	-	0.816 ha	0.012	
540 7	1	-	-	0.864 ha	0.008	

570 8	1	-	0.912 ha	0.004
600 9	1	-	0.96 ha	0
705 -	-	1	1.128 ha	0.006

The location of children’s playgrounds should take into account the needs for physical and social safety, visibility from houses and pedestrian routes, and ease of access. Local Areas for Play should be about 0.04 ha, Local Equipped Areas for Play should be about 0.36ha and Neighbourhood Equipped Areas for Play should be about 0.85ha. A full definition of each of these playgrounds (including the sizes of the activity areas and buffer areas) is provided in the glossary. **Playgrounds should be within about 0.4 km of dwellings and formal sport space should be provided within 1.2 km of dwellings.** The excess shown in the table above is to be provided as passive open space as part of the development. Where two or more Local Areas for Play are required, an equivalent amount of space may be provided as a larger children’s playground but will depend on the type and nature of the development proposed.

Passive open space may be an integral part of play facilities or may serve to create links through the residential area.

The Council will secure the provision of open space through planning conditions or through the negotiation of a Section 106 obligation and, where necessary and appropriate, the Council will impose conditions to secure the long term availability to the public of the open space.

GLOSSARY OF TERMS

The existing glossary of terms does not make the definitions of the different types of playgrounds clear for developers. Each type of playground has a definitive size and number of pieces of equipment and is reflected in the National Playing Fields Association advice. It is recommended that a formal alteration to the Glossary of Terms in the Plan should read:

LAP

A Local Area for Play is a small area (total area 400m²) of unsupervised open space specifically designated for young children for play activities. It includes small toys, seating for carers and is comprised of two zones - an activity zone (the area of this is 100m²) and a buffer zone (the area of this is 300 m²) to minimise potential disturbance to neighbours.

LEAP

A Local Equipped Area for Play is an unsupervised play area (total area 3,600m²) equipped for children of early school age (4-8 years) and includes at least five types of play equipment and also has seating for accompanying adults. A LEAP is comprised of two zones - an activity zone (the area of this is 400m²) and a buffer zone (the area of this is 3,200 m²) to minimise potential disturbance to neighbours.

NEAP

A Neighbourhood Equipped Area for Play is an unsupervised play area (total area 8,400m²) serving a substantial residential area, equipped mainly for older children but with opportunities for play for younger children. A NEAP comprises a minimum of 8 types of play equipment, a kickabout area, wheeled play opportunities and seating for accompanying adults and for teenagers to use as a meeting place. It includes an activity zone (the area of this is 1000m²), a kickabout area and a buffer zone (the area of these is 7,400 m²).

LIST OF POLICIES

Development Policies		Page
D1	- Development Policy 1: New Development	14
D2	- Development Policy 2: Royal Ordnance Urban Village	15
D3	- Development Policy 3: Existing Built-Up Areas	16
D4	- Development Policy 4: Green Belt.....	17
D5	- Development Policy 5: Development in the Green Belt	17
D6	- Development Policy 6: Major Developed Site - Myerscough College	19
D7	- Development Policy 7: Major Developed Site – Whitbread Brewery	20
D8	- Development Policy 8: Safeguarded Land	20
D9	- Development Policy 9: Local Needs in Villages.....	22
D10	- Development Policy 10: Green Wedges.....	22
D11	- Development Policy 11: Best and Most Versatile Agricultural Land.....	23
D12	- Development Policy 12: The Re-use and Adaptation of Rural Buildings.....	24-25

Housing Policies

HP1	- Housing Policy 1: Allocation of Housing Land	31
HP2	- Housing Policy 2: Affordable Housing Overall Provision.....	37
HP3	- Housing Policy 3: Affordable Housing - Site Specific Targets	38
HP4	- Housing Policy 4: Requirement for Affordable Housing on Other Sites.....	39
HP5	- Housing Policy 5: Rural Areas Exception Policy.....	40
HP6	- Housing Policy 6: Mechanisms to Ensure Affordability.....	41
HP7	- Housing Policy 7: Agricultural Workers Dwellings	42
HP8	- Housing Policy 8: Removal of Agricultural Occupancy Conditions	43
HP9	- Housing Policy 9: Caravan Sites for Gypsies.....	44

Employment Policies

EMP1	- Employment Policy 1: Allocation of Employment Land	48
EMP2	- Employment Policy 2: Major Inward Investment Site	51
EMP3	- Employment Policy 3: Main Existing Employment Areas	52

EMP4 -	Employment Policy 4: Other Existing Sites	53
EMP5 -	Employment Policy 5: Business Use.....	54
EMP6 -	Employment Policy 6: Mixed Use Schemes	54
EMP7 -	Employment Policy 7: Land at West Paddock, Leyland.....	56
EMP8 -	Employment Policy 8: Land at Samlesbury Aerodrome	57
EMP9 -	Employment Policy 9: Strategic Landscaped Areas in Employment Areas	57

Retail Policies

LTC1 -	Leyland Town Centre Policy 1: Land at Southern Towngate	73
LTC2 -	Leyland Town Centre Policy 2: Allocation of Development Sites for Town Centre Uses	64
LTC3 -	Leyland Town Centre Policy 3: Other Development within the Town Centre....	65
LTC4 -	Leyland Town Centre Policy 4: Criteria for Determining Applications	65
LTC5 -	Leyland Town Centre Policy 5: Hough Lane and Chapel Brow Improvements..	66
LTC6 -	Leyland Town Centre Policy 6: Linking of Chapel Brow and Hough Lane.....	67
LTC7 -	Leyland Town Centre Policy 7: Car Parking in Leyland Town Centre	67
FR1 -	Further Retail Policy 1: Definition of District Centres	68
FR2 -	Further Retail Policy 2: Capitol Centre, Walton le Dale.....	72
FR3 -	Further Retail Policy 3: Development Elsewhere in the Urban Area	73-74
FR4 -	Further Retail Policy 4: Other Retail and Commercial Development	74
	within the Existing Built-Up Area	
FR5 -	Further Retail Policy 5: Loss of Local Shops.....	75

Environment Policies

ENV1 -	Environment Policy 1: Landscape Protection and Enhancement.....	77
ENV2 -	Environment Policy 2: Sites of Special Scientific Interest.....	81
ENV3 -	Environment Policy 3: Protecting Other Sites and Features of Nature	82
	Conservation Interest	
ENV4 -	Environment Policy 4: Protection of the Habitats of Wildlife	83
ENV5 -	Environment Policy 5: Habitat Creation	84
ENV6 -	Environment Policy 6: Wildlife Corridors	84

ENV7 - Environment Policy 7: Protection of Trees and Woodlands	86
ENV8 - Environment Policy 8: Trees and Development.....	87
ENV9 - Environment Policy 9: Unstable or Contaminated Land.....	87
ENV10 - Environment Policy 10: Derelict Land Reclamation.....	88
ENV11 - Environment Policy 11: Environmental Improvement.....	89
ENV12 - Environment Policy 12: Listed Buildings	92
ENV13 - Environment Policy 13: Alterations and Additions to Listed Buildings.....	93
ENV14 - Environment Policy 14: Setting of a Listed Building	94
ENV15 - Environment Policy 15: Development in Conservation Areas.....	95
ENV16 - Environment Policy 16: Article 4 Directions	96
ENV17 - Environment Policy 17: Development and Archaeological Sites	97
ENV18 - Environment Policy 18: Development and Historic Parks and Gardens.....	98
ENV19 - Environment Policy 19: Coastal Zone.....	99
ENV20 - Environment Policy 20: Flood Risk	100
ENV21 - Environment Policy 21: Groundwater Resources	100
ENV22 - Environment Policy 22: Pollution	101
ENV23 - Environment Policy 23: Water Resources and Development	104
ENV24 - Environment Policy 24: External Lighting and Development	104
ENV25 - Environment Policy 25: Hazardous Substances and Installations.....	105
ENV26 - Environment Policy 26: Development of Renewable Energy Schemes.....	105

Open Space and Recreation Policies

OSR1 - Open Space and Recreation Policy 1: New Development Standards.....	110
OSR2 - Open Space and Recreation Policy 2: Provision of Open Space in Association with New Housing Developments	111
OSR3 - Open Space and Recreation Policy 3: New Sites	112
OSR4 - Open Space and Recreation Policy 4: Parks and Other Public Open Spaces.....	115
OSR5 - Open Space and Recreation Policy 5: Amenity Open Spaces.....	116
OSR6 - Open Space and Recreation Policy 6: Private, Educational and Institutional Recreational Open Spaces	117
OSR7 - Open Space and Recreation Policy 7: Allotments.....	118

OSR8 -	Open Space and Recreation Policy 8: New Facilities	118
OSR9 -	Open Space and Recreation Policy 9: Golf Courses	119
OSR10-	Open Space and Recreation Policy 10: Commercial Stables.....	120
OSR11-	Open Space and Recreation Policy 11: Priority Areas.....	121
OSR12-	Open Space and Recreation Policy 12: Recreational Routes.....	123
OSR13-	Open Space and Recreation Policy 13: Disused Transport Routes.....	124
OSR14-	Open Space and Recreation Policy 14: Footpath Network.....	125
OSR15-	Open Space and Recreation Policy 15: Tourism Developments.....	126
OSR16-	Open Space and Recreation Policy 16: Small Scale Tourism.....	127
OSR17-	Open Space and Recreation Policy 17: Holiday Caravans	127

Transport Policies

T1	-	Transport Policy 1: Protection of New Highway Routes and Schemes	130
T2	-	Transport Policy 2: Reservation of Land for Highways.....	131
T3	-	Transport Policy 3: Link Road	132
T4	-	Transport Policy 4: Park and Ride	133
T5	-	Transport Policy 5: Road Hierarchy.....	134
T6	-	Transport Policy 6: Control of Development Affecting Trunk Roads	136
T7	-	Transport Policy 7: Implications of Development for Non Trunk Roads.....	137
T8	-	Transport Policy 8: Traffic Management	138
T9	-	Transport Policy 9: Traffic Calming	138
T10	-	Transport Policy 10: Parking Standards	139
T11	-	Transport Policy 11: Cycling.....	139
T12	-	Transport Policy 12: Footpaths and Bridleways	140
T13	-	Transport Policy 13: Pedestrian Movement	140
T14	-	Transport Policy 14: Facilities in Highway Schemes.....	141
T15	-	Transport Policy 15: Pedestrianisation.....	142

Quality of Development Policies

QD1	-	Quality of Development Policy 1: Design Criteria for New Development.....	146
QD2	-	Quality of Development Policy 2: Design of Residential Extensions and Free Standing Structures	148
QD3	-	Quality of Development Policy 3: Design of New Shopfronts	149
QD4	-	Quality of Development Policy 4: Crime Prevention.....	150
QD5	-	Quality of Development Policy 5: Security Shutters	150
QD6	-	Quality of Development Policy 6: Noise Sensitive Developments.....	151
QD7	-	Quality of Development Policy 7: Landscaping in New Developments.....	151
QD8	-	Quality of Development Policy 8: Landscaping along Major Highway Routes..	152
QD9	-	Quality of Development Policy 9: Advertisements.....	153
QD10	-	Quality of Development Policy 10: Personal Mobility	154
QD11	-	Quality of Development Policy 11: New Agricultural Buildings	155
QD12	-	Quality of Development Policy 12: Telecommunications	156

Community Services Policies

C1	-	Community Services Policy 1: Community Facilities	158
C2	-	Community Services Policy 2: Existing Community Services	159
C3	-	Community Services Policy 3: School Sites	160
C4	-	Community Services Policy 4: Community Centres.....	161
C5	-	Community Services Policy 5: Public Utilities	161

Implementation Policies

IMP1	-	Implementation Policy 1: Community Benefit.....	164
------	---	---	-----

LIST OF FIGURES

	Page
Figure 1 - Location of the Borough	2
Figure 2 - South Ribble Local Plan Relationship	8
Figure 3 - Moss Side Strategic Landscaping	58
Figure 4 - Walton Summit Strategic Landscaping.....	59
Figure 5 - Landscape Tracts	80
Figure 6 - Lower Ribble Countryside Management Area	91
Figure 7 - Groundwater Vulnerability.....	103

TABLE OF CONTENTS

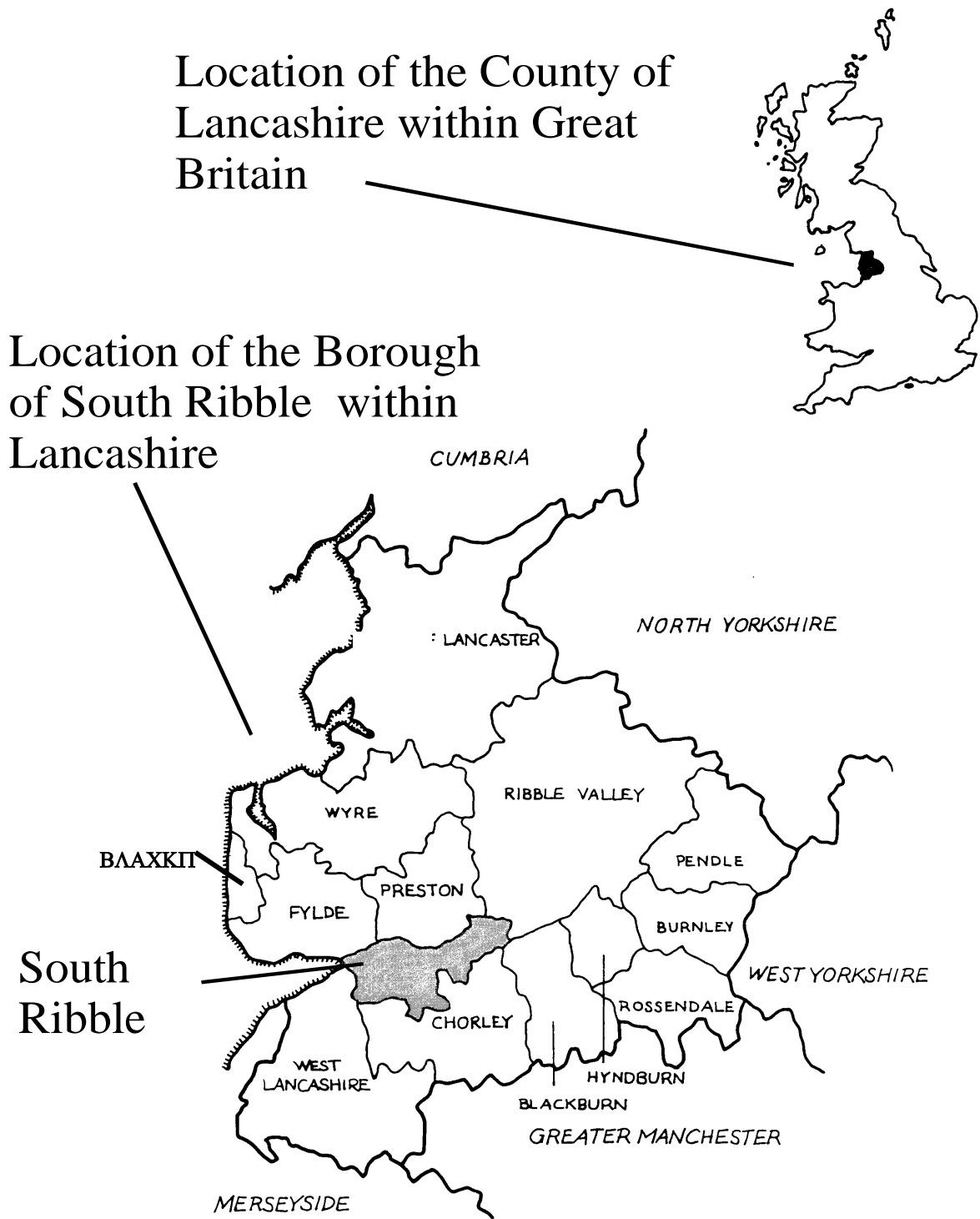
	PAGE
CHAPTER 1: INTRODUCTION.....	1
CHAPTER 2: DEVELOPMENT STRATEGY.....	6
CHAPTER 3: DEVELOPMENT POLICIES	12
CHAPTER 4: HOUSING POLICIES AND PROPOSALS	27
CHAPTER 5: EMPLOYMENT POLICIES AND PROPOSALS.....	45
CHAPTER 6: RETAIL POLICIES.....	60
CHAPTER 7: ENVIRONMENT POLICIES AND PROPOSALS	76
CHAPTER 8: OPEN SPACE AND RECREATION POLICIES AND PROPOSALS	107
CHAPTER 9: TRANSPORT POLICIES AND PROPOSALS.....	129
CHAPTER 10: THE QUALITY OF DEVELOPMENT POLICIES.....	145
CHAPTER 11: COMMUNITY SERVICES POLICIES AND PROPOSALS	158
CHAPTER 12: IMPLEMENTATION	163
CHAPTER 13: ENVIRONMENTAL APPRAISAL	167
CHAPTER 14: MONITORING AND REVIEW	195
APPENDIX 1: BIOLOGICAL HERITAGE SITES	(i)
APPENDIX 2: ROAD HIERARCHY	(iii)
APPENDIX 3: CAR PARKING STANDARDS	(vi)
APPENDIX 4: RESIDENTIAL EXTENSION DESIGN GUIDANCE.....	(xi)
GLOSSARY OF TERMS.....	(xix)

CHAPTER 1: INTRODUCTION

South Ribble

- 1.1** The Borough of South Ribble is at the heart of Central Lancashire, and is immediately to the south of the River Ribble. The Borough was established in April 1974 from the amalgamation of the Urban Districts of Leyland and Walton-le-Dale and parts of Preston Rural District. South Ribble covers an area of 43 square miles and has a population of 103,000.
- 1.2** South Ribble is situated within the central lowland of Lancashire and is the geographical centre of the former Central Lancashire New Town. The location of South Ribble is illustrated in Figure 1. Whilst the central core of the Borough is urban, over two thirds of the Borough is rural in character. 80% of the population live within the main settlements of Leyland, Bamber Bridge, Lostock Hall and Penwortham which are also the main centres for employment and shopping. Considerable development was carried out here by the Central Lancashire Development Corporation until its demise at the end of 1985. Agricultural land in the rural western parts of the Borough is extremely fertile and there are many market gardens and nurseries engaged in intensive horticulture. The principal settlements here are Longton and Hutton where the Lancashire Constabulary have their headquarters. The eastern parts are more undulating with an attractive and varied landscape of high quality and are more sparsely populated. Most of the rural area is designated as Green Belt.
- 1.3** South Ribble has excellent communications from its location astride the north-south M6 motorway and the main London-Glasgow railway. The M65, giving access to East Lancashire and beyond, starts in the Borough. Connections are available to the M55, M61 giving access to the Fylde coast, Manchester and Yorkshire. Other main roads in the Borough include the A6, A49 and A59. Penwortham Bridge is the lowest crossing point on the River Ribble. Rail links are also available to East Lancashire, the Fylde coast, Greater Manchester and Merseyside. The airports at Manchester and Liverpool are less than one hour journey time away. The combined effect of these influences has been to make South Ribble one of the most attractive locations in the County for new housing, industrial, commercial and hotel development.
- 1.4** South Ribble experienced a marked rise in population and new dwellings during the 1970s and 1980s. In particular the population increased rapidly between 1971-81, largely as the result of the high levels of in-migration and the activities of the Development Corporation. This growth continued through the 1980's albeit at a lower rate than the previous decade. The population of the Borough has continued to rise despite a decline in the population of the County as a whole. In comparison with the previous rapid population growth a lower rate is forecast for the period up to 2006 with constraints on house building, imposed by Green Belt and other considerations, resulting in net out-migration.

Figure 1: Location of the Borough



- 1.5** The Borough has a younger population than is typical of the County. It has a higher proportion of children and young adults and a lower proportion of pensioners. The younger age groups are typically those which will be forming new households during the life of the plan. Although less than the County average, the proportion of pensioners has been increasing. It is forecast that pensioner households, including lone pensioners, will form an increasingly larger proportion of the Borough's population throughout the life of the plan. Even with a largely static population, therefore, the Borough will still generate a need for dwellings for new households over this period.
- 1.6** The local economy is dominated by the presence of a small number of large employers particularly British Aerospace and Leyland Trucks (formerly Leyland DAF). Other major employers include Vernon Carus, Bosal, Whitbreads, BTR and the Baxi Partnership. Of the employment base of the Borough over 38% of employees work in only seven companies. The local economy remains heavily influenced by manufacturing orientated industry, with over 45% employed in this sector. The service sector has gradually expanded and now accounts for 48% of employment. However, less than half the Borough's employed residents actually work in the District. 78% of households have at least one car which is the second highest rate of car ownership in the County and a strong indicator of personal mobility.
- 1.7** Based upon a series of economic indicators the Borough has emerged as the most prosperous district in Lancashire in terms of employment potential and wealth. It is the challenge of this plan to maintain the good quality of life enjoyed by the residents of the Borough and to accommodate future pressures for development whilst at the same time retaining and enhancing the best of the area's natural, architectural and historic character.

Scope And Purpose Of The Plan

- 1.8** The South Ribble Local Plan (SRLP) is the first local plan to cover the whole of the Borough. It has been prepared under the provisions of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991. That 1991 legislation made the preparation of district-wide local plans mandatory.
- 1.9** The Local Plan provides guidance on land use and transportation matters in the Borough up to the year 2006. It identifies specific sites for development and sets out the policies which the Council will take into account at the local level when planning applications are being considered. An equally important role is to indicate the Council's policies and priorities for the Borough's environment, including the protection and enhancement of sensitive areas such as green wedges, etc.
- 1.10** The SRLP supersedes all of the Borough's previously adopted local plans. The plan also supersedes the Leyland, Farington and Cuerden Plan which had reached an advanced stage of preparation but, whilst serving as a statement of the Council's planning policies in the area, had no statutory status.

1.11 The full list of former statutory plans in the Borough is as follows:

Leyland Town Centre Local Plan
Walton-le-Dale/Bamber Bridge/Lostock Hall Local Plan
Penwortham Local Plan
Western Parishes Local Plan
Eastern Parishes Local Plan

The Lancashire Structure Plan 1991 – 2006 “Greening the Red Rose County” (The Structure Plan)

1.12 The plan is a replacement structure plan covering the period mid 1991- mid 2006. The plan was adopted by the County Council in February 1997 and forms part of the development plan covering the Borough of South Ribble. The South Ribble Local Plan has been prepared having regard to the provisions of the Structure Plan 1991-2006.

Explanatory Note regarding Minerals and Waste Planning

1.13 Each district local plan covers the whole of the area of the District Council concerned and deals with a full range of planning topics for which that Council is responsible. However, Lancashire County Council is the Planning Authority dealing with planning applications and formulating policy in respect of minerals and waste disposal matters throughout the County. For this reason, this plan does not deal with minerals or waste matters.

1.14 The County Council has prepared the “Lancashire Minerals and Waste Local Plan 2006” for the whole of Lancashire. That plan contains policies for controlling and providing mineral and waste facilities. The County Council has received the Inspector’s Report following a Public Inquiry held in 1998. Modifications may be published as a result of the consideration of the Inspector’s Report by the County Council after Summer 2000.

The Local Plan Process

1.15 The plan was prepared in accordance with the provisions of the Town and Country Planning Act 1990 and the Planning and Compensation Act 1991. A Consultation Draft version was produced in March 1994 and a major consultation exercise was undertaken to seek the views of the public and interested parties in the summer of the same year. As a result, the plan was modified to take account of some of the points raised.

1.16 The Deposit Edition (June 1995) of the SRLP was placed “on deposit” for formal public consultation in the Summer of 1995. As a result of that consultation 3296 representations were received comprising 2754 objections and 542 representations of support. A Public Inquiry was held between March 1996 and January 1997, conducted by Inspector Rosamund Whittaker, to hear the objections to the deposit SRLP. Prior to the Inquiry, the Council published 205 pre-inquiry changes mostly in order to resolve some of the issues raised by objectors. These pre-inquiry changes were given due publicity and were considered by the Inspector as part of the Inquiry. The changes also attracted a number of counter objections which were considered by the Inspector. Further, before and during the course of the Inquiry, the Council produced 29 Further Proposed Changes in order to resolve some of the issues.

- 1.17** The Inspector's Report was received by the Council in September 1998 and in accordance with the regulatory requirements, the Council considered the Report and each recommendation made by the Inspector. As a result, the Council produced a Responses Report in April 1999, detailing its responses, decisions and reasons relating to each of the Inspector's recommendations and a Modifications Report containing 273 proposed modifications arising from consideration of the Inspector's Report. These were made available for public consultation in accordance with the regulatory requirements and attracted 321 representations. Having considered the representations the Council published a further Responses Report and set of Further Modifications (20 in total) in October 1999. These Further Modifications attracted six responses. No further modifications were proposed and the Council resolved to proceed to adoption of the plan in January 2000.
- 1.18** This adopted plan contains the Modifications of April 1999 (except MOD 250 which the Council resolved to withdraw) and Further Modifications of October 1999. Policies and paragraphs have been re-numbered to take account of the changes to the plan arising from all the Modifications. The opportunity has also been taken to change non-policy text to incorporate factual updates which facilitate use of the plan, eg by indicating where developments have taken place.
- 1.19** The production of development briefs is an important means of implementing key proposals in the Local Plan. Development briefs aim to provide helpful information on matters such as physical constraints and availability of services, and to give more detailed guidance on planning requirements. They do not, however form part of the plan itself and have no statutory basis. Instead they have the status of Supplementary Planning Guidance as defined in Planning Policy Guidance Note PPG12: Development Plans. Briefs will be prepared in due course for many larger sites.

Format of the Plan

- 1.20** The plan consists of this Written Statement and Appendices, the Proposals Map and its Inset Plans. Within the Written Statement, policies and proposals are set out in bold type in shaded boxes to distinguish them from the rest of the text. The Appendices contain detailed guidance on particular topics including car parking standards and road hierarchy. Site specific policies and proposals are shown on the main Proposals Map and the larger scale Insets for Leyland Town Centre and the district centres.
- 1.21** It must be emphasised that to gain a complete picture of the policies and proposals affecting any one site or area, the plan must be read as a whole. Several policies from different chapters may well need to be considered together. A comprehensive system of cross referencing has not been attempted, although attention is drawn to the most important links between policies in the text.

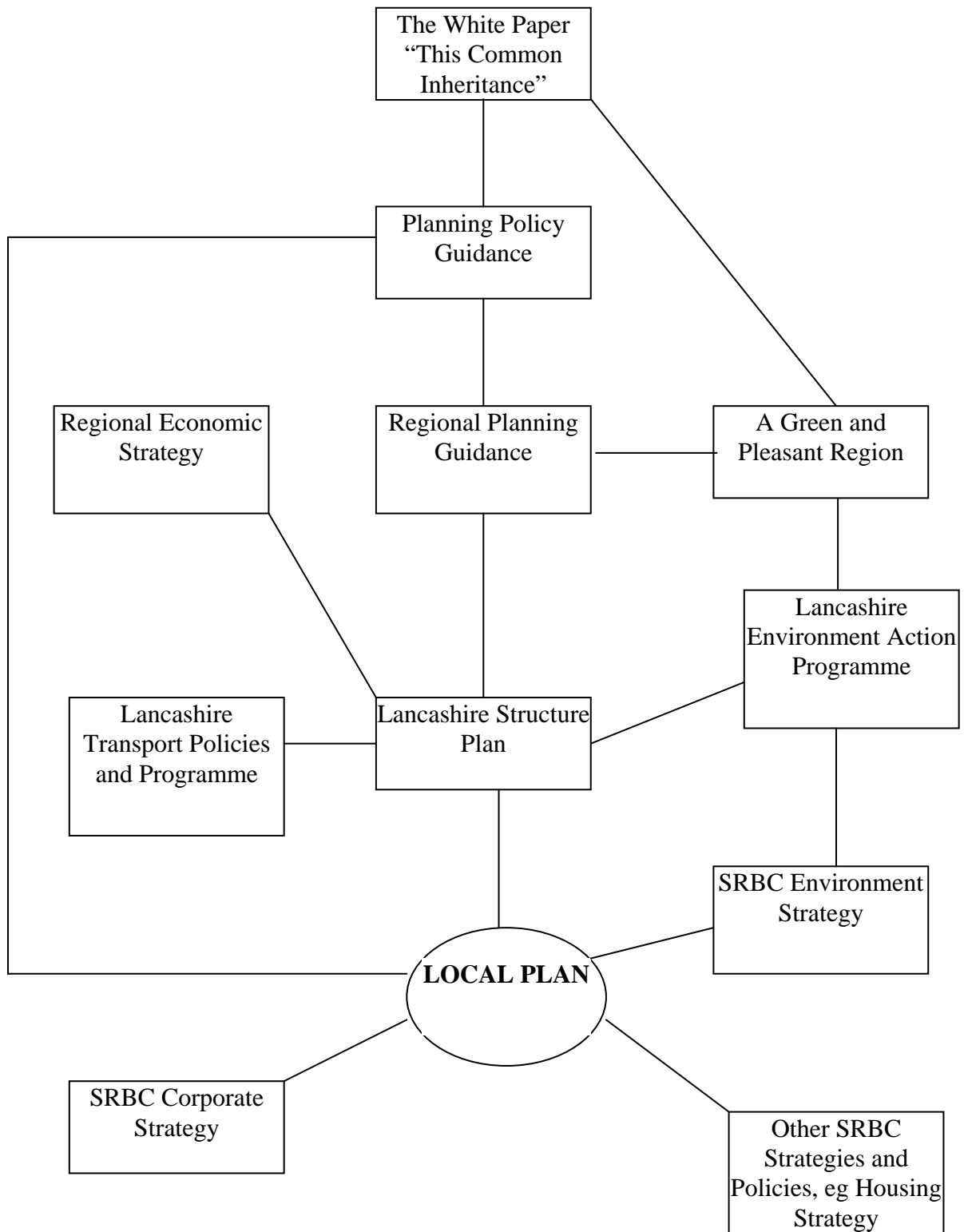
CHAPTER 2: DEVELOPMENT STRATEGY

Policy Context

- 2.1 The South Ribble Local Plan (SRLP) has been prepared in the context of national, regional, countywide and local policies and guidance. A model outlining the relationships of the relevant policies and guidance is at Figure 2.
- 2.2 The national context is largely provided by a Government White Paper "This Common Inheritance" and its subsequent actions. The White Paper recognised the need for economic growth whilst respecting the environment and not prejudicing the needs of future generations. It is based on the principle of stewardship and responsibility in managing resources. The Government has issued regulations and a whole series of Planning Policy Guidance Notes with the particular aim of working towards sustainable development objectives. In the planning sense this is taken to mean that the sum total of planning decisions should not deny future generations the best of today's environment. References to Government advice are included where relevant in the reasoned justification to policies.
- 2.3 The regulations and guidance require that development plans, that is both structure and local plans, include policies that make adequate provision for development and at the same time take account of the need to protect the natural and built environment. The Government also requires that development plans must include an environmental appraisal of all the policies and proposals to assess all the environmental implications.
- 2.4 At the regional level the Regional Strategy is of major importance. It also addresses the concept of sustainable development, and sets out a definition "to ensure that economic development does not lead to a long term deterioration in the environment and should enhance the environment". This strategy defines a number of objectives for the North West Regional Planning Guidance such as the development of strategic sites, improving the environment in the most prominent areas, improving and maintaining water quality, preserving environmental assets, developing European centres for arts, leisure and culture, ensuring the continued expansion of air, sea and rail gateways, and developing and improving key transport links. The Regional Planning Guidance adopts the central theme of Greener Growth. The "greening" being a response to sustainable development and transport, and the "growth" being the need to generate new employment and wealth.
- 2.5 Further relevant guidance at the regional level is provided in "The Vision - A Green and Pleasant Region" by the North West Regional Association and Business Leadership Forum. The intention of this document is to promote the vision of the sustainable region, and to set the principles of sustainable development in the Regional Planning Guidance, and within the measures developed to deliver the Regional Strategy. It promotes a sustainable development framework which involves a regularised audit and an assessment of the impacts of every proposed development. Thus it can be ensured that any future developments will at worst have a minimal adverse affect on the environment and at best take steps to improve the environment.

- 2.6** Countywide or strategic guidance is provided from the Lancashire Environmental Action Programme, produced by the Lancashire Environment Forum. In particular the Programme identifies the need to improve the structure and function of towns, to conserve and make the most efficient use of land as a finite resource and to tackle pollution, and to safeguard the natural beauty of the countryside and diversity of wildlife.
- 2.7** However, the most influential strategic guidance is provided by the Structure Plan . A local plan is required to be in general conformity with the Structure Plan. The Structure Plan, as illustrated by Figure 2 is set itself in the influences of the national, regional and often strategic guidance. Not surprisingly the Structure Plan identifies the need to conserve resources, reduce waste, pollution and congestion, and to begin to create a more sustainable pattern of development whilst securing future economic growth.
- 2.8** The Structure Plan has selected a strategy described as Urban Concentration plus Selected Expanded Growth Points. This is summarised as development in the main urban areas, but at a slower rate than in the past, with additional development of a mixed nature in two or three chosen suburban locations and two or three small towns. There will only be limited development in other small towns and little development in villages elsewhere. Green Belts, the best and most versatile agricultural land and the countryside will all be protected. The resulting land use pattern is seen as one that exploits existing transport infrastructure particularly public transport, and that can reduce car journeys.
- 2.9** At the local level the Council has produced a Corporate Strategy to outline its guiding vision for the District. Of particular reference to the Local Plan are the elements giving priority to protect and enhance the environment, regenerate Leyland Town Centre, sustain and develop the economy of the Borough and tackle homelessness and build more affordable houses.
- 2.10** The Local Plan represents the latest step in the continuing development of land use policy for the Borough. It builds upon a wide range of existing policies both statutory and non-statutory. The Borough was previously covered by five adopted local plans and an informal plan that provide a current base for the SRLP. Not only do these plans provide an historical context and an established policy trend, but in some cases proposals remain unimplemented or only partially completed. Many proposals contained in existing local plans have stood the test of time and are carried forward in this document.
- 2.11** In addition the Council has formulated an Environment Strategy which recognises the importance of protecting the environment whilst ensuring the social and economic needs of the Borough are met. Such a sustainable approach to development does not mean zero growth or no change but rather allows for growth that does not prejudice the needs of future generations.
- 2.12** The Council's overall strategy for housing is set out in the document entitled "Housing Strategy 1998-2001" which sets out targets for addressing housing issues in the Borough.

Figure 2: South Ribble Local Plan Relationships



2.13 Other Council strategies and policies where they are relevant to the Local Plan are referred to in the Policies and Proposals Section of the Written Statement.

2.14 The policies and programmes of other agencies have also been important inputs to the plan. The Department of the Environment, Transport and the Region's and the County Council's road building intentions and transport strategy, as set out in the current published Local Transport Plan, are of significance in determining the location and scale of proposed development. The plan has sought to take account of the known policies and investment intentions of agencies such as The Environment Agency and North West Water together with major local firms.

Vision

2.15 In the light of the overall context set out above, the vision of the South Ribble Local Plan can be established. Particular attention is paid to land use and transport matters. The vision of the plan is,

"to develop the concept of sustainable development with an emphasis on improving the quality of life in the Borough".

2.16 This means that the necessary future development required to enhance the overall quality of life must only have a minimal adverse impact on the environment, and it should include steps to improve the environment. This then is the major challenge of the plan to balance the need for growth with the need to protect and enhance the environment. It is recognised that the SRLP cannot alone achieve sustainable development, but rather it will seek to allow for choice so that all options will remain open when decisions in the planning field are made by individuals, organisations and society at large.

Goals

2.17 This overall vision can be expressed as a series of goals, each addressing an important topic influencing the development strategy, subsequent objectives and ultimately the individual policies and proposals.

The goals of South Ribble Local Plan are:

- 1. To enable an adequate supply of good quality housing, of all tenure types to be provided throughout the Borough to meet local needs and demands;**
- 2. To facilitate the restructuring of the local economy, to provide more employment opportunities and to reduce unemployment, and to reduce the number and length of car journeys to work;**
- 3. To seek to promote the health and diversity of the rural economy of the Borough;**

4. **To ensure the permanence of the Green Belt through the plan period by leaving some land unallocated and capable of being brought forward should the need arise;**
5. **To sustain and enhance the provision of a wide range of retailing opportunities based on the traditional shopping hierarchy in the Borough and that are accessible by a range of transport modes to meet the shopping needs of all sectors of the community;**
6. **To protect and enhance the environment of South Ribble and to ensure that land use planning decisions are taken against a policy framework that reflects environmental priorities;**
7. **To accommodate growth and new developments making the fullest use of existing infrastructure and unused and derelict land and buildings; and at the same time to protect and enhance the essential urban greenspaces and the quality of the built and natural environment to maintain the quality of life;**
8. **To promote an accessible and safe Borough for everyone and to promote services that provide for people's movement needs at least cost to the environment;**
9. **To influence the location of development so as to reduce the need for travel and wherever possible offers a choice of means of travel to other facilities;**
10. **To ensure that the design and layout of new development is of high quality and is not detrimental to the amenity of the local area.**

The Strategy

2.18 Within the overall vision and goals set out above, the South Ribble Local Plan establishes a strategy for the development of the Borough.

2.19 The strategic context of the Structure Plan provides additional direction for the Local Plan. South Ribble is seen as consisting of an urban area composed of smaller individual parts that has experienced a great deal of growth associated with the former Central Lancashire New Town. It is expected that this urban area will continue to grow but at a much slower rate in the future. Development in the smaller settlements in the west of the Borough will be limited to that within the settlements themselves or by way of rounding off. Elsewhere all other villages will have only very limited growth. The existing large areas of Green Belt are to be maintained, and the best and most versatile agricultural land is to be protected. Consequently housing development up to 2006 is constrained and cannot continue at its previous rates of growth. However, there is a need to diversify and strengthen the local economy particularly to address the problems of a declining industrial base and large scale commuting out of the Borough for work. The completion of the M65 Blackburn Bypass terminating in South Ribble is seen as a means of generating new employment opportunities of regional significance. Generally this pattern of development is seen as a way of promoting a choice of alternative means of transport and to make the public transport option available.

2.20 The main urban areas of Penwortham, Lostock Hall, Bamber Bridge, Walton-le-Dale, Leyland and parts of Farington are to accommodate the majority of new development during this plan period. Some areas are to remain unallocated with their future development potential deferred until the plan is reviewed. However the most important green spaces between and within the urban areas are to be maintained. Some growth is directed to Longton and Walmer Bridge. The Royal Ordnance site at Euxton is identified as an urban village site. Development of this site as an urban village concept making use of a "brownfield" site, with opportunities for opening a station on the Manchester-Preston railway line, is a sustainable form of development. The villages of New Longton, Much Hoole, Gregson Lane, Higher Walton, Coupe Green and Mellor Brook will see only limited development within them or on selected sites on their edges to meet identified local needs. Elsewhere there will be no additional development unless it is for the purposes of agriculture. This strategy produces a more sustainable pattern of development with, not only new growth being accommodated, but also one that enables the environment of the urban areas to be maintained at the highest quality.

2.21 The large tracts of Green Belt outside the main urban areas will be unchanged and will continue to be protected from development. Similarly, environmental features of national and local importance such as Sites of Special Scientific Interest, best and most versatile agricultural land and nature reserves are to be protected. Within the urban areas, existing green spaces and the best of the built environment are to be protected and enhanced wherever possible. The design of new development should be of the highest quality. This protectionist arm of the strategy safeguards the best of the environment of South Ribble to help sustain the high quality of life. With regard to transportation issues, the strategy recognises that some new roads will be needed to relieve traffic congestion and the ensuing environmental problems. However the strategy seeks to reduce car journeys by providing locations for development that can exploit the presence of existing public transport facilities, and particularly to provide employment opportunities for the Borough's residents that will reduce the need to commute.

CHAPTER 3: DEVELOPMENT POLICIES

Introduction

- 3.1** The plan strategy outlined earlier establishes a clear direction for the formulation of overall development policies. The overall strategy and goals attempt to concentrate development in the main urban areas and to maximise the re-use of land and to utilise the existing infrastructure whilst maintaining the existing green spaces and environmental features.
- 3.2** The need to ensure the permanence of the Green Belt, and to avoid the need to alter Green Belt boundaries to release land for additional development in the plan period, means that some areas of land will have to be safeguarded between the urban areas and the Green Belt and set aside for potential longer term development needs. More detailed policies and proposals within the context of these development policies follow in subsequent chapters of the plan.

3.3 Objectives

- 1. To translate the development strategy into policies.**
- 2. To identify the main urban areas of the Borough.**
- 3. To maintain and establish boundaries for the Green Belt.**
- 4. To identify the most important urban green spaces that are to be protected and/or enhanced.**
- 5. To identify the land that is to remain unallocated and to protect it from development.**

Strategic Context

- 3.4** The Structure Plan directs new development to the existing urban areas of the Borough, with an emphasis on the re-use of land as appropriate. It is expected that land allocations will be made in urban areas or smaller settlements to meet the identified requirements for new development. It is also envisaged that the Royal Ordnance complex at Euxton, a very large, strategic, brownfield site of some 160 hectares should be regenerated and should accommodate new development with a range of uses. The site lies partly in South Ribble and partly in Chorley. The site is also of strategic importance in the Central Lancashire Sub-region, and therefore a joint approach has been developed with Chorley Borough and Lancashire County Councils to promote the complex as an Urban Village. The Urban Village would as far as possible set out to be a self-contained settlement including industrial, residential and commercial uses along with the related community and leisure uses.

- 3.5** The Structure Plan sees urban areas and the smaller settlements as centres for the concentration of facilities such as shopping and where the public transport infrastructure is likely to be at its best. Hence traffic movements can be reduced.
- 3.6** National guidance that Green Belts are to be long term, enduring and permanent is reinforced in the Structure Plan. The designated Green Belts are to be maintained. If there is a need for currently unforeseen additional development it should be directed to the urban areas and smaller settlements, or to chosen locations such as the Royal Ordnance Urban Village, rather than to make incursions into the Green Belt. Land must be kept in reserve in appropriate locations to meet any potential demand.

Local Context

- 3.7** The Local Plan development strategy places an emphasis on the existing urban areas and built up areas of the smaller settlements and villages of South Ribble to be the main centres for the locations of new development. At the same time there is a balance to be struck with a need to protect the best features of these already developed areas, and to maintain the quality of life within them. In addition, the Royal Ordnance Urban Village is envisaged as accommodating development over and above the requirements for South Ribble set out in the Structure Plan.
- 3.8** All of the previously adopted local plans, and the Leyland, Farington and Cuerden Plan included policies to provide guidance for planning decisions in the existing built up areas. The guidance was of necessity written in general terms as it is not possible to identify all the areas of potential change. More recently it has been recognised in Government advice that there is a balancing need to maintain the environment of the existing developed areas, and to keep these areas attractive and thereby reduce the pressure on more rural and suburban locations. In the South Ribble context the presence of large expanses of Green Belt puts added weight on the need to maintain the existing developed areas as attractive places to live and work.
- 3.9** The previously adopted local plans, and the Leyland, Farington and Cuerden Plan, designated about 70% of the Borough as Green Belt. The philosophy adopted in those plans was not to draw the Green Belt boundaries too tightly, and to leave land, designated as Open Land, unallocated at the edge of the built up areas to deal with any unforeseen development requirements that might have arisen in the plan periods.
- 3.10** The Open Land, as designated in those Plans, has formed the bulk of the area of search for the new development requirements of South Ribble up to 2006, and some of it has been allocated for development in this plan. The remaining land has been renamed Safeguarded Land, and is to be protected from development, in a similar manner to those in the previously adopted Plans. In addition small areas of land are protected as countryside for their own sake on the edges of Longton and Hutton.

3.11

D1 - DEVELOPMENT POLICY 1: NEW DEVELOPMENT

- a) **The majority of new development will be located in the main urban areas of Penwortham, Lostock Hall, Bamber Bridge, Walton-le-Dale, Leyland and parts of Farington.**
- b) **New development that is within or amounts to rounding off the settlement will be allowed in Longton and Walmer Bridge.**
- c) **The Royal Ordnance Urban Village will accommodate new development, as the site is regenerated during and beyond the plan period.**
- d) **In Hutton, New Longton, Much Hoole, Gregson Lane, Higher Walton, Coupe Green and Mellor Brook new development will be limited to within the village or at selected locations at the edge of the villages to meet identified local needs.**
- e) **Elsewhere, and including the designated countryside areas at Hutton, Longton and Coupe Green, new development will only be permitted where required for the purposes of agriculture or uses appropriate to a rural area or permits the re-use and rehabilitation of existing buildings.**

Justification

3.12 This policy is a straightforward interpretation of the adopted Development Strategy whereby new development is directed to specific sites (identified elsewhere in the plan) within the established urban areas. Part of the overall new development requirements will be met in Longton and Walmer Bridge. Not only will such development complete the physical form of the settlements and not significantly contribute to adverse traffic patterns, but it will also reduce the development pressures both in the urban areas, helping to maintain their environmental quality, and in the Green Belt. The Development Strategy also seeks to redevelop derelict or degraded land in appropriate locations, especially to reduce the need for the release of greenfield sites. The regeneration of the Royal Ordnance as an Urban Village fully meets these objectives. Small scale development, or that to meet genuine local needs, is permissible in all other settlements. Elsewhere there is a policy of general restraint although there are opportunities for re using or adapting existing rural buildings for new uses. The Council will also encourage the planting of community woodland, which will provide public access, in accordance with the Community Woodland Strategy.

3.13

D2 - DEVELOPMENT POLICY 2: ROYAL ORDNANCE URBAN VILLAGE

High quality and phased development at the Royal Ordnance site will be permitted for purposes appropriate to the concept of an Urban Village. The development of the site will be of mixed uses and shall include:

- Housing;**
- Employment Uses in Classes B1, B2 and B8 including small industrial and business units;**
- Educational uses and community facilities;**
- Leisure uses, including a hotel;**
- Retail outlets necessary to serve the Village; and**
- Open Spaces, including recreational uses and landscaping.**

Any development of the site, whether in whole or part, should make provision for:

- A railway station and other public transport facilities;**
- Appropriate highway improvements, including measures for pedestrians and bridleways;**
- Affordable housing for local needs;**
- A comprehensive structural landscaping scheme both for the perimeter of and within the site;**
- The retention and enhancement of the Listed buildings and their settings;**
- The retention and enhancement of wildlife corridors; and**
- All development should be designed and landscaped to a high standard in order that it makes a positive contribution to the provision of a safe, attractive and accessible built environment.**

Justification

3.14 The Structure Plan at policy 6 (c) identifies the Royal Ordnance factory site as a strategic location for development. In addition it is expected to accommodate 1,000 dwellings before 2006.

3.15 It is envisaged that the site will be an Urban Village, accommodating a full range of uses to serve the population attracted, in order for the settlement to be as self contained and sustaining as possible. The site lies between South Ribble and Chorley, and the distribution of land uses in the two Boroughs will be decided through a masterplan which has been jointly prepared. The necessary highway improvements, including off-site, are being assessed and will need to be implemented. The masterplan has included a programme for the phasing of development and the commensurate provision of facilities. A range of agreements including planning obligations have been entered into to secure such a programme.

3.16

D3 - DEVELOPMENT POLICY 3: EXISTING BUILT-UP AREAS

Within the existing built up areas, as defined on the Proposals Map, proposals for the re-use of undeveloped, under-used and unused land and buildings, or for redevelopment, will be permitted provided that:

- a) The land or buildings are not allocated for another use in this plan, and the development would comply with the requirements of this plan relating to access, parking and servicing; and**
- b) The development would be in keeping with the character and appearance of the area; and**
- c) The development would not adversely affect the amenities of nearby residents.**

Justification

3.17 The full utilisation of land and buildings in the existing built-up areas ensures a better use of existing services and utilities, and can help to reduce development pressures in the Green Belt areas of the Borough. In addition the concentration of facilities in towns and villages can help to reduce the number and length of car journeys.

3.18 Whilst under the Development Strategy new development is to be concentrated in the main urban areas, the Royal Ordnance Urban Village and the smaller settlements, there is a need to balance this concentration with the need to keep the environment in these built-up areas at the highest quality.

3.19 Therefore the presumption in favour of development of the re-use and redevelopment of land and buildings which can exploit existing infrastructure, is tempered by a requirement to protect the best built and natural environmental features. Part of the quality of the environment derives from the presence of open areas and the separation between developed areas. Similarly, private and public open spaces make a very important contribution to the greening of the built environment and there is a need to maintain these spaces.

3.20 Development may be for an appropriate use such as housing, B1 (Business) type uses, community facilities and open space. The appropriateness of any proposal may be judged by its compatibility with existing surrounding development and its ability to satisfy normal planning criteria. This includes factors such as access, parking, servicing, design and amenity, which includes an assessment of noise, smell, emissions, disturbance because of anti-social hours of operation and traffic generation, and its impact on the character of the area and visual intrusion.

3.21 Retail and associated service and office type uses are not normally considered appropriate except in the defined district centres, as it is necessary to protect the vitality and viability of these centres. Similarly the development of open space will be resisted as there is a need to protect this valuable asset in the built-up areas and to prevent "town cramming".

3.22 The Council will also encourage the planting of community woodland, which will provide public access, in accordance with the Community Woodland Strategy.

3.23

D4 - DEVELOPMENT POLICY 4: GREEN BELT

Green Belts as defined in previously adopted local plans will be maintained and in Leyland, Farington and Cuerden, Green Belts will be designated to the south and south east of the built-up area of Leyland and to the north of Leyland in Farington and Cuerden.

Justification

3.24 Green Belts in South Ribble have been defined since the mid 1980s as the respective local plans were adopted. Green Belts are meant to be long term, enduring and permanent, and it is national policy that existing Green Belts should only be altered in exceptional circumstances. At Coupe Green, Walton Mills, Bamber Bridge and New Longton anomalies in the definition of Green Belt boundaries in the adopted plan necessitate minor changes. With these exceptions the Green Belts in the Penwortham, Lostock Hall, Bamber Bridge, Walton-le-Dale and the Western and Eastern Parishes of the Borough remain unchanged.

3.25 For Leyland, Farington and Cuerden, in the absence of an adopted local plan, the Green Belt is formally defined for the first time. To the south east of Leyland the Green Belt forms part of the local Green Belt to keep Leyland and Euxton separate. Account has been taken of the Royal Ordnance complex in fixing the boundary. In order to keep an open break the M6 has been chosen rather than the A49, which runs directly alongside the Royal Ordnance site. The area north of Dawson Lane also keeps open the area between Leyland and Clayton-le-Woods and the Royal Ordnance site.

3.26 To the north of Leyland the Green Belt prevents the settlements of Leyland, Lostock Hall and Bamber Bridge from merging into one another and keeps separate the built up areas of Lostock Hall/Bamber Bridge and Leyland/Farington.

3.27

D5 – DEVELOPMENT POLICY 5: DEVELOPMENT IN THE GREEN BELT

There is a general presumption against inappropriate development within the Green Belt. Planning permission will not be given for the construction of new buildings for purposes other than for:

- a) Agriculture and forestry;**
- b) Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purpose of including land in it;**
- c) The limited extension, alteration or replacement of dwellings provided the works do not result in disproportionate additions over and above the size of the original dwelling;**
- d) The re-use of existing buildings in accordance with Policy D12;**
- e) The limited infilling or redevelopment of the core area of Myerscough College, Hutton in accordance with Policy D6; and**
- f) The limited infilling of the core area, Whitbread Brewery, Samlesbury in accordance with Policy D7.**

Justification

- 3.28** To achieve Green Belt objectives there is a need for very strict control of development. Green Belts are by their very nature often located in areas of great development pressure, where a policy with a general presumption against inappropriate development is required in addition to the general policies controlling development in the countryside.
- 3.29** Within Green Belts planning permission will only be given for development that is compatible with the intention of preventing urban sprawl by maintaining its fundamental open nature. PPG2: Green Belts (Revised) provides guidance on the types of development appropriate in Green Belts and the circumstances in which such development might be allowed. The forms of development identified in this policy have had regard to that advice.
- 3.30** Inappropriate development is by definition to be regarded as harmful to the Green Belt. Any planning application for an inappropriate development would not be in accordance with the provisions of this plan. It will be for the applicant to demonstrate that very special circumstances exist which are sufficient clearly to outweigh the harm caused by reason of inappropriateness and any other harm. Those cases will be referred to the appropriate Secretary of State as “departure” cases.
- 3.31** The construction of new buildings is strictly limited in scope. Essential facilities should be generally required for uses of land which preserve the openness of the Green Belt, eg small changing rooms or stables. It is not however, the intention to have existing buildings removed since, with safeguards, their continued presence should not prejudice this open character.
- 3.32** There is no objection to extensions or alterations to existing dwellings provided that the end results are not disproportionate additions over and above the size of the original building. The replacement of an existing dwelling may be acceptable provided that the new dwelling is not materially larger than the dwelling it replaces. Equally, changes of use of existing buildings of permanent and substantial construction will be permissible provided that the encroachment of urban uses beyond the existing boundary of the site into the surrounding countryside can be avoided. The re-use of existing buildings can offer the opportunity to accommodate new rural enterprises within the Green Belt without the need for new build. These new rural enterprises are essential in order to achieve a healthy and diverse rural economy for the Borough.
- 3.33** The Council will encourage the planting of community woodland in the Green Belt, which will provide public access, in accordance with the Community Woodland Strategy.

3.34

D6 – DEVELOPMENT POLICY 6: MAJOR DEVELOPED SITE - MYERSCOUGH COLLEGE, HUTTON

Comprehensive proposals for the re-use, limited infilling or redevelopment of the core area of Myerscough College, Hutton will be permitted, subject to:

1. Infilling should:

- a) Have no greater impact on the purposes of including land in the Green Belt than the existing development;
- b) Not exceed the height of the existing buildings; and
- c) Not lead to a major increase in the developed proportion of the site.

2. Redevelopment should:

- a) Have no greater impact on the openness of the Green Belt and the purposes of including land in it than the existing development, and where possible have less;
- b) Contribute to the achievement of the objectives for the use of land in Green Belts;
- c) Not exceed the height of the existing buildings; and
- d) Not occupy a larger area of the site than the existing buildings unless this would achieve a reduction in height that would benefit visual amenity.

Acceptable uses may include:

**Educational or institutional facilities;
Hotel, leisure and tourist facilities;
Business development (Class B1); and
Housing.**

Proposals should provide for the retention, and where possible enhancement, of the main landscape, amenity and nature conservation features of the site.

Justification

3.35 Myerscough Agricultural College intends to transfer all of its activities to the central College site at Myerscough. The site at Hutton will be vacated during the plan period.

3.36 This policy is intended to provide flexibility to respond to this change in circumstances by permitting other uses, infilling or redevelopment within the core area, defined on the Proposals Map, of the existing development whilst protecting, and if possible enhancing, the openness of the Green Belt. A comprehensive planning brief, in accordance with and supplementing the provisions of the policy, will be prepared for the site. The brief will identify the landscape, amenity and nature conservation features of the site which merit retention and enhancement.

3.37

D7 – DEVELOPMENT POLICY 7: MAJOR DEVELOPED SITE - WHITBREAD BREWERY, SAMLESBURY

Any application for limited infilling within the core area of Whitbread Brewery, Samlesbury will be permitted provided that:

- a) It has no greater impact on the purposes of including land in the Green Belt than the existing development;
- b) It does not exceed the height of the existing buildings; and
- c) It would not lead to a major increase in the developed proportion of the site.

Justification

3.38 Whitbread Brewery is classed as a major developed site in the Green Belt. It is in continuing use and pre-dates the Green Belt designation. The limited infilling at major developed sites in continuing use may help to secure jobs and prosperity without further prejudicing the Green Belt. Such development is considered appropriate in the terms of paragraph C3 of PPG2: Green Belts (Revised). The boundary of the present extent of development and the area which is subject to the policy is defined on the Proposals Map.

3.39

D8 - DEVELOPMENT POLICY 8: SAFEGUARDED LAND

Within the Borough, land remains safeguarded and not designated for any specific purpose at the following locations:

- a) South of Factory Lane and east of the West Coast Main Line;
- b) South of Kingsfold bounded by Penwortham Way, the West Lancashire Railway Line and Coote Lane;
- c) North of Brindle Road bounded by the M6 and M61 motorways;
- d) East of Flensburg Way, south of Moss Lane;
- e) South of Wade Hall, east of Leyland Lane;
- f) South of Coote Lane, Chainhouse Lane, Farington;
- g) Howick Hall Farm, Penwortham;
- h) Rear of Church Lane/Croston Road, Farington;
- i) Leyland Lane South, Leyland; and
- j) To the north of Liverpool Road and adjacent to Anchor Drive, Hutton.

Existing uses will for the most part remain undisturbed during the plan period or until the plan is reviewed. Planning permission will not be granted for permanent development which would prejudice possible long term, comprehensive development of the land. Temporary development which would assist the maintenance of the land may be permitted provided that any landscape and wildlife features and access for recreation are protected.

Justification

- 3.40** The land identified above and shown on the Proposals Map is not required for development within the plan period as sufficient land is identified elsewhere in this plan to meet the Borough's development requirements up to the year 2006. However in accordance with PPG2: Green Belts (Revised), in order to ensure that Green Belts boundaries will not need to be altered at the end of the plan period it is necessary to safeguard land between the urban areas and the Green Belt to meet longer term development needs.
- 3.41** It is envisaged that the land identified will remain in its existing use for the foreseeable future and beyond the life of the Local Plan. It is intended to be kept free from new physical development and to be kept open at least during the plan period or until the plan is reviewed. The development of such land for permanent development in other circumstances will be a departure from the plan. With the exception of the small area of land which is the subject of Policy D8: Safeguarded Land site j, no safeguarded land is designated at Hutton and Longton because further expansion of these villages would be contrary to the aim of achieving a pattern of sustainable development. Open land on the fringes of these two villages which is excluded from the Green Belt is protected for its own sake under the provisions of Policy D1(e).
- 3.42** The presumption against built development on these sites will assist in directing development towards those areas allocated for development and also ensuring the permanence of the Green Belt. Whilst remaining open, however, such land can accommodate a variety of activities. Types of development which would be allowed on these sites are the same as those which would be generally acceptable in the Green Belt. No development which would prejudice later comprehensive development will be permitted. Temporary permissions that assist in land management may be granted.
- 3.43** The Council recognises that Hutton is a settlement within Policy 8 of the Structure Plan and that this plan does not propose any development within the village. Within the safeguarded land at Hutton permission may exceptionally be granted within the plan period for a development of affordable housing to meet any compelling identified local need during the plan period. However it must be demonstrated that the development cannot be accommodated elsewhere in the existing built up area of Hutton. Any development for affordable housing could only be permitted subject to a satisfactory access being provided from Liverpool Road and facilities for loading and off loading pupils at the Grammar School having been secured. Any development will be required to meet the provisions of Policy HP6: Mechanisms to Ensure Affordability.

3.44

D9 – DEVELOPMENT POLICY 9: LOCAL NEEDS IN VILLAGES

Land on the periphery of Higher Walton, Gregson Lane, Coupe Green, Mellor Brook, Much Hoole and New Longton is safeguarded to meet local needs; it will only be released during the plan period for development which meets the following requirements:

- a) There is conclusive evidence of a local, affordable housing, health care, community or employment need for the development proposed; and
- b) The proposed development cannot be accommodated within the existing built-up area of the village; and
- c) The proposed development would be in keeping with the scale and character of the village.

Provision of affordable housing should also meet the requirements of Policy HP6: Mechanisms to Ensure Affordability.

Justification

3.45 The villages referred to in this policy are totally, or in the case of Mellor Brook partly, surrounded by Green Belt which constrains further expansion. The land which is designated under this policy is excluded from the Green Belt. It is reserved to meet compelling local needs which cannot be satisfied elsewhere. Otherwise it is envisaged that the land will remain in its existing use.

3.46

D10 – DEVELOPMENT POLICY 10: GREEN WEDGES

Planning permission will not be granted for development which would disrupt or destroy the visual or spatial continuity of open land within a green wedge.

Justification

3.47 Part of the quality of the environment derives from the presence of open areas and the separation between developed areas. The most important of these open areas are identified as green wedges to be protected from development and to remain as significant features in the built-up areas. The green wedges form part of the Council's overall policy of protecting and enhancing the environment.

3.48 Green wedges have the following essential characteristics:

- ◆ An undeveloped and open nature;
- ◆ Adjacent to or within the urban area; and
- ◆ Form part of wider open space networks.

3.49 It is a long established policy of the Council to maintain the identity of its constituent communities by preventing their coalescence. This was an important feature of the New Town Outline Plan. Where possible this has been achieved by the means of the Green Belt. Elsewhere, the retention, as green wedges, or areas of open land will help maintain the separation between developed areas and reduce the impression of suburban sprawl. The Government has, in PPG17: Sport and Recreation, attached great importance to the retention of amenity open space for its contribution to the quality of urban life.

3.50 The wedges include areas not designated or currently used as public open space but which contribute to the wider network of open space and wildlife habitats. By penetrating urban areas these wedges soften the urban environment and bring the countryside closer. In certain places they also act as buffer zones.

3.51 A green wedge can accommodate a variety of activities, but the land must, in the main, remain open and "green". New uses such as woodland, nature conservation and recreation could enhance the characteristics of the area. These areas may already contain some development but further development will only be permitted as long as it does not significantly detract from the open character of the land. The scale, siting and design of any built development should reflect the need to retain this general open character.

3.52 Wherever possible the wedges will be improved and managed for nature conservation and recreation. The Council will pursue this through its own environmental improvements programme, pulling in resources from other agencies as appropriate.

3.53

D11 – DEVELOPMENT POLICY 11: BEST AND MOST VERSATILE AGRICULTURAL LAND

The best and most versatile agricultural land (classified by the Farming and Rural Conservation Agency as grades 1, 2 and 3a) will be protected from development involving the permanent loss of or damage to its agricultural quality. Land in these grades will be developed only exceptionally if there is an overriding need for the development and, either sufficient land in lower grades is unavailable, or available lower grade land has an environmental value recognised by a national designation which outweighs agricultural considerations. Within these grades land of a higher grade will not be taken for development where suitable land of a lower grade is available.

The amount of agricultural land taken for development should be the minimum required to meet essential needs.

The severance and fragmentation of viable farm holdings and areas of uninterrupted farm land will be avoided wherever possible.

Where development of agricultural land is permitted, proposals should include measures to minimise potential conflicts with nearby farming operations and farm efficiency.

Justification

- 3.54** The previously adopted local plans aim to protect agricultural land from development wherever possible and emphasise that the best and most versatile land is a resource which should be protected from irreversible development. Once agricultural land is developed, even for soft end uses such as golf courses, return to the best quality agricultural land is seldom practicable. The agricultural quality of land is a factor to be considered in the determination of planning applications along with the need to safeguard the countryside for its own sake. Considerable weight will be given to protecting from development the best and most versatile agricultural land.
- 3.55** The majority of agricultural land in South Ribble is Grade 3 but with considerable amounts of Grade 1 and 2 land around Farington Moss, to the west of Leyland and in Longton and Hutton. The Grade 1 and 2 land, and Grade 3a where it is known to exist, is identified on the Proposals Map.
- 3.56** All development proposals should take account of agricultural land and the possible effect on the efficiency and production of surrounding farm holdings. Careful consideration should be given to the location of development in relation to farms as the disturbance and increase in trespass may affect the efficiency and upkeep of holdings. Where urban development of agricultural land is permitted, steps will be taken to minimise any potential conflict with farming operations and to maintain farm efficiency as far as practicable. It may be possible to reduce any detrimental effects of development by locating compatible uses adjacent to farm land, by landscaping, or by the detailed design of the layout of the development.

3.57

D12 – DEVELOPMENT POLICY 12: THE RE-USE AND ADAPTATION OF RURAL BUILDINGS

The conversion of existing buildings, including those within the Green Belt, will be allowed for other purposes provided that:

- a) The building is of permanent and substantial construction, of sufficient size and suitable for conversion to the proposed use without the need for additions or alterations which would change its existing form or character and without major or complete reconstruction;**
- b) The development respects the form, bulk and general design of the building by using building styles and materials in keeping with the original building and colours which blend in with the surroundings;**
- c) The environmental impact of the proposed development is no greater than that of the existing development;**
- d) The building and site must already have reasonable access to a public highway available for use without creating traffic hazards and without involving significant road improvements;**
- e) The development will not require unnecessary expenditure by public authorities and utilities on the provision of infrastructure; and (cont'd...)**
- f) The development would not adversely affect either directly or indirectly any breeding or roosting birds and bats specially protected by the Wildlife and Countryside Act 1981 (as amended).**

Preference will be given to the re-use of buildings to provide accommodation for small firms, or for tourism or recreation activities. Proposals to provide residential accommodation will not be permitted unless either:

- a) The applicant has made every reasonable attempt to secure suitable business, tourism or recreation re-use and the application is supported by a statement of the efforts which have been made; or**
- b) Residential conversion is a subordinate part of a scheme for business, tourism or recreation re-use.**

Proposals for the conversion of agricultural buildings erected under permitted development rights and substantially completed within four years of the date of the application will not be permitted unless it can be demonstrated that there was a genuine agricultural justification for the erection of the building.

Justification

- 3.58** There is pressure for the conversion of barns and other buildings in the countryside in South Ribble, principally for dwellings. With continuing changes in agricultural practices this pressure looks set to continue in view of the number of potentially suitable properties and recent changes in Government guidance which mean that the redundancy of the building for its original purpose is no longer an issue. There is a need, however, to strike the right balance between making full use of existing buildings which represent an asset in visual and/or financial terms, and the need to avoid extensions or changes of use which individually or cumulatively create a significant visual or other environmental impact.
- 3.59** These buildings provide the opportunity for creating new commercial, industrial or recreational uses. Such re-use or adaptation can help to reduce demands for new buildings in the countryside and help diversification by encouraging new enterprises and providing jobs. Preference will be given to the use of buildings for non-residential purposes. It will be necessary to demonstrate in the case of proposals for residential conversions that the building is unsuitable for commercial, industrial or recreational use because of its size, form, general design, method of construction or relationship with neighbouring properties.
- 3.60** The policy does not apply to all buildings but rather those which are permanent and substantial. It will not apply to buildings which are temporary, impermanent or of lightweight construction.
- 3.61** The conversion has to be considered carefully. Any re-use may necessitate changes to its external appearance which may unduly affect the building's attractive character. It is important for both historic and architectural reasons that as much of the original structure as possible is retained unaltered. Furthermore, conversion to a new use can have implications for the setting of the building and in particular could lead to an inappropriate change in the appearance of its associated grounds. This can apply particularly to residential conversions where the domestication of the land around the building could be detrimental to its appearance and openness if in the Green Belt.

- 3.62** Whilst new uses can frequently be the key to the preservation of historic buildings, it is important to ensure that the new use is sympathetic to the rural character. The conversion of listed farm buildings to residential accommodation is a special issue. Such conversions can seldom be carried out without significant damage to the fabric and character of these buildings and will only be allowed as a last resort in securing their conservation.
- 3.63** The conversion of a rural building must also be a practical proposition so as not to necessitate significant rebuilding works or extension to meet the intended purpose. Any modest works which are required should accord with the general design, bulk and form of the existing building. Proposals for conversion will be more acceptable if they respect local building styles and materials. This does not rule out the use of equivalent natural materials that are not local. All necessary services are to be readily available and reasonable vehicular access should already exist. All permissions which enable the conversion of buildings into dwellings will be the subject of a condition which removes the right to alter or extend them without planning permission.
- 3.64** Evidence that a building is not redundant for its present uses is not by itself sufficient grounds for refusing permission for a proposed new use. However, in circumstances where the Council has reasonable cause to believe that an applicant has attempted to abuse the system, by constructing a new farm building with the benefit of permitted development rights with the intention of early conversion to another use, the history of the building will be taken into account. This is in accordance with advice in PPG2: Green Belts (Revised). As PPG7: The Countryside – Environmental Quality and Economic and Social Development (Revised) explains, amendments to the General Permitted Development Order give the Council powers which may lead to a requirement to remove any agriculture building which was substantially completed, or significantly altered or extended on, or after, 1 April 1997.
- 3.65** In the case of buildings which may be used by barn owls, bats or other protected species, where possible, provision will be made to preserve or relocate existing nesting sites and roosts. A leaflet is available from the Council, in conjunction with Lancashire Wildlife Trust, which offers advice on converting barns and protecting species, notably barn owls. The leaflet provides advice on the provision of nesting boxes within the converted barn or close by.

CHAPTER 4: HOUSING POLICIES AND PROPOSALS

Introduction

- 4.1** The Council's overall strategy for housing is set out in the document entitled "Housing Strategy 1998-2001" which sets out targets for addressing housing issues in the Borough. This chapter of the Local Plan is seen as a complementary policy document for addressing some of the identified housing issues which have land use planning implications.
- 4.2** The overall goals set out at the beginning of the plan and the added influence of the Housing Strategy enable the following objectives to be set.

4.3 Objectives

- 1. To allocate sufficient housing land to meet the Borough's requirement set out in the Structure Plan, in accordance with PPG3: Housing.**
- 2. To identify a range of housing sites in a variety of locations.**
- 3. To help meet the identified needs of all sections of the community for affordable housing which is appropriate to their needs.**
- 4. To make full use of derelict, vacant and disused land in identifying land for housing.**

Strategic Context

- 4.4** The overall dwelling requirement for the Borough is set out in the Lancashire Structure Plan 1991-2006 which recognises that the presence of large tracts of regionally important Green Belt and nationally important best and most versatile agricultural land within the Borough constrains the amount of new housing that can be accommodated. Levels of growth which took place in the two previous decades cannot be sustained given these constraints. Thus, rather than being derived from previous trends or demographic projections, the overall dwelling requirement is derived from a constraints led forecast which recognises the limited supply of new land for house building. A trend led forecast would lead to an overall dwelling requirement of 5,400 new dwellings (in comparison with previous forecasts of 6,700) whereas a constraints led approach reduces this requirement to 4,700. An overall requirement of 4,700 new dwellings equates to 313 new dwellings a year; this compares with the previous structure plan requirement of 420 new dwellings a year for the period 1986 to 1996.

Local Context

- 4.5** A constraints led forecast has direct implications for future population trends in South Ribble. A new dwelling requirement of 4,700 implies a slight increase in the overall population of the Borough. There will also be changes in the overall composition of the population as the proportion of the elderly increases and some younger, more mobile groups move out in search of housing, education or employment. Major factors in the requirement for new dwellings, even though the total population remains static, are a decrease in household size and a trend towards more lone person households including lone pensioners.

Existing Housing Stock

- 4.6** During the 1970's and 1980's, the Council was active in private sector urban renewal through the declaration of Housing Action Areas (HAA's) and General Improvement Areas (GIA's), sometimes in conjunction with the Central Lancashire Development Corporation. The ability to declare new HAA's and GIA's no longer exists, but the principle of targeting resources into area improvement still exists with the subsequent provisions enabling Neighbourhood Renewal Areas (NRA's) to be declared.
- 4.7** In comparison with other parts of the County, the standard of housing stock in the Borough is generally good with the 1991 Census of Population showing relatively low levels of unfitness in terms of dwellings lacking basic amenities. This may be partly attributed to several factors such as the relatively low proportion of older properties and the success of previous house improvement activities through the targeting of resources.
- 4.8** In March 1994, the Council's housing stock of over 3,500 homes was transferred to the New Progress Housing Association via Large Scale Voluntary Transfer.
- 4.9** Estate Action programmes in the former Council housing stock at Wade Hall and Bamber Bridge have sought to deal with fitness and disrepair, and programmed maintenance utilising resources made available from the transfer of housing stock is being brought to bear to improve conditions in the social housing sector. In the private sector, the Council has since 1992 been undertaking a rolling programme of stock condition surveys.
- 4.10** In view of limited availability, targeting is essential to ensure optimum use of resources. HAA's and GIA's can be upheld as successful examples of targeting resources and in addition appear to have also been successful in stimulating further house and environmental improvements and attracting additional funding. Although there is little money under the planning regime to tackle house improvements, monies do become available from time to time to complement the house improvements, eg, through associated environmental improvements.

New Housing

- 4.11** The policies in this chapter seek to guide new residential development to the most appropriate sites in the Borough, given the overall strategy of the plan and the Structure Plan by ensuring the allocation of sufficient land to meet the overall dwelling requirement over the plan period 1991-2006. The overall dwelling requirement is not met in total from new dwellings on allocated sites. Dwellings built since the start of the plan period (ie mid 1991 - mid 1998) also contribute to the overall requirement. Regular Housing Land Availability Surveys carried out every six months enable an accurate record to be kept of dwelling completions. Between mid 1991 and mid 1998, 2,683 new dwellings were built, an average of 383 dwellings a year.
- 4.12** Sites which have the benefit of planning permission are likely to be developed during the plan period and these can also be counted towards the overall requirement. The June 1998 Housing Land Availability Survey enables a realistic assessment to be made of the large sites (ie 0.4 hectares or over) which have planning permission and are likely to be developed

during the plan period. The total of dwellings included in planning permissions is estimated at 1,190; however because it is necessary to allow for the possibility that not all of these permissions will be implemented so as to produce this number of dwellings, these permissions are assumed to contribute 1,071 (1,190 less 10%) dwellings. Some of these larger sites are shown on the Proposals Map.

4.13 PPG3: Housing states that local plans should also make allowance for the contribution that will be made by windfall sites over the plan period (i.e. sites that are not identified in the plan but which unexpectedly become available). For the purposes of this plan, such sites are interpreted as small sites, accommodating less than 10 dwellings. It is not possible to identify all small sites, but information based on previous Housing Land Availability Surveys indicates that a realistic estimate for these sites would be 45 dwellings a year for the remainder of the plan period, ie mid 1998 to mid 2006, (eight years). PPG3: Housing also states that the plan should state clearly what assumptions have been made about the contribution to overall housing land supply from changes of use and conversions. Net gains are made to the Borough's housing stock from conversion to dwellings from other uses and subdivision of residential properties into smaller units. However, information from the Housing Land Availability Surveys shows that only a small number of new dwellings are created each year in this manner. Therefore the allowance for such is included in the overall allowance for small sites.

4.14 From time to time, larger windfall sites become available for housing (usually sites of between 0.4 and 1.0 hectares) However, there is insufficient information available to enable an estimate to be made of the likely contribution of such sites throughout the plan period, even though it is likely that some such sites will come forward. Any such sites that now have the benefit of planning permission are included in the above figure of 1,190. Any dwellings on windfall sites, regardless of site size, that have been completed since mid 1991 are included in the figure of 2,683.

4.15 To ensure that the plan satisfies the level of provision for housing set out in the Structure Plan, taking into account the need for flexibility and choice and to cope with uncertainty, it is necessary to allocate land for more than a precise match with the Structure Plan figure. The statement of overall dwelling requirement and various contributing factors is as follows:

Overall dwelling requirement mid 1991 - mid 2006 (Lancashire Structure Plan) -	about 4,700 dwellings
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Statement of Contributions at June 1998

Completions mid 1991 - mid 1998	2,683 dwellings
Large Sites with outstanding planning permission (less 10%)	1,071 dwellings
Allowance for small sites	360 dwellings
Allocated sites	about 745 dwellings

TOTAL	<u>about 4,859 dwellings</u>
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- 4.16** All the residential sites allocated in this plan are considered to comply with the requirements of PPG3: Housing which states that, “sites must not only be free or easily freed from planning, physical or ownership constraints, but be in areas where potential house buyers want to live and be suitable for the wide range of housing types which the market requires.” The sites have also been chosen having regard to the advice in PPG13: Transport regarding the need to reduce travel. About 95% of the total allocation is within the main central urban area and the remainder is at the village of Longton where limited infill or rounding off is permitted. This complies with Strand 3 of the Structure Plan, “Main Urban Areas: Locations for Investment and Improvements”.
- 4.17** Two of the allocated sites, Broad Oak Farm and Old Tram Road, Walton Park are carried forward from previously adopted local plans. Some of the original site at Broad Oak Farm had already been developed for housing but a substantial amount remains which it would be appropriate to re-allocate to meet housing needs in the Penwortham area. Site (g) at Old Tram Road has received planning permission for residential development and is now complete. The site at Slater Lane was carried forward from the non-statutory Leyland, Farington and Cuerden Plan. The site is now also complete.
- 4.18** The remainder of the allocated sites are “new” sites, allocated for the first time in this plan and which are considered to comply with the overall aims of this plan and are in conformity with the strategy of the Structure Plan.

HP1 - HOUSING POLICY 1: ALLOCATION OF HOUSING LAND

Land is identified as follows (and as shown on the Proposals Map) for residential and related development to go towards meeting the Borough's housing needs up to the year 2006.

	Site Hectares	Area Acres	No. Dwellings
Site a) - Broad Oak Farm, Penwortham *	11.2	27.6	200
Site b) - Higher Croft, Penwortham *	6.1	15.0	225
Site c) - West of Grasmere Avenue, Farington	3.7	9.1	80
Site d) - Chapel Lane, Longton	2.6	6.5	60
Site e) - Land south of the Maltings, Longton	1.3	3.2	25
Site f) - Land east Leyland Road, Lostock Hall	23.6	58.3	250
Site g) - Old Tram Road, Walton Park *	0.7	1.8	18
Site h) - Lime Kiln Farm, Walton Park	6.8	16.8	140
Site i) - Holland House Farm, Walton le Dale	3.2	8.0	65
Site j) - Collins Road, Bamber Bridge *	4.0	10.0	140
Site k) - Kellet Lane, Bamber Bridge	2.4	6.0	50
Site l) - Land adjacent 385 Brindle Road, Bamber Bridge *	0.7	1.8	12
Site m) - Brindle Road, south of railway, Bamber Bridge	1.7	4.2	40
Site n) - Coot Lane/School Lane, Lostock Hall	2.9	7.2	60
Site o) - Slater Lane, Leyland	0.7	1.8	22
TOTAL	71.6	177.3	1,387

* These sites have planning permission for, or have been completed with, a number of dwellings which is different from the original allocation in the Deposit Local Plan.

Justification

4.20 Proposals to develop any of these sites will be expected to comply with other relevant provisions of this plan such as provisions of public open space (OSR1 and OSR2), car parking, access and servicing arrangements (T7: Implications of Development for Non Trunk Roads). Furthermore, developers may be expected to provide or contribute to additional facilities to serve the new development such as infrastructure, community or other social facilities as detailed in IMP1. An average density of 25 dwellings per hectare has generally been used, taking into account the environmental characteristics and the need to have a balanced approach to dwelling sizes.

4.21 Housing sites have been selected where possible to comply with the advice in PPG13: Transport, in particular concerning the location of housing development in order to reduce the need to travel by:

- ◆ providing for housing in central locations within urban areas including on vacant, derelict or underused land, through conversion, improvement or redevelopment of existing stock.
- ◆ concentrating higher density development near public transport centres or alongside corridors well served by public transport (or with potential to be so served) and close to local facilities.
- ◆ juxtaposing employment and residential uses, where feasible, through mixed use development and by releasing adequate housing land on suitable sites within the central urban area to make it easier for people to live near their work.

Note: Since the plan was first drafted, some of the sites [a), b), e), g), j), l) and o)] have been granted planning permission and some of these [e), g), j), l) and o)] have subsequently been developed. In these cases the text below is historic.

Site a - Broad Oak Farm, Penwortham

4.22 This land forms the residue of a larger area allocated for residential development in the Penwortham Local Plan. Difficulties with bringing the land forward for development due to ownership constraints have now been resolved and the land is genuinely available for development. A development brief has been drawn up for this land which envisages access being gained by a connection to the roundabout on the Penwortham Bypass at Broad Oak. It is envisaged that the development of the land will be at similar densities to the recent adjoining developments which formed part of the larger original site.

Site b - Higher Croft, Penwortham

4.23 The site amounts to some 6.1 hectares (15 acres) of land and is in the angle between Pope Lane and Penwortham Way. It is owned by English Partnerships (incorporating the former Commission for the New Towns) and is, therefore, readily available for development. Access should be via Fryer Croft as Bannister Bit and Higher Croft are not suitable to serve an area of this size. Development of the site should provide for substantial landscaping along the two major road frontages. The site is well located to facilities at Cop Lane/Pope Lane and would be suitable for an affordable housing scheme.

Site c - West of Grasmere Avenue, Leyland

4.24 This is a vacant field which was formerly part of the Leyland DAF complex in Farington. The development of this site offers the opportunity to put this underused site to beneficial use whilst providing some public open space and affordable housing. The development will improve the amenities for existing residents off Wheelton Lane and in particular reduce the sense of isolation for that housing estate. The access from Grasmere Avenue, will necessitate traffic calming measures on Grasmere Avenue and Wheelton Lane and also improvements to the junction between the two roads.

Site d - Chapel Lane, Longton

4.25 On the south side of Chapel Lane the amount of developable land is limited by the policy constraint of the Structure Plan which only allows development within or by way of rounding off of the settlement. Development of this site and the land south of The Maltings will effectively round off Longton and therefore development of this larger site will be expected to include an element of affordable or specialised housing to meet identified local needs. In addition, particular attention should be paid to landscaping along the southern boundary of the site with the open countryside. The open character of the land to the east and south of Longton Hall Farm is protected under Policy D1(e).

Site e - Land South of The Maltings, Longton

4.26 This is a small area of land south of The Maltings from where access can be gained. A ransom strip may prevent access via Formby Crescent. The site is close to facilities in Longton and well related to the built up area.

Site f - Land East of Leyland Road, Lostock Hall

- 4.27** This is an extensive area of land to the east of Leyland Road and the West Coast Main Line. It is mainly flat pasture land but the northerly side forms part of the River Ribble valley escarpment with incised valleys where streams flow down to the river. On the eastern boundary is a large lodge that served the Vernon Carus factory; and the derelict Lostock Hall Gasworks site, shown elsewhere in the plan as a mixed use employment allocation (EMP6: Mixed Use Schemes Site B).
- 4.28** The Vernon Carus factory on the northern edge of the site is an important local employer, but currently is facing difficulties because of the operational constraints imposed by the restricted height and width of the railway bridge on Factory Lane, an access for large goods vehicles. Improvements to the railway bridge are not feasible and an alternative access is essential to the future viability and long term existence of the factory. Consequently it is a pre-requisite of the housing allocation that the land will have to be developed in a comprehensive manner in order to provide a new access to the Vernon Carus factory as well as to the allocated land.
- 4.29** However, because of local highway conditions only the development of part of the housing allocation, about 250 dwellings and the new access to the Vernon Carus factory is acceptable from a new road with a junction on Leyland Road in the vicinity of the existing private Gasworks road. The prospective developer(s) will be expected to provide or contribute as part of the development proposals to the construction of this road to a standard to enable it to form part of a link through to Carrwood Road, referred to in Policy T3: Link Road. Similarly the junction of this road with Leyland Road must be to the standard to cater for local through traffic.
- 4.30** The remaining part of the housing allocation, some 100 dwellings may be capable of being brought forward later in the plan period once a link is established through to Carrwood Road, perhaps in association with the redevelopment of the Gasworks site for mixed uses.

4.31 Development of the area will need to take account of the physical features of the site notably the presence of the Vernon Carus Lodge and the stream valleys which can provide natural open space corridors, as well as footpath links to the surrounding areas. Open space will need to be provided within and to the south of the allocated land to meet the standards set out in Policies OSR1 and OSR2 and to comply with Policy OSR3. Open space within the allocated area will preferably be located where it augments the natural open space corridors and to provide an appropriate buffer to the proposed employment uses of the Gasworks site.

Site g - Old Tram Road, Walton Park

4.32 The site comprises 0.7 hectares (1.8 acres) of land owned by English Partnerships (incorporating the former Commission for the New Towns), and is within the Walton Park area shown as allocated for residential development on the Walton le Dale/Bamber Bridge/Lostock Hall Local Plan. It is located between the Old Tram Road and the former railway line. Access to the land will be via the new road linking to Carrwood roundabout. The access from Carrwood roundabout could eventually form part of the road linking with Leyland Road, referred to in Policy T3 as the Link Road. It is estimated that the site could accommodate about 18 dwellings. Planning permission for residential development has been granted including the access road from Carrwood roundabout. This was subsequent to a successful bid under the former Commission for the New Town's (CNT) "Invest In Success" initiative.

Site h - Lime Kiln Farm, Walton Park

4.33 The development of this area will complete in the longer term the comprehensive development in this area of which Walton Park is the main component. Development of the area west of Todd Lane North should be accessed from the adjoining part of Walton Park (parcel 10) without any direct vehicular access onto Todd Lane North itself. That part of the allocation of the east side of Todd Lane North will be served from that road. Traffic calming measures on Todd Lane North will be an essential and integral part of this development. Development of these parcels of land will enable a broad band of open space to be formed across the southern part of the development area forming a network of open space linking with the existing open space and footpath network to the east and west. It will also complement the open space provision referred to in the description of site (f). The land is owned by English Partnerships (incorporating the former Commission for the New Towns).

Site i - Holland House Farm, Walton le Dale

4.34 This allocation is for the remaining area of land which does not have planning permission for the Holland House Farm development but which will be made accessible by development of it. The allocation represents a logical rounding off of the built up area.

Site j - Collins Road, Bamber Bridge

4.35 The site is within the existing urban area of Bamber Bridge. Development for residential purposes will remove activities which cause traffic and environmental problems in this densely built up area. Traffic generation from a residential development could be expected to be less than from the former uses. The site is well located in Bamber Bridge for services and transport links and is close to the existing district centre of Bamber Bridge which is well

served by shops and facilities. The site is considered suitable for affordable housing. Planning permission has been granted for residential development including an element of affordable housing. Access is via Station Road with limited access from Collins Road to serve the affordable housing.

Site k - Kellet Lane, Bamber Bridge

4.36 This tipped land was formerly used as a playing field and is in the ownership of the Council but because of its condition cannot be used for this purpose. Development should make provision for improvements to Kellet Lane along the site frontage such as footways. It is close to recent residential development on the north side of Kellet Lane. Developers will be expected to contribute toward the provisions of an alternative off site playing field, possibly within an area shown on the Proposals Map as public open space at Brindle Road (Policy OSR3).

Site l - Land adjacent 385 Brindle Road, Bamber Bridge

4.37 This is a small area of land in private ownership to the south of recent residential development at Craigflower Farm, which is available for development. Trees in the stream valley on the east and south boundaries of the site require protection. Careful attention will have to be paid to the siting and design of the access as the site frontage is adjacent to the junction of Brindle Road and Kellett Lane.

Site m - Brindle Road South of Railway, Bamber Bridge

4.38 This land has a substantial frontage on Brindle Road immediately to the south of the railway level crossing. It is opposite recent residential development at Hudson Court and other existing residential properties on Brindle Road. Development of sites (k), (l) and (m) is seen as consolidating recent residential development in this area of Brindle Road. The land is owned by English Partnerships (incorporating the former Commission for the New Towns) and is available for development.

Site n - Coote Lane/School Lane, Farington

4.39 This site is a flat piece of arable land between School Lane, Coote Lane and the Farington curve of the East Lancs Railway line. It is owned by the English Partnerships (incorporating the former Commission for the New Towns) and is, therefore, considered to be readily available for development. The site is well located in relation to facilities in Farington and Tardy Gate and its development could be regarded as rounding off of the existing urban area. Access to the site would be from Coote Lane with measures necessary to be taken to improve visibility. Consideration may also have to be given to realignment of School Lane as its junction with Coote Lane is substandard.

Site o - Slater Lane, Leyland

4.40 This is the northern part of a larger site which was identified as being suitable for residential development in the Leyland, Farington and Cuerden Plan. The site is well related in terms of access and proximity to facilities in the Seven Stars area such as schools, shops and public transport and would round off the existing area. Any developer would be expected to maintain and contribute to the River Lostock linear open space and retain and even supplement the footpath network through the area. There will be no direct access onto Schleswig Way and an extensive landscape buffer will be required along Schleswig Way. The site is considered suitable for affordable housing. The major part of the site has the benefit of detailed planning permission for residential development and it is estimated that the remainder could be developed for a further 20 affordable dwellings.

AFFORDABLE HOUSING

4.41 South Ribble is a popular area in which to live and over the previous two decades, it has experienced high levels of in-migration and new house-building particularly related to the activities of the Central Lancashire New Town Development Corporation. Levels of owner occupation are very high (nearly 85% at the time of the 1991 Census), the quality of housing stock is generally good in comparison with other parts of the County and there are relatively fewer terraced properties. Nonetheless, the Council's Housing Strategy 1998-2001 and Housing Needs Surveys identify problems of affordability for households in both the owner occupied and rented sectors. Many households are unable to compete in the housing market to obtain a dwelling adequate for the needs of the household.

4.42 Traditionally the Council has been seen as the main provider of dwellings for rent to households who cannot afford to buy or rent within the other sector. However, over recent years the role of the Council has been changing significantly from being the main provider of low cost rented housing to one of enabler, ie, helping others to provide housing. Further to the transfer of the Council's housing stock to the New Progress Housing Association, the Council no longer provides dwellings for rent. The role of enabler rather than provider means that the Council can concentrate on undertaking a central strategic and co-ordinating role relating to the activities of all housing providers. For example, it assists housing associations in the provision of affordable housing and assesses housing needs to facilitate the efficient use and targeting of resources. Detailed surveys of housing needs in the rural parished areas (Samlesbury and Cuerdale, Hutton, Longton and New Longton, Little Hoole and Much Hoole) were undertaken during 1995 in conjunction with the Rural Housing Trust. Much Hoole was surveyed again in 1999. They provide indicators of housing needs in these rural areas. Additional surveys of non-parished rural areas, including Higher Walton, Gregson Lane and Coupe Green, were undertaken in 1997. These provide an accurate picture of housing needs in these rural areas. A Housing Needs Survey in the main urban areas was undertaken in 1998. This provides the most up-to-date information on the type and distribution of need in urban areas. Housing Needs Surveys represent need at a particular point in time. Due to the dynamic nature of housing need, these surveys may be up-dated during the plan period. As areas are re-surveyed, the most up-to-date information will be used.

4.43 Having identified a demonstrable demand for affordable housing in South Ribble, PPG3: Housing allows the inclusion of policies in local plans to secure the provision of an element of affordable housing in new housing developments of a substantial scale. It is permissible to

include an overall target for the provision of affordable housing throughout the plan area and also targets for specific sites based on evidence of need and site suitability. The following policies seek to ensure the delivery of affordable housing within the policy guidance of PPG3: Housing and Circular 6/98: Planning and Affordable Housing.

4.44

HP2 - HOUSING POLICY 2: AFFORDABLE HOUSING OVERALL PROVISION

Within the plan period, the Council will seek to negotiate with developers for the inclusion of an element of affordable housing* in housing developments of 25 or more dwellings or on residential sites of over one hectare (two and a half acres) for which planning permission is sought for residential development based on site suitability and evidence of local needs.

(*Defined as including both low-cost market and subsidised housing which is accessible to people whose income does not enable them to afford to buy or rent appropriate for their needs in the free housing market.)

Justification

4.45 The Council's Housing Needs Survey carried out in 1998 for the urban areas indicates that a total of between 2,350 and 3,500 additional affordable dwellings might be required to meet the need in full, over the next eight years. Adding the need arising in rural areas, the figure will be higher. Relets of the existing stock, currently about 350 dwellings a year, will go part way towards meeting this need. It is recognised that it is unrealistic for the Local Plan to deliver this number given the overall dwelling requirement from the Structure Plan and the general policies of development restraint which exist outside the main urban areas of the Borough. A minimum target of 750 dwellings during the Local Plan period is considered to be realistic at the time of writing the plan. It is based on recent trends in Housing Association development in the Borough and the projected rates of development of the Associations including the New Progress Housing Association formed as part of the Large Scale Voluntary Transfer of the existing Council housing stock.

4.46

HP3 - HOUSING POLICY 3: AFFORDABLE HOUSING - SITE SPECIFIC TARGETS

In order to meet specific local needs as identified by the Council's Housing Needs Surveys, the Council consider that the following sites, identified in Policy HP1: Allocation of Housing Land, should include affordable housing as follows:

<u>Site</u>	<u>Affordable Housing Target</u>
Higher Croft, Penwortham	About 100 dwellings
Chapel Lane, Longton	About 10 dwellings
Collins Road, Bamber Bridge	About 50 dwellings
Slater Lane, Leyland	About 100 dwellings
West of Grasmere Avenue, Leyland	About 20 dwellings

Justification

4.47 Analysis of the Urban Housing Needs Survey 1998 shows that the number and characteristics of households in need varies throughout the Borough. The sites in this policy are considered to be particularly suitable for the inclusion of an element of affordable housing to meet identified needs in the relevant part of the Borough. The Housing Needs Survey can also be used to identify particular types of households in need in different areas of the Borough from which it is possible to specify the types of dwelling units that should be provided from within the overall targets set out for each site. These are considered to be as follows:

Higher Croft, Penwortham

4.48 This site is considered appropriate for meeting some of the identified housing needs in the Penwortham area. The desired mix of household/dwelling types to reflect needs in the area is:

56% family houses
44% 1 or 2 bed units

Chapel Lane, Longton

4.49 This site is considered appropriate for meeting some of the identified housing needs in the Western Parishes area (Hutton, Longton, New Longton, Walmer Bridge, Little Hoole and Much Hoole). The desired mix of household/dwelling types to reflect needs in the area is:

75% 1 or 2 bed flats/bungalows
25% family houses

Collins Road, Bamber Bridge

4.50 This site is considered suitable for meeting some of the housing needs in the Bamber Bridge/Lostock Hall area. The desired mix of household/dwelling types to reflect the need in this area is:

60% family houses
40% 1 or 2 bed units

The above to include 2 wheelchair units.

Slater Lane, Leyland

4.51 This site is considered appropriate for meeting some of the needs in the Leyland, Farington and Moss Side area. The desired mix of household/dwelling types to reflect needs in the area is:

60% family houses
40% 1 bed units

West of Grasmere Avenue, Leyland

4.52 This site is considered appropriate for meeting some of the needs in the Leyland/Farington area. The desired mix of household/dwelling types to reflect needs in the area:

10% single person bungalow or category 1 flat
55% 2 bed houses
23% 3 bed house
12% 3 or 4 bed houses

4.53 The Housing Needs Surveys indicate the nature of housing needs at the time of the Survey. It is anticipated that the surveys will be reviewed and updated at regular intervals to remain valid and informative. If the nature of the housing needs in the Borough is shown to vary by the reviews of the survey prior to the development of any of the sites, then it would be appropriate to review the above desired mixes of dwelling types for each site.

4.54

HP4 - HOUSING POLICY 4: REQUIREMENT FOR AFFORDABLE HOUSING ON OTHER SITES

On other sites capable of accommodating 25 or more dwellings or on residential sites of over one hectare (two and a half acres), the Council will seek to negotiate for the inclusion of an element of affordable housing based on site suitability and evidence of local needs.

Development permitted under this policy should also satisfy Policy HP6: Mechanisms to Ensure Affordability.

Justification

4.55 Other sites may come forward for residential development during the plan period other than the sites referred to in Policy HP3: Affordable Housing - Site Specific Targets. Some of these sites may also be suitable for the provision of an element of affordable housing to meet identified needs and, depending on site suitability, the Council will negotiate accordingly. In addition, there are other sites which have the benefit of planning permission or equivalent under Section 7(1) of the New Towns Act 1981. It is recognised that a retrospective requirement for affordable housing cannot be placed on these permissions. However, should further applications be made for residential development on such sites, then given the demand for affordable housing demonstrated by the Needs Survey, it may be appropriate to negotiate for the inclusion of an element of affordable housing on these sites as well. Any affordable housing provided on such sites will be counted towards the target in the justification to Policy HP2: Affordable Housing Overall Provision.

4.56

HP5 - HOUSING POLICY 5: RURAL AREAS EXCEPTION POLICY

In the rural areas in the eastern part of the Borough outside the main urban area and the other identified settlements, new housing will not be permitted. However, if it can be demonstrated that there is a local need for affordable housing or special local needs housing in the long term which is not met, then the Council may exceptionally consider the release of additional housing land to satisfy those needs, subject to the following criteria:

- a) There is conclusive evidence of a local need for the type and tenure of the proposed dwellings which is acceptable to the local planning authority and**
- b) The proposal would not prejudice Green Belt objectives and**
- c) It must be demonstrated that the need cannot be met within the main urban area or existing built up area of an identified village or the unallocated land on the periphery of identified villages and**
- d) Mechanisms are established to ensure that the housing is available to meet local needs to both initial and successive occupiers of the dwellings and**
- e) The character and scale of the development should be in keeping with the scale of the surrounding area and**
- f) Development under this policy should satisfy Policy HP6: Mechanisms to Ensure Affordability.**

Justification

4.57 Outside the main urban area and the other settlements identified in the plan, the remaining rural area is covered by Green Belt, where there is a strong presumption against new housing development. Within the rural area, particularly in the eastern part of the Borough, there are

small hamlets such as Nab's Head and Samlesbury Bottoms. The rural area covered by the Samlesbury and Cuerdale Parish has identifiable housing needs which have been quantified in the Parish survey undertaken in 1995 in conjunction with the Rural Housing Trust. It is the first preference of the Council as local planning authority that these needs should be met within the existing built up areas of identified settlements. If this is not possible then the second preference would be to direct the development towards the land covered by Policy D9: Local Needs in Villages which is safeguarded to meet local needs.

4.58 If it can be demonstrated that these courses of action would not satisfy the identified local need, then the Council may consider the small scale release of additional land within or adjacent to a hamlet to meet this need. The hamlet of Nab's Head is the one in terms of compact settlement and existing facilities which would be most appropriate for small scale additional development should a rural exceptions policy need to be considered.

4.59

HP6 - HOUSING POLICY 6: MECHANISMS TO ENSURE AFFORDABILITY

In connection with Housing Policies HP2, HP3, HP4 and HP5, the Council must be satisfied before the granting of planning permission that suitable arrangements will be made to ensure that the benefit of the affordable housing is available to both initial and successive occupiers of the dwellings. Where necessary, the Council will impose conditions or seek planning obligations under Section 106 of the Town and Country Planning Act 1990 to that effect.

Justification

4.60 Arrangements are needed to ensure that affordable housing remains as such in the long term and not just to initial occupiers. PPG3: Housing recognises the involvement of a housing association or other social body, eg, a charitable trust providing housing for rent or shared ownership is a common and straightforward way of securing this. The continued interest of such bodies will ensure control over subsequent changes of ownership and occupation thus ensuring that the benefit of affordability is not lost at the first change of occupant. However, there are other ways of seeking to deliver affordable housing in partnership with private developers which the Council will wish to explore. For example, a developer might provide completed units at a price acceptable to a housing association or dispose of land for a housing association to provide homes for rent or shared ownership. Planning obligations may be used to restrict the occupancy of property to people falling within particular categories of housing need and thus ensuring that the benefit of affordability of any scheme remains in perpetuity. Planning conditions may also be used as an alternative or additional means of securing affordable housing.

4.61

HP7 - HOUSING POLICY 7: AGRICULTURAL WORKERS DWELLINGS

Outside the defined settlements and existing urban areas shown on the Proposals Map, the erection of a new dwelling will only be permitted when accommodation is required to enable farm or forestry workers to live at, or in the immediate vicinity of, their place of work.

1. New permanent dwellings will be allowed to support existing agricultural or forestry activities on well established agricultural or forestry units provided that:
 - a) There is a clearly established functional need;
 - b) The need relates to a full time worker or one primarily employed in agriculture;
 - c) The unit and the agricultural or forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
 - d) The functional need could not be fulfilled by another dwelling on the unit or any other existing accommodation in the area which is suitable and available; and
 - e) The siting of the proposed dwelling is well related to the existing farm buildings or its impact on the landscape could be minimised.

2. If a new dwelling is essential to support a new farming or forestry activity on an established unit or on a new agricultural unit, an application should be made for temporary accommodation. The application should satisfy the following criteria:
 - a) There is clear evidence of a firm intention and ability to develop the new activity concerned;
 - b) There is clear evidence that the new activity has been planned on a sound financial basis; and
 - c) Criteria 1a), 1d) and 1e) above.

Planning permission for a new permanent dwelling or for temporary accommodation will be subject to an occupancy condition. It may also be necessary to impose a condition or to seek a planning obligation preventing the existing farmhouse being sold separately from the land of the unit.

Justification

4.62 The restrictions which apply to dwellings outside settlements may be overcome if an essential need for a new dwelling can be established in connection with an established farming or forestry unit. As Annex I of PPG7: The Countryside - Environmental Quality and Economic and Social Development explains, it is the need of the enterprise concerned, not the personal preferences or circumstances of any of the individuals concerned, which is relevant. The purpose of the functional test is to establish that it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times to provide essential care at short notice or to deal with emergencies that could otherwise cause loss of crops or

products. The availability of alternative accommodation in the vicinity or nearby settlements will be a factor in determining applications where this would provide suitable accommodation. The history of the holding may be an important consideration. For example, planning permission will not normally be granted where residential buildings have been disposed of recently or the new need has arisen because of fragmentation of the holding.

- 4.63** Care should be taken to choose a site which is well related to existing farm buildings or other dwellings, provided other normal planning requirements, for example on siting and access, are also satisfied. Dwellings which are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long term, will not normally be permitted. It is the requirements of the enterprise rather than of the owner or occupier which are relevant to determining whether or not a new dwelling is justified.
- 4.64** In order to avoid a proliferation of dwellings in the open countryside, the Council will attach agricultural occupancy conditions to ensure that any dwelling is kept available for meeting its original purpose. It may also be necessary to impose a condition or to secure a planning obligation relating to the existing accommodation on the farming or forestry unit.
- 4.65** Where either the farming or forestry unit or the farming activity is new, temporary accommodation, that is a caravan or wooden structure that can easily be dismantled, will usually be permitted for three years provided that the criteria set out in the policy can be met. After three years the temporary accommodation will have to be removed and planning permission will not be granted for permanent accommodation unless all of the requirements for such accommodation can be satisfied.

4.66

HP8 - HOUSING POLICY 8: REMOVAL OF AGRICULTURAL OCCUPANCY CONDITIONS

Where existing dwellings are subject to conditions restricting occupancy, applications to remove such conditions will not be permitted unless it can be demonstrated that:

- a) The essential need which originally required the dwelling to be permitted no longer applies in relation to the farm unit and that the dwelling will not be required similarly in the longer term; and**
- b) Reasonable attempts have been made to dispose of the dwelling for occupation in compliance with the original condition.**

Justification

- 4.67** Changes in the nature of farming and the demand for dwellings in rural areas can lead to increased pressure for the removal of agricultural occupancy conditions. However, there is generally a presumption against removing them otherwise the exceptional reasons for permitting the dwellings originally would be undermined. However, there may be genuine circumstances when a dwelling is no longer required in the longer term for the purposes originally intended. Determination will be based on a realistic assessment of the continuing

need for the condition bearing in mind that it is usually the need for a dwelling for someone solely, mainly or last working in agriculture in an area as a whole and not just on the particular holding that is relevant. Applicants will be expected to demonstrate that reasonable attempts have been made to dispose of the dwelling in compliance with the condition at a reasonable price, for a suitable period of time and that no reasonable offers have been refused. Where necessary, the advice of an independent agricultural advisor will be sought to affirm the situation.

4.68

HP9 - HOUSING POLICY 9: CARAVAN SITES FOR GYPSIES

The development of caravan sites for gypsies will not be permitted unless there is a demonstrable need for additional sites in the locality and:

- a) The site is not required for other uses identified in the plan;**
- b) The site does not affect a Site of Special Scientific Interest, designated nature reserve, wildlife site or other nature conservation interests;**
- c) The development does not cause demonstrable harm to the quality and character of the landscape;**
- d) There are no adverse effects on the open character and nature of the designated Green Belts and green wedges;**
- e) The impact of the proposed development on the local environment and the amenity of any nearby residential property is acceptable;**
- f) There is adequate site access and reasonable access to the primary road network;**
- g) The site must be well related to the pattern of existing local community facilities;**
- h) There are adequate arrangements for the disposal of foul and surface water; and**
- i) The development incorporates an appropriate level of landscaping, including screening.**

Justification

4.69 Local authorities are required to make adequate gypsy site provision in their development plans. The provision of gypsy sites needs to be considered in the light of protecting the interests of the community as a whole. The location of such sites should be consistent with other land use proposals in the plan. There is a need to protect the character of the countryside and landscape and nature conservation interests. Sites should also be well related to the pattern of service provision, including schools, shops and other community facilities. The policy indicates the principal criteria to be used in determining planning applications for such sites.

CHAPTER 5: EMPLOYMENT POLICIES AND PROPOSALS

Introduction

- 5.1** Economic growth is essential to fuel the broad environmental goals underpinning this plan. In South Ribble there is a need to provide an adequate supply of industrial and business land to help with the restructuring of the local economy.
- 5.2** In accordance with policy laid down in the Structure Plan, the Regional Economic Strategy and Central Government guidance in PPG4: Industrial and Commercial Development and Small Firms; and in PPG13: Transport this plan seeks to provide a wide choice of sites in locations in existing built-up areas, well served by public transport and to enable people to work within their local communities. Such an approach aims to attract firms to the Borough, to help existing companies expand and to foster the creation of new firms.
- 5.3** In addition to the sites allocated in the Local Plan there is scope for development for employment uses on appropriate sites within the existing built-up areas of the Borough, and for an increase in home working.
- 5.4** One of the Borough's main strengths is its good communications, especially the strategic transport routes of the M6, M61, M65 and the West Coast Main Line. This good accessibility will be further enhanced by other strategic road improvements during the plan period. The Borough has been selected as the host for Lancashire's international rail freight terminal, and as a Regional Business Location to include a Major Inward Investment Site (MIIS). Such improvements in accessibility will provide wider opportunities for investment which enhances employment across the Borough, encourages economic growth and increases the prominence of the Borough. The mixed use of appropriate development sites can assist with this.
- 5.5** The Borough's economy has experienced a number of problems, in the main resulting from a major restructuring during the 1980's, which saw a contraction of the traditional manufacturing base and a consequent rise in unemployment. The net loss of employment opportunities has led to an increase in commuting out of the Borough for work.
- 5.6** The Local Plan thus seeks to exploit the Borough's strengths and to help address its problems. It provides opportunities to diversify the local economy, to create jobs and at the same time to reduce dependence on the private car for journeys to work.
- 5.7 Objectives**
- 1. To ensure that there is sufficient land available for industrial and commercial uses which is readily capable of development and is well served by infrastructure.**
 - 2. To provide locations for employment generating uses that can enable the Borough's residents to have the choice in their journeys to work and thereby to reduce the number and length of trips by car.**

3. **To encourage wider investment and employment opportunities in the Borough by providing development sites which would make a high quality statement and are capable of accommodating a range of uses and uplifting the wider image of the Borough.**
4. **To promote the diversification of the rural economy by the creation of small scale employment opportunities.**
5. **To encourage the provision of employment opportunities in the urban areas and villages of the Borough.**
6. **To help existing businesses to maintain their viability by dealing with applications for expansion as expeditiously and as favourably as possible, bearing in mind the impact on amenity and highway safety.**

Strategic Context

- 5.8** Government guidance in PPG4: Industrial and Commercial Development and Small Firms, places the emphasis on development plans to take account of both the locational demands of business and wider environmental objectives. It also explicitly states the need to consider environmental objectives when pursuing policies of economic growth. The guidance advocates the allocation of sufficient sites with an adequate infrastructure, and of a wide enough variety to cater for the potential needs of industry.
- 5.9** PPG13: Transport, provides advice on the location of development and states the need to concentrate employment and other activities attracting significant numbers of trips in urban and suburban centres to increase the potential for the use of public transport and to reduce dependence on the private car. Local plans should achieve a better balance in employment and housing levels; focus activities attracting large numbers of trips close to major public transport facilities; provide for the juxtaposition of employment and residential uses to provide opportunities for people to work closer to their homes; and to facilitate home working.
- 5.10** The North West Regional Economic Strategy stresses the need to re-use brownfield sites for new development, except at excessive cost and to protect the attractive areas of the north west from new development. The Strategy also highlights the need to identify a hierarchy of strategic sites.
- 5.11** The Structure Plan reflects both this guidance and strategy. More particularly the Structure Plan proposes a Regional Business Location in the Farington/Cuerden/Lostock Hall area of the Borough. The location is to include existing major employment sites, an international rail freight terminal and a greenfield site of not less than 50 hectares near to the junction of M65 and M6 to accommodate a major inward flagship development. This greenfield element is to be in addition to other employment land allocations as the site is to benefit the whole County.
- 5.12** For local needs for business and industrial use, the Structure Plan makes provision in South Ribble of about 110 hectares between 1991 and 2006. It also highlights the need to implement these allocations in such a way as to provide an alternative to commuting to work, particularly into Preston for residents of the Borough. Such a policy will also have the beneficial effect of reducing congestion and other forms of pollution associated with these travel patterns.

Local Context

- 5.13** The Council accepts the Structure Plan requirements. Major proposed employment sites are identified in Policy EMP1: Allocation of Employment Land, sites A, B, C, D, E, F and G. These allocations are in accordance with Government guidance; they seek to minimise the effect on the amenity of neighbours and to ensure the provision for landscaping and other environmental improvements and safeguards.
- 5.14** The Structure Plan requirement for the period 1991 to 2006 is 110 hectares (gross area). This is the equivalent of about 82.5 hectares net area. From mid 1991 to end of 1995 some 5 hectares (net) of industrial land had been taken up leaving a residual requirement up to 2006 of 77.5 hectares (net). Two sites have planning permission for employment purposes as follows:

	Net Area
Moss Side Test Track North, Leyland	10.5 hectares
Kellet Lane, Bamber Bridge	3.2 hectares
Total	13.7 hectares

Thus the outstanding residual requirement for new sites up to 2006 is 63.8 hectares (net).

- 5.15** This residual requirement of 63.8 hectares is to be met primarily by sites allocated in Policy EMP1: Allocation of Employment Land and Policy EMP7: Land at West Paddock; Policy EMP1 allocates some 57.4 hectares, and Policy EMP7 some 2 hectares of land for employment purposes. The remaining shortfall and an element for flexibility will be provided for by the redevelopment of the Royal Ordnance Urban Village (Policy D2) and in mixed use schemes. Details of the amount of available land to be developed for employment purposes at the Urban Village will be finalised in a scheme being prepared jointly with Chorley Borough Council; the main purpose of such land is to serve the population induced to the Urban Village. Employment land is expected to form a major element in the development of the mixed use sites subject to Policy EMP6: Mixed Use Schemes.
- 5.16** In addition, the Local Plan provides guidance and advice for the expansion and redevelopment of existing industrial and employment areas; and for the creation of employment opportunities in residential areas.
- 5.17** The Council supports the creation of job opportunities and the diversification of the rural economy of the Borough. Land adjacent to small villages is reserved to meet a range of local needs, including employment under Policy D9: Local Needs in Villages. All of the rural areas of the Borough are within Green Belt, and any proposals must satisfy the strict Green Belt criteria controlling new development. Therefore the Local Plan sets out guidance applicable to the rural areas covered by Green Belt in Chapter 3: Development Policies, rather than in this chapter. The relevant policies are Policy D5: Development in the Green Belt and Policy D12: The Re-use and Adaptation of Rural Buildings.
- 5.18** Land at Cuerden is being promoted as a potential site for a Major Inward Investment of regional significance. In accordance with Regional Planning Guidance for the North West (RPG13) only one or two such sites are likely to be required in the Region at any one time.

5.19

POLICY EMP1: ALLOCATION OF EMPLOYMENT LAND

Land is allocated as follows (and is shown on the Proposals Map) for employment purposes to meet the Borough's projected needs from 1995 to 2006.

Site		DEVELOPABLE AREA	
		hectares	acres
A	Between Lostock Lane and the M65, Cuerden	12.0	29.7
B	Farington Business Park	4.8*	11.9
C	Adjacent to Farington Road, Farington	6.5	16.0
D	Adjacent to Lancashire Enterprises Business Park	16.8*	41.5
E	Carr Lane, Farington	8.5*	21.0
F	Within Lancashire Enterprises Business Park	4.0	9.9
G	South of Kellet Lane, Bamber Bridge	4.8	12.0
	Total	<u>57.4</u>	<u>142.0</u>

*Derelict sites

The land at between Lostock Lane and the M65, Cuerden may be developed for a wide range of employment generating uses, including business, commercial and leisure uses. This land must be developed comprehensively to high quality and to a high standard of design and landscaping.

Justification

Site A - Between Lostock Lane and the M65, Cuerden

5.20 This site is well located on the edge of the existing built-up areas of Bamber Bridge and Lostock Hall. Some 12 hectares of the site is developable.

5.21 The site is separated from the more open areas to the south and west by the M65. It has superb access to both national and local highway networks and is within walking and cycling distance of residential areas. It is ideally suited to a range of employment generating uses. A comprehensive planning brief, in accordance with and supplementing the provisions of Policy EMP1: Allocation of Employment Land, will be prepared for the site.

5.22 A very high standard of building design will be required on the site and in particular the use of steel cladding or similar should be avoided. The retention of the existing landscape features will be expected together with extensive new landscaping. This prominent location presents an opportunity to promote a high quality statement to the region and a signpost for South Ribble both in terms of landscape and exacting levels of building design.

Site B - Farington Business Park

- 5.23** This site is located within the Farington Business Park at the northern end on the area of a former foundry. The site has been cleared of buildings and is classified as derelict. The available land is some 4.8 hectares, most of which is developable for general employment uses. In any redevelopment proposals special attention should be paid to landscaping the boundary of the site to Wheelton Lane and Carr Lane to help protect the amenities of nearby residential properties.
- 5.24** The Farington Business Park has a main access onto Golden Hill Lane and is focused southwards towards Leyland Town Centre and the M6 Motorway. The site was formerly part of Leyland Motors, and then Volvo Bus. Only part of the site remains occupied by Volvo-Farington Components. Many of the remaining buildings have been let or are available for letting. The foundry site represents an opportunity for new development to serve local Leyland and Farington needs.
- 5.25** The site owners have made a bid to English Partnerships for funding assistance to bring forward this land. This bid appears to have been accepted in principle but details have yet to be agreed

Site C - Adjacent to Farington Road, Farington

- 5.26** The site lies between Farington Road, and the former Leyland DAF complex. It is a greenfield site, and has a developable area of 6.5 hectares. The land has been included as an allocation in order for the regeneration of the Lancashire Enterprises Business Park to be provided with the opportunity for a more prestigious and visible frontage and direct access on to Farington Road and then on to the national motorway network.
- 5.27** There are some attractive landscape features within the site, and these should be retained to maintain a high quality environment to attract quality developments.

Site D - Adjacent to Lancashire Enterprises Business Park, Farington

- 5.28** The site lies between the River Lostock on the west, and the former Leyland DAF complex to the east. Most of the site is in the ownership of the Rover Group. A large part is derelict having been used as a tip for foundry waste, and needs to be reclaimed before it can be developed.
- 5.29** It is envisaged that the site would be developed in a comprehensive manner along with adjoining land owned by Enterprises Plc.
- 5.30** The development proposals are likely to attract funding from English Partnerships Investment Fund, and in addition a successful bid has been made by LAWTEC, ELTEC and Enterprises Plc for monies from a Single Regeneration Budget.
- 5.31** Over £1 m for 1995 to 2001 has been obtained to help with the refurbishment of buildings, the construction of starter units and the development of a rail freight terminal.

5.32 The development of this site must include the provision of a substantial and continuous landscaped open space area, including new footpath access alongside the River Lostock. Much of the site is relatively flat and featureless and it is important to retain as many of the landscape features such as trees within the redevelopment proposals. In particular the area of woodland at Farington Hall Wood on the southern boundary and the land to the west of the proposed housing west of Grasmere Avenue Policy HP1: Allocation of Housing Land site (c) must be enhanced and protected as an entity.

5.33 The site of Lower Farington Hall is within the designated area and may be of archaeological interest.

Site E - Carr Lane, Farington

5.34 The site is owned by Enterprises Plc. It is envisaged that the site, although separated by Centurion Way and Wheelton Lane from the main Business Park, would be developed as part of the comprehensive employment generating regeneration of the former Leyland DAF complex and adjacent land (Sites C and D).

5.35 Any development must incorporate measures to protect both the County Biological Heritage Site that lies within the allocated area and the living conditions of the residents of dwellings on Wheelton Lane.

Site F - Within Lancashire Enterprises Business Park

5.36 This site is an undeveloped piece of land within Lancashire Enterprises Business Park and is available for development for B1, B2 and B8 uses.

Site G - South of Kellet Lane, Bamber Bridge

5.37 The site is on the edge of the built up area of Bamber Bridge, adjacent to the existing Sceptre Point Business Park. It is closely linked in physical terms to the large employment area of Walton Summit. As with the neighbouring Sceptre Point Business Park, it is envisaged that it will enable the creation of a prestigious gateway which will frame Walton Summit on its southern edge and help promote business/investment confidence in South Ribble.

5.38 This site has potential to make a significant contribution to Class B1 provision in the Borough and by attracting high quality development would form a logical extension to Sceptre Point Business Park development on the adjoining land.

5.39

EMP2 - EMPLOYMENT POLICY 2: MAJOR INWARD INVESTMENT SITE

Land is allocated, as shown on the Proposals Map for a Major Inward Investment Site for high technology industrial and business development for a major single (at most two) inward investment(s).

Justification

- 5.40** Policy 53 of the Structure Plan 1991-2006 proposes a Regional Business Location in the Farington/Cuerden/Lostock Hall area. This will include a greenfield site of not less than 50 hectares near to the junction of the M6 and M65 motorways to accommodate a major inward flagship development.
- 5.41** The precise location of the site is determined by the Council in its Local Plan. In arriving at a selection, the Council has taken a number of factors into account including:
- a) the need to identify a site of at least 50 hectares;
 - b) the need to establish a viable Green Belt between Leyland /Farington and Lostock Hall/Bamber Bridge; and
 - c) the constraint imposed by land with planning permission for sand extraction and landfill.
- 5.42** The site selected for the Major Inward Investment Site (MIIS) is that bounded by Lostock Lane, Stanifield Lane, the northern edge of the planning permission site for sand extraction and landfill, and the M65. The total site area is some 65 hectares. The land is in a prominent location and the development must be of a high standard. Landscape features should be protected wherever possible.
- 5.43** The aim is to attract to the County a substantial inward investment of regional importance in the form of high technology industrial and business development, from a single or at most two investors. The development and disposals must be managed in accordance with this aim. A combination of landlord and planning control is required to ensure the proper use of the site. The land will not be released until it has been fully assembled and it is capable of being serviced. The site will be safeguarded for the purposes intended and planning permission will not be granted for development that is likely to result in a piecemeal or fragmented development of the site or prejudice the comprehensive development of the site.
- 5.44** The allocation of the MIIS is in accordance with the concept of a “MIIS” as set out in the Regional Planning Guidance for the North West (RPG13). The availability of such sites will enable the North West Region to maintain and improve its competitiveness by enabling it to compete for large scale inward investment from overseas and UK investors.

5.45

EMP3 - EMPLOYMENT POLICY 3: MAIN EXISTING EMPLOYMENT AREAS

Within the existing main industrial and employment areas listed below and shown on the Proposals Map planning permission will be granted for development involving:

- a) **Expansion or redevelopment for industrial and business purposes (Use Classes B1, B2 and B8); or**
- b) **New industrial or business development (Use Classes B1, B2 and B8); or**
- c) **Other employment generating uses providing the proposed use accords with other policies of the plan.**

The areas which are subject to this policy are:

**Enterprises Business Park
Moss Side Employment Area
Walton Summit Employment Area
Farington Business Park
North of Golden Hill Lane/Wheelton Lane
North of Centurion Way
North of School Lane, Bamber Bridge**

Other land uses may be permitted in these areas in accordance with Policy D3: Existing Built-Up Areas.

Justification

5.46 There are many industrial and business premises within the Borough which are essential to its prosperity. The ability for existing firms to expand is seen as a main component of job retention and creation. Whilst a high proportion of the existing industrial and employment land is largely developed there may be scope for the expansion of existing uses. The policy also allows for the redevelopment of industrial land following the closure or rationalisation of existing uses.

5.47

EMP4 - EMPLOYMENT POLICY 4: OTHER EXISTING SITES

Within the existing industrial and employment areas listed below and shown on the Proposals Map, planning permission will be granted for:

- a) Expansion or redevelopment for business purposes (Use Class B1); or**
- b) New business development (Use Class B1); or**
- c) The expansion of existing general industrial concerns (Use Class B2) or storage and distribution uses (Use Class B8), or**
- d) Other employment generating uses, provided the proposed use accords with other policies of the plan, and provided that the proposal is not detrimental to the amenity of nearby residential property.**

Proposals for other land uses may be permitted in accordance with Policy D3: Existing Built Up Areas. The areas which are subject to this policy are:

**Tomlinson Road, Leyland
Braconash Road, Leyland
Heaton Street, Leyland
South of School Lane, Bamber Bridge
Brownedge Road, Bamber Bridge
Club Street, Bamber Bridge
Factory Lane, Penwortham
Sherdley Road, Lostock Hall
King Street, Leyland
North of Lostock Lane, Lostock Hall
Centurion Way Estate**

Justification

5.48 There are existing industrial sites close to residential properties. Further economic development should therefore ensure the protection of residential amenity and new proposals will usually be restricted to business BI uses. However, there are many existing B2 and B8 concerns in these areas and extensions to these will be permitted provided this does not adversely affect residential amenity.

5.49 Proposals on existing employment sites in the Green Belt, including services and utilities, will be considered against the provisions of Policy D5: Development in the Green Belt.

5.50

EMP5 - EMPLOYMENT POLICY 5: BUSINESS USE

Development will be permitted elsewhere within the existing built-up areas, as identified on the Proposals Map, for small business falling within Use Class B1 provided that the environment and nearby residents would not be adversely affected particularly in terms of noise, smell, health and safety and traffic generation.

Justification

5.51 The sites allocated in this plan will not provide for all employment uses. There is likely to be other development particularly of small businesses, which can make a valuable contribution to the local economy. Most land outside the existing and proposed employment and industrial sites is in uses which are to some extent environmentally sensitive, primarily residential or open countryside. It is important to treat new proposals for the expansion of existing uses with caution and to ensure that they do not seriously damage the quality of environment and residential amenity. However, the changing patterns of employment which have been taking place over the last few years are recognised, such as the growing number of businesses run from premises located outside traditional employment areas, especially in residential areas. Home working has also grown in popularity and economic significance and is likely to continue to do so over the next decade. The Council recognises that such trends have the added benefit of helping to reduce car journeys particularly at peak times. The creation of small businesses in residential areas and working from home are acceptable provided that they do not result in serious environmental and amenity problems.

5.52

EMP6 - EMPLOYMENT POLICY 6: MIXED USE SCHEMES

Planning permission will be granted for the development and/or redevelopment for mixed employment, commercial and housing uses on the following sites:

- A Moss Side Vehicle Test Track**
- B Lostock Hall Gasworks**
- C Liverpool Road, Walmer Bridge**

Proposals must deal with the site in a comprehensive manner and contain a predominant element of employment uses.

Justification

Mixed Use Schemes

5.53 Mixed use schemes can help to create vitality and diversity and reduce the need to travel, thereby contributing to a sustainable pattern of development. They can also assist in promoting the regeneration and re-use of difficult, especially brownfield, sites thereby reducing pressure for development on the Green Belt.

Site A - Moss Side Vehicle Test Track

5.54 The site of the vehicle test track is currently in use but if this ceased it would be a priority that the site be redeveloped for mixed employment, commercial and housing uses. The site was part of an area which was the subject of a Section 7(1) approval under the New Towns Act. The site is well related to the built-up area of Leyland and its development would be preferable to the use of new greenfield sites. Access to the site will require further consideration; it should not be from Longmeanygate and it would be problematical to Paradise Lane. The size, nature and location of the site are such that Supplementary Planning Guidance in the form of a development brief would have to be prepared. Such a brief would deal with the type, scale of development, highway and traffic implications and impact on the environment.

Site B - Lostock Hall Gasworks

- 5.55** The majority of this site is a former gasworks now cleared of buildings and equipment; however, because of the nature of the gas making process, this part of the site is contaminated, and derelict. The remainder of the site, to the south west of the former gasworks, is currently undeveloped. The site is well related to the existing built-up area, and its redevelopment would provide an opportunity for not only environmental improvements but also economic activity, jobs and housing in the area.
- 5.56** The former gasworks site is allocated for employment uses in the adopted Walton-le-Dale/Bamber Bridge/Lostock Hall Local Plan, served by a new access road from the north east, off Carrwood Road. The existing private service road and junction with Leyland Road is not designed to carry the type and volume of traffic that might be expected to be generated.
- 5.57** By virtue of its past use, the development of the site is likely to require significant remedial works to make the site suitable for its end use. This together with any contributions towards the provision of the new road connecting to Carrwood Road to service this, and the housing site HP1: Allocation of Housing Land site (f) - allocated elsewhere in the plan, will require a substantial financial investment to enable its redevelopment. The redevelopment of the site should provide predominantly for employment use such as business, general industry, warehousing and other distribution service facilities (Use Classes B1, B2 and B8). Housing and commercial uses, which contribute positively to ensuring the economic viability of the redevelopment will also be acceptable.
- 5.58** Part of the length of the proposed access road required to service the site has been included as a bid in the former CNT's Invest in Success Initiative. This bid has been successful, and a length of suitable road has been constructed from Carrwood Road to stop just short of the boundary of the Preston Junction Local Nature Reserve, in association with a complementary residential development. The provision of this length of road is intended to act as a stimulus to secure the redevelopment of the gasworks. The proposed access road is intended to also form part of the road link proposed in Policy T3: Link Road.

5.59 The site is crossed by the British Gas Lostock Hall/Kirkham and Winwick/Shevington/Lostock Hall high pressure gas transmission pipelines. In addition, the site has consent for the storage of hazardous substances. The Health and Safety Executive will be consulted on development proposals.

Site C - Liverpool Road, Walmer Bridge

5.60 This is a greenfield site on the southern edge of the village. Access is available from a major road with a link to the A59 Longton Bypass. About 5 hectares of the land is developable. There are existing industrial uses forming part of the northern boundary of the site. There will need to be a landscape belt along the northern boundary and to screen development from the A59.

5.61 The creation of employment on the land will help to sustain the rural economy and reduce the need to travel to work. The land is suitable for small scale industrial or warehousing units; a small element of housing would also be appropriate.

5.62

EMP7 - EMPLOYMENT POLICY 7: LAND AT WEST PADDOCK, LEYLAND

Land at West Paddock, Leyland is allocated for Business Use (Use Class B1) and Open Space purposes; about one third of the site will be devoted to Open Space. Development of the site should be to a high standard of quality and design and be well related to the surrounding sensitive land uses.

Justification

5.63 The site was identified for office development in the Leyland Town Centre Local Plan but remains undeveloped. That use is now included in Class B1 of the Town and Country Planning (Use Classes) Order 1987 and is still considered to be appropriate; but there is no reason to preclude other uses within the Business Class.

5.64 The site is owned by the Council. It is close to the Town Centre and associated infrastructure and is located within an attractive setting surrounded by sensitive land uses which include residential, offices, schools, a church and a local nature reserve. The site itself provides a green space close to the Southern Towngate area and the policy provides for the retention of an element of this open space. A high quality concept and standard of development will be expected to reflect these factors. A low plot building ratio in a campus style development would be appropriate.

5.65 In the past the site has been held for a community hospital. The District Health Trust still identifies a need for a health care facility, close to the centre of Leyland, within the period of the plan. The exact area of land required is not known but such a use could be appropriate on this land.

5.66

EMP8 - EMPLOYMENT POLICY 8: LAND AT SAMLESBURY AERODROME

Development of the land within the limits of the British Aerospace complex at Samlesbury Aerodrome will be permitted in connection with the company's Aerospace Division activities

Justification

5.67 Land at Samlesbury Aerodrome complex was excluded from the Green Belt in the Eastern Parishes Local Plan on the recommendation of the Inspector following the Public Inquiry into the plan. As British Aerospace is undertaking substantial specialised activities of international as well as local significance within this complex involving very large scale investments, the case for some further development on the operational part of the site is fully justified on economic and social grounds. This will give a degree of flexibility to British Aerospace's Company operations and allow a reasonable area in which the developments related to the company's activities could take place.

5.68

EMP9 - EMPLOYMENT POLICY 9: STRATEGIC LANDSCAPED AREAS IN EMPLOYMENT AREAS

The strategic areas of shelter belt planting at Moss Side and Walton Summit Employment Areas will be protected. In new employment areas, structural landscaping will also be protected. Planning permission will not be given where the proposal has a detrimental effect on these areas unless there are overriding reasons to dictate otherwise.

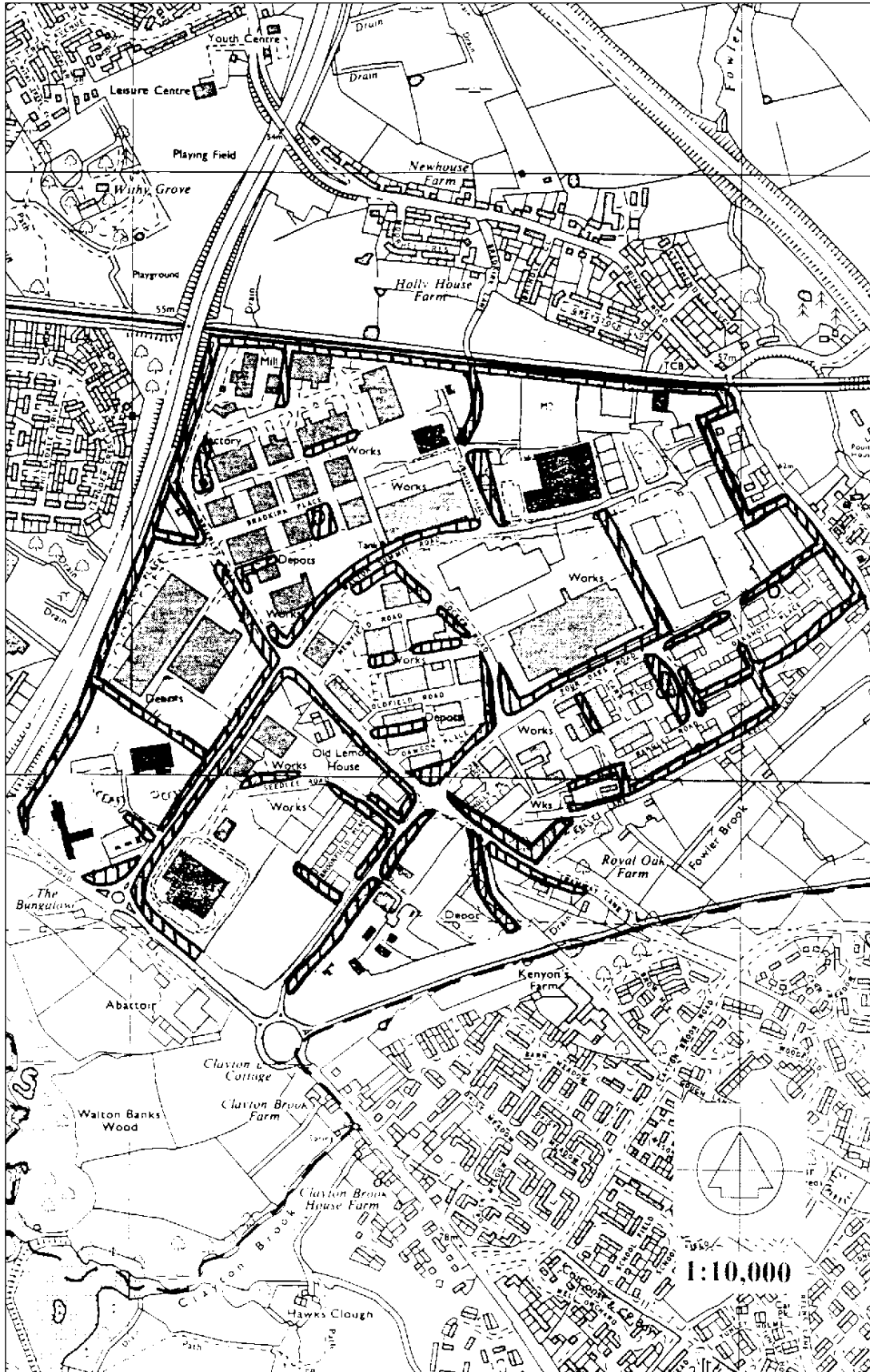
Justification

5.69 Permission was given under the New Towns Act for the industrial areas at Moss Side and Walton Summit and development was implemented by the former Development Corporation. These employment sites incorporated areas of landscaping/strategic shelter belt planting as part of the infrastructure of the development, to screen them and enhance their character. Some of the areas are controlled by the Council and formed part of the Community Related Assets (CRA) package from the former CNT. The strategic landscaped areas are shown in Figures 3 and 4. The retention of these strategic shelter belt landscaped areas has a principal role to play in ensuring that the appearance of the employment areas is protected and enhanced. The management of such landscaped areas will be encouraged.

5.70 Employment sites may arise in the future which include areas of structural landscaping as an integral part of the development. It is important that these areas are safeguarded in addition to those areas of landscaping already protected at Moss Side and Walton Summit.

Figure 3: Moss Side Strategic Landscaping

Figure 4: Walton Summit Strategic Landscaping



CHAPTER 6: RETAIL POLICIES

Introduction

- 6.1** Shopping needs in the Borough are served by an established hierarchy of shopping centres. Leyland is regarded as the main shopping centre in the Borough. There are a number of district centres throughout the Borough serving primarily local needs, most notably Station Road at Bamber Bridge and Liverpool Road at Penwortham. In addition, there are a number of recent retail developments on sites outside these centres. Food stores have been developed at Cuerden by Sainsburys and by EH Booths at Millbrook Way, Penwortham. A non-food retail park has been built at Capitol Way, Walton-le-Dale.
- 6.2** The retailing sector in general has undergone substantial changes in recent years. Increase in personal mobility through increased private car ownership and a trend towards larger stores are two key features of recent changes. The structure of the retail sector itself has also been changing. There has been a massive growth in the proportion of foodstores owned by major national groups. Sainsburys, Tesco, ASDA and the Argyll Group (Safeway, Presto and Lo Cost) now account for over half of total expenditure in the food retailing sector and the trend is likely to continue. At the same time, there has been a corresponding decrease in the number of small grocery stores which are squeezed out as the big multiples take a larger share of what is a largely static share of the retail market. It seems now that the out of town retail boom, prevalent during the 1980's is declining noticeably and there is a hint of a trend back towards smaller stores in town centres.
- 6.3** Patterns of consumer expenditure have also been changing and has been rising in relative terms over recent years. Growth in spending on comparison goods (such as household items, clothing and footwear) was at a much greater rate than on convenience goods (food, drink and tobacco). In the 1970's, more consumer expenditure was on convenience goods than comparison goods but during the 1980's, the trend reversed with comparison goods expenditure exceeding that on convenience goods. The Unit for Retail Planning Information (URPI) forecasts suggest that in the long term, consumer expenditure will continue to increase and that future growth will be concentrated in the comparison goods sector.
- 6.4** It is also likely that new forms of retailing will emerge during the lifespan of the plan, as has been the case during the 1980's with the arrival of out of town retail parks and the purpose built regional shopping centres. Already the discount shopping sector is growing and European owned discount retailers have substantial development programmes in Britain as well as the British owned discount retailers. Also, permission exists elsewhere in the country for club shopping which is an established form of retailing in the United States and likely to become more widespread in Britain too. High street outlets for factory seconds and discontinued lines are becoming more prevalent as are purpose built factory outlet complexes.
- 6.5** All these factors show that retailing is a dynamic industry and that policies need to be flexible to take account of changes within it whilst at the same time acknowledging other important objectives, such as reducing the need to travel and the protection of environmentally sensitive areas.
- 6.6 Objectives**

- 1. To maintain and enhance the position of Leyland as the main shopping centre in the Borough offering a wide range of convenience and comparison goods and services which serve a wide catchment area.**
- 2. To identify district centres, elsewhere throughout the Borough which serve local shopping needs and seek to concentrate commercial development appropriate to a shopping area within them.**
- 3. To seek to protect and provide shopping facilities which cater for local convenience needs and reduce the need to travel by motor vehicle.**
- 4. To seek to provide a range of retailing opportunities which are accessible to walking customers and public transport as well as by private motor vehicle.**
- 5. To seek to prevent new retail development which would have an adverse impact on the vitality and viability of existing established centres, in particular, Leyland Town Centre.**

Strategic Context

- 6.7** Current planning guidance at a national level is contained in PPG6: Town Centres and Retail Development (Revised). The overall objective is to sustain and enhance existing centres. It emphasises a plan-led approach, promoting retail development in town and district centres whilst restricting such development elsewhere within the urban area. The Government's objectives however include to maintain an efficient, competitive and innovative retail sector and to ensure the availability of a wide range of shops and other facilities accessible by a choice of means of transport. It introduces a sequential approach to selecting sites for development, whereby town and district centres should be the preferred location. This test applies not only to retail but also leisure developments. In addition applicants must assess proposals on sites outside town centres in terms of the likely impact on the vitality and viability of existing town and district centres, the accessibility by choice of means of transport and the likely effect on overall travel pattern.
- 6.8** Strategic guidance for shopping matters in the Borough is given in the Structure Plan. The overall strategy seeks to underline the importance of retailing as a key element in maintaining the vitality of town centres and as a catalyst in urban regeneration. It also seeks to ensure that new retail development is well related to existing transport infrastructure. Therefore a key aim of the strategy is to concentrate major new retail development within or at the edge of 30 main shopping centres in the County. These centres offer an extensive range of convenience and comparison goods which serve a wide catchment area. Based on the number of premises in the shopping centre, total gross floorspace and the average floorspace for a number of uses, it is possible to rank the 30 centres and, within the overall rank, identify distinct groups that form the basis of an overall hierarchy. Leyland Town Centre ranks as number 12 and falls within the fourth group in the overall hierarchy. Nearby Preston is ranked as the number one shopping centre in the County and clearly exerts an influence over the Borough. Other higher order centres which may also exert an influence are Blackburn and Chorley. Southport lies outside the County but may also exert an influence on consumer choice and behaviour.

- 6.9** The strategy also recognises that successive out of centre retail developments can have cumulative adverse effects on the vitality and viability of existing centres. However, provision is made for some forms of retailing which could be located outside established centres such as DIY, furniture, electrical and carpet retail warehouses which require single large floor areas and attract a large number of car borne trips. If they cannot be accommodated within or adjacent to existing centres, they may be allowed, if, as a whole, there would be no adverse impact on existing centres.
- 6.10** Other retail development may be permitted within or adjacent to other centres not identified in the hierarchy if the development would be appropriate in scale and character to the requirements of the area.

Local Context

- 6.11** Previous local plans have sought to maintain Leyland as the main shopping centre in the Borough by identifying land for new town centre development at Southern Towngate. Other district centres were identified as being suitable for new commercial development. Throughout the life of the previously adopted local plans, applications for the out of centre developments at Sainsburys, Booths and the Capitol Centre were approved. Policy provision in the previously adopted local plans recognised that there was insufficient land within the existing district centres to provide for the proposed developments and it was considered that the developments would not have an adverse impact on existing retail provision in the Borough at the time.

Leyland Town Centre

- 6.12** The planning policy context for Leyland Town Centre is set out in the Structure Plan which continues to identify Leyland Town Centre as the (only) main shopping centre in the Borough. It is identified as such on the basis that it offers an extensive range of both convenience and comparison goods and services and serves a wide catchment area. The Leyland Town Centre Local Plan provided the local policy context for the town centre since its adoption in 1984. The development of Southern Towngate for new retail and town centre uses had been a main strand of the policies in that plan. This was the only site allocated for major retail development and other policies have reinforced this. A defined area at Hough Lane was considered suitable for consolidation and expansion of businesses but there were no opportunities for major new development within it. Shopping and other commercial development was not acceptable outside these areas. In addition, a site at Chapel Brow including the former gas holder site, was allocated for office development but such development did not transpire in the lifetime of the town centre plan.
- 6.13** As part of the background work for this plan, the Council commissioned a study of Leyland Town Centre to review existing planning policies. The study was undertaken between October 1993 and January 1994 by the Unit for Property Research, Sheffield Hallam University and Herring Baker Harris.
- 6.14** The study concluded that the commercial position of the Town Centre is fragile. A substantial proportion of the available consumer expenditure within the Leyland catchment area is spent outside the Town Centre. Shopping centres at Preston and Chorley are likely to account for a large proportion of leaked expenditure on comparison goods items and an outer

ring of food superstores (eg Sainsburys at Cuerden, ASDA at Clayton Green) take the majority of convenience expenditure. Surveys of both shoppers and traders have identified two main issues, the need to strengthen the range of shopping provision and the need to develop and improve the Southern Towngate area. Despite the allocation of the land in the Leyland Town Centre Local Plan and the granting of planning permission for redevelopment at Southern Towngate, the new shopping development has not been built and the land remains vacant and semi derelict. Its state detracts from the appearance of the area generally and does not instil confidence from existing businesses, shoppers or potential investors.

- 6.15** Despite the fragile position of the Town Centre, the study identifies a range of improvements which may go some way towards addressing these issues. These are in accordance with the guidance in PPG6: Town Centres and Retail Development (Revised) which emphasises that the planning system should facilitate competition between different types of shopping and take account of the important contribution of retail activity to the vitality and viability of town centres. These issues and objectives are specifically addressed in the policies which follow and can be considered under the following overall aim:

To maintain the position of Leyland Town Centre in the shopping hierarchy by stimulating opportunities for investment and new development and through effective management to create an attractive town centre.

- 6.16** The town centre is defined on the Proposals Map by policy LTC3: Other Development within the Town Centre.

6.17

LTC1 - LEYLAND TOWN CENTRE POLICY 1: LAND AT SOUTHERN TOWNGATE

Land at Southern Towngate is allocated for mixed uses appropriate to a town centre including retail shops, offices, housing, leisure and community including education and health facilities. The redevelopment scheme shall include provisions relating to the pedestrianisation of Southern Towngate and facilities for public transport, car parking, cyclists and taxis.

Justification

- 6.18** Southern Towngate is the most attractive proposition for major new retail development. It is adjacent to existing large scale shopping, civic and leisure uses and can be well provided for by public and private transport. The shopper and trader surveys show that improvement of this area is a priority for both the public at large and the commercial community. As the redevelopment of this site is the main priority, the Council would wish to see this site developed in advance of other retail development sites elsewhere in the Town Centre. There have been two peaks in the economic/development cycle while commercial uses have been proposed on this site, yet it still remains vacant and under-used. It is not considered likely in the immediate future that economic circumstances will be such as to make commercial development of the whole site viable. The range of uses proposed is therefore extended to include housing and community, including health and education facilities so that a comprehensive development scheme, capable of implementation may be put together.

6.19 Previous proposals to develop new retail and other facilities in Southern Towngate were only partially implemented and the relevant permission has now ceased to have effect. Much of the existing development is vacant and large areas of the site remain undeveloped. The site is in poor environmental condition, is visually unattractive, has the effect of blighting this part of the town centre, and acts as a disincentive to investment. Development of the site is a key priority, which should be given precedence over other sites within the town centre. To assist in the development of the site, the Council will encourage and facilitate appropriate proposals, particularly those which have the prospect of implementation in the short term, are attractive to occupiers and which assist in attracting investment to this part of the town centre.

6.20

LTC2 - LEYLAND TOWN CENTRE POLICY 2: ALLOCATION OF DEVELOPMENT SITES FOR TOWN CENTRE USES

Land is allocated at the following sites for development appropriate to a town centre including retail shops, offices, housing, leisure and community, including health and education, facilities:

- a) **Land at Chapel Brow including the former Gas Holder Site;**
- b) **Land at Dorothy Avenue.**

Justification

6.21 In order to increase the number of opportunities for new investment and development in the town centre, two new sites are allocated for development. The land at Chapel Brow which includes the former gas holder site was previously allocated for office uses in the Leyland Town Centre Local Plan. Making the site available for a wider range of uses will encourage development by generating proposals which can also meet the costs of land treatment. Planning permission has been granted.

6.22 The site at Dorothy Avenue includes land previously safeguarded for the Leyland East West Bypass and the site for a new car park at the rear of Alice Avenue. The Leyland East West Bypass is now deleted and the new car park at the rear of Alice Avenue which was meant to replace the car park at Churchill Way is no longer needed for that purpose.

6.23 This part of the town centre has been blighted by the proposed road. Development of this site will assist in rejuvenating the area and strengthening the links between Chapel Brow and Hough Lane.

6.24

LTC3 - LEYLAND TOWN CENTRE POLICY 3: OTHER DEVELOPMENT WITHIN THE TOWN CENTRE

Within the town centre as defined on the Proposals Map, existing businesses will be allowed to expand and changes of use to shopping and commercial development including those from

non-commercial property, will be permitted, subject to the detailed development control criteria in Policy LTC4 being satisfied and other normal planning considerations not being materially affected.

Justification

6.25 This is a more flexible policy than was included in the previous local plan and is part of the strategy of allowing competition to strengthen provision. The major change in policy is for the area between Hough Lane and Southern Towngate which contains shopping, commercial, leisure and housing uses. The strategy of concentration at Southern Towngate is relaxed with a view to encouraging development generally within the central area. Shopping and commercial uses in this stretch would help create a connection between the area at Hough Lane and any new development at Southern Towngate. However, it will be necessary to demonstrate that parking and servicing problems will not be created particularly along Towngate and that A3 uses (food and drink premises as defined in the Town and Country Planning Use Classes Order 1987) would not lead to adverse effects on the amenities of occupiers of adjoining residential properties.

6.26

LTC4 - LEYLAND TOWN CENTRE POLICY 4: CRITERIA FOR DETERMINING APPLICATIONS

An application to provide, redevelop or extend retail, leisure or commercial uses in accordance with policies LTC1, LTC2 and LTC3, will be considered on the basis of the following criteria:

- a) Design and siting of the proposed development;**
- b) Provision of car parking and servicing, in particular the availability of rear parking and servicing facilities; and**
- c) Impact on surrounding land uses, particularly where these are predominantly residential.**

Justification

6.27 This policy is especially important where new proposals may affect nearby residential properties such as along Towngate. A careful balance needs to be maintained in promoting new development and protecting the amenity of existing uses, especially housing. Intensification of existing uses may, in some cases, be more harmful to surrounding properties than redevelopment.

6.28 New proposals should be designed in sympathy with the scale of surrounding uses and should incorporate off-street servicing and car parking where possible. Proposals for hot food take away shops or other class A3 uses are unlikely to be acceptable where adjoining premises are predominantly residential.

Management Policies

6.29 Town centres can maximise their competitive advantage against new forms of car borne shopping by effective management of their environment and services. The development and

improvement of Southern Towngate was identified by the shopper and trader surveys as the most important management consideration for the Town Centre.

6.30 The need to improve traffic flows and reduce congestion was also raised in two telephone questionnaire surveys and was a major concern of members of the organisations consulted including the Chamber of Trade and South Ribble Business Venture. The full value of the investment in improvements between King Street and Turpin Green Lane will not be realised until they are linked with other measures to improve traffic flows on Hough Lane and Chapel Brow.

6.31 The consultation exercises showed that availability of free parking, conveniently situated for Town Centre shopping was one of the main attractions of the Town Centre. Though the overall level of parking is adequate it is somewhat out of balance with the majority provided at Southern Towngate and with less available around Hough Lane. Several of the consultees pointed out that while free parking is of great benefit it is currently inefficiently used. There are a number of other land use issues which could contribute to the vitality and viability of Leyland Town Centre.

6.32

LTC5 - LEYLAND TOWN CENTRE POLICY 5: HOUGH LANE AND CHAPEL BROW IMPROVEMENTS

Measures will be taken to reduce through traffic in Hough Lane and Chapel Brow and to improve the environment for pedestrians and facilities for public transport.

Justification

6.33 Using the box of roads provided by King Street, Golden Hill Lane, School Lane/Towngate and Churchill Way/Turpin Green Lane, through traffic can be diverted away from Hough Lane and Chapel Brow. This provides the opportunity to improve the environment, including by the reduction of pollution and hazards to pedestrians, on these shopping streets and to enhance facilities for buses and taxis.

6.34

LTC6 - LEYLAND TOWN CENTRE POLICY 6: LINKING OF CHAPEL BROW AND HOUGH LANE

Planning permission will be granted for development within the area identified in the Leyland Town Centre Inset Map provided that the proposal incorporates:

- a) **Measures to facilitate pedestrian movement between Hough Lane and Chapel Brow; and**
- b) **Environmental measures and design features of any buildings which would integrate the site physically and visually to the rest of the town centre.**

Justification

6.35 The schemes implemented under Leyland Town Centre Policies LTC5 and LTC6 should be designed around a strong co-ordinated theme to create visual links and help generate pedestrian flows, effectively extending the town centre eastwards along Chapel Brow. Pedestrian facilities and environmental features will need to be carefully designed at the junction of Churchill Way with Hough Lane and Chapel Brow. A comprehensive scheme will be designed to facilitate pedestrian movement between these areas and to integrate Chapel Brow, the Gas Holder site and the town centre functionally and visually. Pedestrian crossings should be at grade controlled by traffic lights.

6.36

LTC7 – LEYLAND TOWN CENTRE POLICY 7: CAR PARKING IN LEYLAND TOWN CENTRE

Within Leyland Town Centre and adjacent residential areas, the Council will introduce appropriate measures in relation to on and off street car parking in order to secure maximum level of short stay car parking spaces and to reduce on street parking by non-residents in residential areas.

Justification

6.37 In order to maintain the vitality of the town centre, it is necessary to continue to attract shoppers and to make provisions for those who use cars. An adequate level of good quality car parking is therefore essential.

6.38 In Leyland town centre the provision of additional long stay parking will be controlled and measures will be introduced to give preference to, and provide sufficient spaces for, the needs of the short stay shopper whilst protecting residential amenities.

6.39 There is a need to control the amount, duration and type of car parking available to reduce the problems of congestion and pollution and at the same time to maintain good access to the

centre. Leyland, if it is to compete effectively with neighbouring town centres and out-of-centre developments, must remain attractive to people who may need to use their car. It is possible to achieve better use of existing car parking by adopting management policies which favour short term parking for visitors to the town centre, particularly shoppers, at the expense of long term parking for commuters.

- 6.40** A management policy will be introduced to differentiate between short stay shopper car parks and those which may be used all day by commuters. Such an approach whilst continuing to make the town centre more convenient for shopping customers will also reduce the amount of traffic movements generated by motorists looking for parking spaces.

FURTHER RETAIL POLICIES

- 6.41** This section deals with other retail matters in the Borough outside Leyland Town Centre.

6.42

FR1 - FURTHER RETAIL POLICY 1: DEFINITION OF DISTRICT CENTRES

District Centres are defined at:

**Station Road, Bamber Bridge
Liverpool Road, Penwortham
Tardy Gate, Lostock Hall
Kingsfold, Penwortham
Victoria Road, Walton-le-Dale
Seven Stars, Leyland
Earnshaw Bridge, Leyland
Stanifield Lane/Preston Road, Leyland/Farington
Higher Walton
Longton**

Each is shown as an inset on the Proposals Map. Within the defined district centres, an application for new development, redevelopment, extensions and alterations to existing businesses and changes of use to provide shopping, commercial and other community uses appropriate to the centres will be permitted subject to the following criteria:

- a) The provision of adequate car parking and servicing;**
- b) The design and appearance of the proposal in relation to the surrounding area;**
- c) There is no adverse environmental impact arising from the proposal; and**
- d) The proposal must be appropriate in type and scale to the particular district centre.**

Justification

- 6.43** The defined district centres have evolved as the traditional shopping areas in the Borough outside Leyland Town Centre. The identification of the Centres and encouragement of

appropriate development within them seeks to retain and enhance this traditional pattern. Such centres offer a range of facilities at convenient and accessible focal points and concentrating new development within them will minimise the need for shoppers to make additional journeys by car.

- 6.44** District centres identified in this policy shall be regarded as town centres for the purposes of interpreting the guidance in PPG6: Town Centres and Retail Developments (Revised) although proposals will be judged in view of the need to interpret the guidance according to the circumstances of each centre.
- 6.45** Not only are shops found within the district centres but professional offices, such as insurance brokers and estate agents, financial institutions such as banks and building societies, libraries, medical facilities, food and drink outlets and other services too. The Council consider that such uses, generally covered by classes A1, A2, A3, D1 and D2 of the Town and Country Planning (Use Classes Order) 1987 are appropriate within district centres to contribute to their vitality and viability. The Centres are described as follows:

Station Road, Bamber Bridge

- 6.46** The previous policy approach for the Station Road Shopping Centre was set out in the Walton-le-Dale/Bamber Bridge/Lostock Hall Local Plan. Since that plan was adopted, purpose built shopping development within the district centre has taken place comprising a foodstore, two banks, three shops and associated car parking. Planning permission has also been granted recently for four further retail units north of the completed development. Car parking has also been provided off Kingsway as suggested in the Local Plan. The remainder of the land within the allocated development area comprises a mixed terrace of residential and commercial properties, the Withy Trees Public House, Withy House, a former surgery, a dentist, library and chip shop at the corner of Station Road and Collins Road
- 6.47** It would appear that there is now little realistic opportunity for further enhancement of facilities within the district centre. The provisions in the previously adopted local plan for the district centre have largely been fulfilled and this plan provides an opportunity for reviewing the Station Road District Centre.
- 6.48** A small enlargement of the defined area of the district centre would enable further commercial developments to take place, adding to the range of facilities and increase its attractiveness in the area thereby encouraging people to use the district centre rather than travelling elsewhere.
- 6.49** An extension to the district centre on the east side of Station Road is proposed as it already contains many shops/commercial premises together with the police station which is likely to become available in the near future. On the west side there are some terraces comprising mainly commercial uses where further change of use of residential properties could be allowed without undue impact on residential amenities. Access to that side of Station Road from the main part of the district centre is facilitated by the pedestrian crossing.

Liverpool Road, Penwortham

- 6.50** The area of the district centre was defined in the Penwortham Local Plan, and basically comprises frontage properties on either side of Liverpool Road. A car park proposed at the

rear of 52-64 Liverpool Road is available for use. There is little scope within, or adjacent to the district centre for further commercial expansion because of the wholly residential character of the properties immediately adjacent to it. The boundary of the district centre is enlarged by including the properties 66-78 Liverpool Road which more accurately represents the extent of existing commercial premises. Construction of the Penwortham Bypass from Broad Oak to Longton will remove much of the through traffic from the Liverpool Road shopping area and will give the opportunity for traffic management measures and environmental improvements to take place. The exact extent and nature of these will have to be determined when the impact of the bypass has been assessed and consultations have been carried out.

Tardy Gate, Lostock Hall

6.51 An area of land is allocated for district centre uses on the west side of Watkin Lane/Leyland Road at Tardy Gate, between Coote Lane and Sephton Street (including Hope Terrace and Victoria Terrace). Parking is available to the rear of Hope Terrace with access from Croston Road. Hope Terrace itself has been pedestrianised.

6.52 The properties on Hope Terrace effectively have a double frontage due to the car park and service yard at the rear and extensions to businesses should conform to the following general principles:

- i) that uniformity of roof line, canopy and fascia levels be pursued throughout the terrace,
- ii) that matching slates be used on canopies,
- iii) that the elevation be finished in cement rendering preferably with a consistent British Standard colour finish,
- iv) that a consistent window treatment above fascia level be sought wherever possible.

6.53 Since the Walton-le-Dale/Bamber Bridge/Lostock Hall Local Plan was adopted, planning permission has been granted for development to form ten flats and two retail units to the rear of Victoria Terrace. Only one residential property remains and there is little scope for further new commercial development and it is essential therefore that permission is not granted for non-commercial uses on the site of the two shops in the existing permission.

Kingsfold, Penwortham

6.54 There is also a defined district centre at Kingsfold, based on the existing commercial properties at Pope Lane and Hawksbury Drive. There has been little need for redevelopment as much of the property is modern and purpose built. At the eastern end of the district centre, there is only limited parking. The car park to the rear of Hawksbury Drive was identified for improvement. It was also stated that consideration could be given to converting the first floor flats on Hawksbury Drive to commercial uses and thus enable the rear garden areas to be used for rear servicing.

6.55 Since the Penwortham Local Plan was adopted, improvements have been carried out to provide more car parking on the rear parking area. The first floor flats remain in residential use and hence the rear gardens remain. On street parking and forecourt parking remain a

problem. There is little land available adjacent to the district centre which provides scope for further commercial development or parking due to the built-up nature of the area.

- 6.56** The proposal to permit the first floor flats to commercial use can continue to allow scope for further commercial activity should demand warrant it.

Victoria Road, Walton-le-Dale

- 6.57** Land is allocated on the west side of Victoria Road for the location of district centre uses. The Council has provided a car park to the rear of 174-182 Victoria Road and a medical centre and associated car park have been built on adjoining land to the south. Within the confines of the defined district centre, there is not much vacant land and therefore scope for new development unless existing premises are cleared. However, there is still a high proportion of residential properties within the district centre and thus there is still scope for changes of use within the district centre, without the boundary altering. The low rate of take up of these residential properties for commercial use may be an indicator of a lack of demand for further commercial uses in the centre.

Seven Stars, Leyland

- 6.58** The area of the district centre was originally identified in the Leyland Lane Shopping Policy. It is located at and around the junction of Fox Lane, Leyland Lane and Slater Lane. The policies for the district centre were reviewed in the Leyland, Farington and Cuerden Plan and took account of the changes which had occurred since the original policies were drawn up. These include the introduction of a gyratory road system which has allowed additional on street car parking on the one way stretch of Leyland Lane, the opening of the western primary road and the continued build up of population at Moss Side. In addition the existing car park usage has been monitored and there would appear to be a degree of under-utilisation. The Leyland, Farington and Cuerden Plan eased the restriction on expansion of existing commercial premises into any first floor residential accommodation. There is no reason why this approach should not continue.
- 6.59** There is a need for general environmental improvements to be made in surface treatments, street furniture and in particular the area around the car park at the rear of the premises on the east side of Leyland Lane.

Earnshaw Bridge, Leyland

- 6.60** This small centre is situated either side of Leyland Lane south of the junction with Golden Hill Lane/ Longmeanygate. It serves the immediate neighbourhood as well as a significant passing trade. Parking facilities are limited and are restricted to the form of lay-bys on Leyland Lane and Oak View. This restriction together with the existing built up nature of the area means there is little scope for expansion or provision of extra parking.
- 6.61** The junction of Leyland Lane, Golden Hill Lane and Longmeanygate is a source of danger to pedestrians and leads to traffic congestion. The ability to carry out physical improvements are restricted by the layout of buildings but measures to improve traffic movement and safety will be considered.

Stanifield Lane/Preston Road, Leyland/Farington

6.62 There are two small concentrations of shops mainly on the west side of Stanifield Lane serving local needs with an amount of passing trade. The southern part has a service road at the front but there is limited parking and no opportunity of increased provision.

Higher Walton

6.63 There is a concentration of local shopping facilities on both sides of Cann Bridge Street. Parking exists behind frontage properties on the northern side together with a limited amount of on street parking on Cann Bridge Street itself. There is scope for more commercial development on a small scale as there are residential properties on the south side where change of use to commercial could be permitted. The area has not been allocated for a district centre in the past but as part of the overall aim of reducing the need to travel and supporting accessible local facilities throughout the Borough, facilities here could be supported and enhanced.

Longton

6.64 The concentration of shops together with a health centre and library in Liverpool Road close to its junction with Chapel Lane provide a focus for facilities in the centre of the village. There is a range of shops mostly in purpose built premises with some provision for car parking which enables much local shopping to be done without the need to travel outside the village. The facilities here will be supported by inclusion as a defined district centre.

6.65

FR2 - FURTHER RETAIL POLICY 2: CAPITOL CENTRE, WALTON-LE- DALE

Within the area defined on the Proposals Map at and adjoining the existing Capitol Centre Retail Park at Walton-le-Dale but excluding the land allocated for the Park and Ride facility, new development, redevelopment or a change of use to provide non-food retail shops, offices, an hotel, tourism or leisure facilities or a retail food store not exceeding 1,500 square metres of gross floorspace will be permitted provided that the development:

- a) Could not be accommodated within or on the edge of an existing town centre or district or local centre;**
- b) Would not individually or together with other recent or proposed development harm the vitality and viability of any existing town or district centre;**
- c) Would not significantly reduce the range and variety of uses on the site; and**
- d) Would not prejudice highway safety or the free flow of traffic and any necessary parking and servicing arrangements could be provided.**

Conditions may be imposed to restrict the range of goods sold from retail outlets to prevent changes which could have an adverse impact on the vitality and viability of existing centres.

Justification

- 6.66** The site includes the recently constructed Capitol Centre, an existing industrial use and a greenfield site to the east of the confluence of the Rivers Ribble and Darwen. This allocation will constitute a "rounding off" of development in this area. The Capitol Centre has developed in recent years as a non-food retail park with leisure facilities. In addition, the area will also be the location for a bus based park and ride facility serving the A6 and A675 corridor into Preston and identified under Policy T4: Park and Ride. The park and ride facility will have sufficient capacity to accommodate over 1,000 cars.
- 6.67** The opportunity the site already provides for multipurpose journeys will be enhanced, and it is logical in pursuit of the objective of achieving sustainable development, to allow further uses on the site thereby increasing the possibilities for multipurpose journeys. Uses which are considered appropriate include further non-food retail uses, food and drink, offices, research and development, hotels, cinemas, concert halls and indoor sports and recreation uses. With regard to new retail uses, where necessary, restrictions will be imposed controlling the range of goods sold, to prevent changes which may have an adverse impact on the vitality and viability of existing centres.
- 6.68** Within the site there may also be potential for a modest size food store to meet the convenience needs of the Walton-le-Dale area. However it must be demonstrated by means of an impact study that any such development will not have an adverse impact on existing retail provision in the Borough and in particular on the vitality and viability of the Bamber Bridge District Centre. Large food superstores intended to serve a wide catchment area will not be permitted on this site.
- 6.69** Part of the site benefits from a riverside location and the design and layout of any development should recognise this and take advantage of it. This parcel would be appropriate for a mixed business type development possibly offices and/or leisure with a prestige frontage to the River Ribble. In addition, any development of the greenfield site should recognise the presence of existing residential uses at Flatts House and of the Scheduled Ancient Monument. The latter is of international importance and the remains need to be protected in some form. Access to the site should be from London Way.

6.70

FR3 - FURTHER RETAIL POLICY 3: DEVELOPMENT ELSEWHERE IN THE URBAN AREA

An application for substantial retail development within the urban area outside Leyland town centre, the identified district and local centres and the Capitol Centre will be permitted if the proposal satisfies all of the following criteria:

- a) The development could not be accommodated in Leyland town centre; on the edge of that centre; or providing it would be in keeping with the scale and nature of existing retail development, in a district or local centre, or in the Capitol Centre;**
- b) The site is not allocated for any other purpose, especially where the land is allocated for employment or housing and where retail development would have the effect of limiting the range and quality of sites for such uses; (cont'd...)**

- c) **The proposal together with other recent or proposed retail development, would not have an adverse impact upon the vitality and viability of any nearby town, district or local centre;**
- d) **The proposal would be well located in relation to public transport services and the major road network, would be accessible to cyclists and pedestrians and would reduce the number and length of journeys by private car; and**
- e) **The proposal will satisfy an identified qualitative and quantitative need.**

Conditions may be imposed to prevent changes in the range of goods sold, which could have an adverse effect on the vitality and viability of existing centres.

Justification

6.71 The main aim of the shopping strategy is to enhance and consolidate shopping provision within or on the edge of Leyland town centre, or at other established centres. The policy therefore establishes rigorous tests for development elsewhere in the urban area. However it is recognised that some forms of retailing have requirements that cannot be accommodated readily in these centres, such as DIY, furniture and carpet stores which often require large single floor areas, substantial adjacent customer parking and areas for the delivery of bulky items.

6.72 The onus will be upon the developer to demonstrate that a sequential approach has been adopted for site selection. A planning application on a site which is allocated for uses other than retailing will not normally be permitted. However the Council may give sympathetic consideration to a proposal for commercial development which has special locational requirements which cannot be accommodated satisfactorily in established centres. The impact of a proposal on the vitality and viability of established centres will be assessed in accordance with the guidance in PPG6: Town Centres and Retail Developments (Revised) and, in particular, will include use of the indicators of the health of centres set out in Figure 1 of that guidance.

6.73

FR4 - FURTHER RETAIL POLICY 4: OTHER RETAIL AND COMMERCIAL DEVELOPMENT WITHIN THE EXISTING BUILT-UP AREA

An application for small scale retail and other commercial development or for the redevelopment of an existing retail use within the existing built-up area but outside an identified centre will be permitted if the proposal would satisfy the following criteria:

- a) **The development would provide for the convenience needs of the local community or would use the only remaining non-commercial property within a block of properties which are otherwise in existing commercial use; and**
- b) **The proposal would not adversely affect the vitality and viability of any nearby centre.**

Proposals for extensions to existing retail and other commercial uses will be required to satisfy only criterion b).

Justification

- 6.74** The policy provides for new or extended retail and commercial development (defined as uses within Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order 1987) which is intended to provide for the needs of the local community. In particular the Council would encourage the provision of new shops to serve local convenience needs within areas of new development or in areas where provision is lacking. This type of facility increases consumer choice and provides the opportunity to reduce the need to travel by motor vehicle. The policy also ensures that existing businesses can expand.
- 6.75** In accordance with the provisions of Policy QD1: Design Criteria for New Development, particular attention should be paid to the effects of a proposal upon residential amenity including avoiding disturbance from customer or delivery vehicles and at unsocial hours. Proposals to provide comparison goods shops would not be permitted unless the proposal would relate to the last non-commercial property in a block of properties which are otherwise in commercial use.
- 6.76** An extension into a neighbouring property should not lend itself to subdivision into separate units. Extensions should also safeguard existing parking and servicing arrangements.

6.77

FR5 - FURTHER RETAIL POLICY 5: LOSS OF LOCAL SHOPS

The change of use of a ground floor shop which provides for local convenience needs to a non-retail use will be permitted only where it can be clearly demonstrated that:

- a) There is no longer a retail demand for the property; or**
- b) Alternative facilities exist to serve the locality.**

Justification

- 6.78** This policy seeks to protect existing convenience shopping provision which is available at a local level and offers the opportunity to minimise the need to travel by motor vehicle. The planning system cannot ensure that such provision remains in perpetuity. This would be unrealistic given that changes in shopping trends and consumer behaviour can make some retail undertakings no longer viable. The criteria set out in this policy seek to ensure that the benefits of local convenience shopping are not easily lost. Applicants should be able to provide information which supports the claim that there is no longer a demand for the retail use of the property, for example by demonstrating that the property has been offered at a realistic price for a reasonable period and that there is no market interest. Alternatively, it may be permissible to allow a retail unit to be "lost" if alternative facilities are available within easy walking distance which duplicate the type of retail provision being lost.

CHAPTER 7: ENVIRONMENT POLICIES AND PROPOSALS

Introduction

7.1 The natural and built environment is an important part of the area's heritage but can be threatened by development and other actions. There is an increasing public awareness of environmental issues. The Council recognises the importance of safeguarding and improving the quality of the environment both as a desirable objective in its own right and for its social, educational and economic benefits.

7.2 Objectives

- 1. To conserve, enhance and renew the landscape and important landscape features.**
- 2. To protect, enhance and create wildlife habitats and areas of ecological importance, including the wildlife corridors.**
- 3. To protect all wildlife and in particular rare and threatened species.**
- 4. To improve the environment of both the urban and rural areas.**
- 5. To protect and enhance the built heritage.**
- 6. To protect the water environment.**
- 7. To prevent polluting development and new development in locations affected by existing polluting installations.**
- 8. To consider proposals for renewable energy generation in relation to their impact on the environment.**

Strategic Context

7.3 The strategy of the 1990 White Paper "This Common Inheritance" made plain the commitment of stewardship and responsibility in managing resources.

7.4 Regulations require development plans to include policies for the conservation of the natural beauty and amenity of land and for the improvement of the physical environment. A basic environmental appraisal of plans must also be undertaken as part of the plan preparation procedure so that the environmental implications of policies can be assessed.

7.5 The Structure Plan 1991-2006 aims towards a pattern of sustainable development and growth.

Local Context

- 7.6** Previous local plans have included a range of policies which protected the landscape, encouraged conservation of wildlife habitats, protected structures, features and sites of architectural, historic or archaeological significance and proposals for environmental improvements.
- 7.7** In 1993 the Council produced an Environment Strategy to provide a strategic context for this plan. The Strategy reflected national and local environmental objectives and the priority given to environmental considerations. The Strategy is divided into four sections setting out policies and proposals for environmental protection and enhancement, land-use, movement and public information. Each section has an overall objective and a series of position statements which indicate the Council's policy on specific issues, the action taken to date and future action. The Strategy has been the subject of public consultation. A draft Local Agenda 21 (LA21) Strategy has been produced.

Landscape Conservation and Enhancement

- 7.8** The landscape of South Ribble away from the urban areas has been shaped by agriculture. The low lying landscape of the west contrasts with the gently undulating river valley landscape of the east. The semi-natural landscapes that remain are a result of positive measures to conserve them or their unsuitability to modern agricultural techniques. They include the ancient woodlands along the river valleys in the east of the Borough and the Ribble Estuary in the west.
- 7.9** The previously adopted Structure Plan 1986 - 1996 and previous local plans included policies for protecting "Areas of Special Landscape" and the South Ribble Environment Strategy (1993) included a policy to protect and enhance the landscape. A different approach has been adopted in the current Structure Plan and this is reflected in the following policy.

7.10

ENV1 - ENVIRONMENT POLICY 1: LANDSCAPE PROTECTION AND ENHANCEMENT

Development in the landscape character areas shown in Figure 5 should be in-keeping with their character and should respect local building styles, features and materials.

Proposals to conserve, renew and enhance landscape features will be permitted, providing regard has been given to the characteristic landscape features of the area and subject to the provisions of other policies.

Justification

- 7.11** The landscape evaluation of Lancashire undertaken by the County Council in preparing the Structure Plan identified "Lancashire Character Areas". Areas were assessed in terms of their geology and landform, land cover, land use and development, wildlife habitats and nature conservation.

7.12 South Ribble has been divided into four landscape areas shown on Figure 5:

- i) Leyland Hundred;
- ii) Lancashire Plain;
- iii) Coasts and Estuaries;
- iv) Rural Valleys.

7.13 This policy complements the strategic areas of restraint policy i.e. Green Belt, green wedges, nature conservation and agricultural land and gives guidance on what is important in each landscape and how it should be conserved and enhanced.

7.14 It is the aim of this policy to conserve, renew and enhance the primary landscape features, and to sustain their essential characteristics for their contribution to the character and appearance of the countryside and their visual amenity. Their essential characteristics are:

- (i) The Leyland Hundred characteristic landscape features include:
 - a) Rolling small to medium scale landform;
 - b) Extensive hedgerows with many trees;
 - c) Small semi-natural woodlands particularly in valleys;
 - d) Irregular field pattern;
 - e) Backdrop of West Pennine Moors;
 - f) Vistas to coastal plain from higher ground; and
 - g) Field ponds.
- (ii) The Lancashire Plain characteristic landscape features include:
 - a) Flat to gently undulating landform;
 - b) Large, mainly arable fields (both thorn hedged and open fields and lanes);
 - c) Extensive drainage ditches with localised reed-beds;
 - d) Large belts of woodland, often including conifers;
 - e) Brick farmsteads and settlements;
 - f) Seasonally changing land surface texture and colour due to farming operations;
 - g) Views of distant hills;
 - h) Mosses and Carr;
 - i) Field ponds; and
 - j) Rural lanes straight in rectangular patterns.
- (iii) The Coasts and Estuaries characteristic landscape features include:
 - a) Wide expanses of sea, salt marsh, mud and sand banks;
 - b) Birds provide movement and interest. The shining wet surfaces at low tide highlight the views;
 - c) Strong horizontal lines of sea defences accentuate the sense of space and define the high water mark;
 - d) Wind sculptured tree and scrub; and
 - e) Small structures often become focal points.
- (iv) The Rural Valleys characteristic landscape features include:

- a) Meandering rivers with broad loops in mid and lower reaches;
- b) Extensive semi-natural woodland cover;
- c) Many hedgerow trees;
- d) Wooded cloughs;
- e) Field ponds;
- f) Stone farms and villages well integrated into landscape;
- g) Visually contained views with backdrop of surrounding fells; and
- h) Panoramic vistas across valleys from higher ground.

7.15 It is important that the quality of these landscapes be protected and improved where opportunities arise. New development should, therefore, enhance the landscape by careful siting, choice of local materials and style, overall design and sensitive planting. This does not rule out the use of equivalent natural materials that are not local.

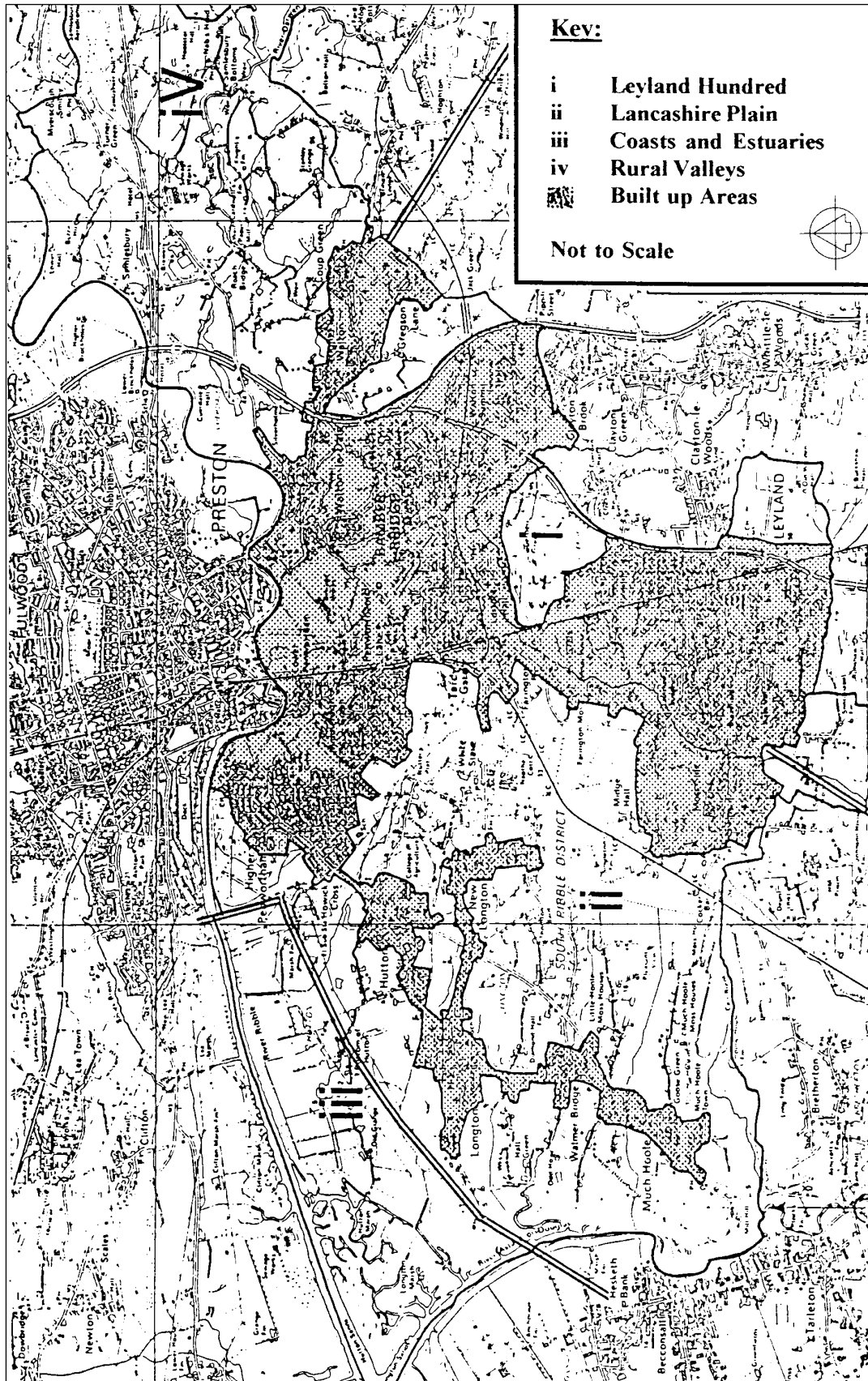
7.16 The Council also undertakes environmental enhancement and has prepared a "Community Woodland Strategy" to attract Forestry Authority grants for accessible woodland on the edge of urban areas. It actively supports such enhancements to be undertaken by local residents and nature conservation volunteer groups.

Nature Conservation

7.17 Whilst 10.6% of South Ribble is semi-natural habitat (as defined by English Nature) and 37% of this area is covered by the Site of Special Scientific Interest (SSSI) designation, this is only 4% of the Borough. The semi-natural areas include coastal habitats, woodlands and grasslands. These habitats have survived because of their unsuitability to modern agricultural practice or as a result of positive conservation measures to protect them. It is vital that these semi-natural areas are protected. In some cases it is almost impossible to recreate habitats and in many others very difficult. It is not sufficient to supply substitute economic capital for natural capital. Where losses of natural capital are justified part of that justification may be the possibility of replacing the loss with an acceptable equivalent.

7.18 Many of the semi-natural areas of South Ribble are covered by statutory designations including SSSIs, Tree Preservation Orders and non-statutory designations such as Ancient Woodlands and Biological Heritage Sites. Whether areas of semi-natural habitat are statutorily protected or not, it is important because of their rarity nationally, regionally and locally that they are protected from harmful development.

Figure 5:Landscape Tracts



7.19

ENV2 - ENVIRONMENT POLICY 2: SITES OF SPECIAL SCIENTIFIC INTEREST

Development will not be permitted which would destroy or adversely affect directly or indirectly, a designated or proposed Site of Special Scientific Interest, or National Nature Reserve. The Council will comply with the UK's international obligations in respect of those sites designated as "Ramsar" sites, Special Protection Areas or Special Areas of Conservation.

Justification

- 7.20** The Borough has three Sites of Special Scientific Interest (SSSIs), the Ribble Estuary SSSI, the River Darwen SSSI and Beeston Brook Pasture. The extent of the SSSIs are shown on the Proposals Map.
- 7.21** The Ribble Estuary includes the Longton and Hutton salt marshes, the most abundant semi-natural habitat in the Borough. The SSSI is of international importance for birdlife and is of regional importance for plant life. It is a wetland of international importance under the Ramsar Convention and a Special Protection Area (SPA) under the terms of the EC Directive on the Conservation of Wild Birds. The intention here is to maintain the status quo and to prevent significant changes which would adversely effect the site's role as a sanctuary for birdlife.
- 7.22** The bed and banks of the stretch of the River Darwen designated as a SSSI provide one of the finest sections of rocks of Middle Namurian age originally laid down about 320 million years ago. It is a most important site, being of great value as a reference section for geological study.
- 7.23** Beeston Brook Pasture consists of unimproved, herb-rich pasture with flushes on a north-east facing slope and is one of the few remaining unimproved herb-rich pastures present in this part of Lancashire. This vulnerable habitat has become increasingly destroyed in Lancashire due to agricultural intensification.
- 7.24** It is expected that there will be few applications for development, if any, but in pursuance of the intention to conserve these areas it would be exceptional for permission to be granted. Within or adjacent to SSSIs operations which are not generally subject to the need for planning permission, may be brought under the control of the Council by the use of an Article 4 Direction. However, English Nature (the former Nature Conservancy Council) is satisfied that at present arrangements for the notification of such operations established under the Wildlife and Countryside Act 1981, give adequate protection.
- 7.25** In or near SPAs and Special Areas of Conservation (SACs), the EC Conservation (Natural Habitats) Regulations 1994 ensure that any permitted development is not in breach of the Habitats Directive. Unless a proposed development is necessary to site management for nature conservation the developer should contact English Nature if they are uncertain about the effect the normally permitted development would have on the site, or apply to the local authority to give approval on the basis that the proposal would not adversely affect the integrity of the site.

7.26 The Council is currently a member of the Partnership Group which has prepared a Strategy for the Ribble Estuary which aims to ensure the sustainable use of this resource.

7.27

ENV3 - ENVIRONMENT POLICY 3: PROTECTING OTHER SITES AND FEATURES OF NATURE CONSERVATION INTEREST

The Council will protect Local Nature Reserves, Biological and Geological Heritage Sites and other features of County or District importance for their wildlife, geological and geomorphological significance.

Development which would destroy or adversely affect such a site or feature will only be permitted where it is demonstrated that the benefits of the development outweigh the conservation considerations.

In such circumstances any direct or indirect adverse effects of development on the nature conservation value of these sites should be minimised. The Council will seek to mitigate any decrease in the nature conservation value of the site or feature by requiring habitat creation or enhancement within the site or in the local area. Planning conditions or obligations will be used to achieve this.

Justification

7.28 The Borough has two statutory Local Nature Reserve sites (LNRs) at Preston Junction and Longton Brickcroft.

7.29 Dog Kennel Wood is managed by the Woodland Trust and Cop Lane Sidings by the Lancashire Wildlife Trust for Nature Conservation and Priory Meadows is managed by the Penwortham Nature Conservation Group.

7.30 A list of some sixty-six Biological Heritage Sites has been produced (see Appendix 1) over half of which are woodlands and the majority of these being ancient woodlands. The list also includes the nature reserves and coastal habitats.

7.31 The Borough also contains three County Geological Heritage Sites at Longton Brickcroft, Roach Bridge and Hennel End, Walton-le-Dale.

7.32 English Nature has undertaken a Phase I Habitat Survey for South Ribble which is a complete map based record of semi-natural vegetation and land use in the Borough. The Council will use the survey when making planning and management decisions. The survey includes target notes which indicate sites of importance. These notes will be a material consideration in determining planning applications.

7.33 The Council will, where appropriate, request that an environmental assessment be undertaken. The aim will be to ensure that any decrease in nature conservation value is kept to a minimum and compensated for by habitat creation/enhancement elsewhere within the site or the local area. The imposition of conditions or legal agreements will be used to achieve this. Whilst

recreation of habitats will be required in some instances to mitigate losses, it must always be borne in mind the difficult, and in some cases impossible, nature of such undertakings.

7.34

ENV4 - ENVIRONMENT POLICY 4: PROTECTION OF THE HABITATS OF WILDLIFE

Development which would harm or destroy the habitat of a species protected by law will not be permitted.

The Council will protect those traditional landscape features which are of importance for wild flora and fauna against any development which may destroy or adversely affect either directly or indirectly their value for nature conservation. Where there is an overriding need for development it is important these features are satisfactorily retained and maintained or replaced as part of the scheme.

Planning conditions and obligations will be used to secure the retention and management of features of the landscape which are of major importance for wild flora and fauna.

Justification

- 7.35** This policy is intended to apply outside identified Nature Conservation Sites. Whilst many animals may spend much of their time in the protected sites, they use the wider countryside to feed. The policy complements Policy ENV1: Landscape Protection and Enhancement in seeking to maintain diversity of habitats within the countryside and built environment.
- 7.36** The Wildlife and Countryside Act 1981, the Protection of Badgers Act 1992 and the Conservation (Natural Habitats etc) Regulations 1994 afford statutory protection to specified wild animals, birds and plants. A guide to this legislation is contained in PPG9: Nature Conservation. The habitats of these species must be protected but it may, in the case of the nesting or roosting sites of protected birds and bats, be acceptable to preserve or relocate the habitat within a development site.
- 7.37** Traditional features, which are protected by Policy ENV1 for their contribution to the landscape, are also important for their wildlife value. These features are defined in paragraph 7.14; the Council will also use the Phase I Habitat Survey to identify features of nature conservation importance.
- 7.38** It is important in considering proposals for development that regard is given to the loss of traditional countryside features such as hedgerows, watercourses, ponds and trees. Wherever possible they should be retained in the development because the re-creation of such natural features elsewhere is not necessarily easy to achieve. The Council, where necessary, will consult English Nature on development proposals.
- 7.39** Arising from Article 10 of the Habitats Directive, Regulation 37 of the Habitat Regulations states that policies should encourage the management of features of the landscape which are of major importance for wild flora and fauna. Such features are those which, by virtue of their linear and continuous structure (such as rivers) or their function as stepping stones (such as ponds or small woods), are essential for the migration, dispersal and genetic exchange of wild species.

7.40

ENV5 - ENVIRONMENT POLICY 5: HABITAT CREATION

On appropriate sites new development schemes shall include proposals to permit the enhancement or creation of new habitats either within the site or the local area. Such proposals could form part of the structural landscaping or amenity planting areas.

Justification

- 7.41** It is important that semi-natural habitat in the Borough is not only conserved but enhanced and where possible expanded. Thus in an appropriate development scheme the Council will seek to ensure the retention of existing or the creation of new wildlife features within the site or local area.
- 7.42** This can involve improving existing features or creating new features for wildlife as part of structural landscaping or amenity planting. The Council will also encourage planting of community woodland which will provide public access in accordance with the Community Woodland Strategy. This will ensure that natural features are not simply replaced with economic capital but that the semi-natural stock of the Borough is maintained or increased.

7.43

ENV6 - ENVIRONMENT POLICY 6: WILDLIFE CORRIDORS

The Council will protect and improve the wildlife corridors defined on the Proposals Map. Development will not be permitted where it will destroy or impair the integrity of wildlife corridors. Where there is an overriding need for development, proposals should include suitable compensatory features for those which would be lost.

New development, where appropriate, will be expected to provide new links and consolidate and expand the corridors.

Justification

- 7.44** The wildlife corridors are shown on the Proposals Map. The South Ribble Environment Strategy recognised the potential of creating a network of green corridors and links in the Borough. It recommended that a network of corridors be protected in the Local Plan and that the Council target resources into these areas.
- 7.45** The corridors include disused railway lines, ancient woodlands, river valleys, hedgerows, SSSI's, structural and amenity landscaping and public open spaces. In many areas the corridors have a multi-purpose role, being important for wildlife, landscape and recreation.
- 7.46** This policy aims to expand or to avoid reductions in the length or width of wildlife corridors, and to prevent the establishment of new obstacles that would cause harm to wildlife corridors.

7.47 The corridors incorporate both statutory and non-statutory designated sites. Whilst these afford the areas some protection already, this policy recognises the value of these linear features for wildlife to live and move. The more isolated the sites become the more limited is the range of species able to colonise them.

Trees and Woodlands

- 7.48** Trees and woodlands are a fundamental element of both urban and rural landscapes and important for their natural history and leisure value. Semi-natural woodlands have considerable ecological and archaeological importance. The natural climax vegetation of South Ribble would be mainly woodland, but now only 1.8% of the total area of South Ribble is covered with woodland.
- 7.49** Ancient woodlands and hedgerows dominate the landscape of the east of the Borough. Tree cover is sparser in the flatter moss lands of the west which are dominated by the Ribble Estuary. The ancient woodlands are the second most abundant semi-natural vegetation in South Ribble and act as wildlife stepping stones and wildlife corridors when combined with other forms of vegetation.
- 7.50** The Council has a statutory duty to safeguard trees, woodlands and hedgerow trees, in the interests of amenity. The making of Tree Preservation Orders and the use of planning conditions can ensure trees are protected from harmful development. A leaflet "Protected Trees" produced by the Government is available from the Council. A question and answer leaflet on trees is also available. Planning conditions can ensure new developments include new planting and landscaping. Whilst tree/woodland planting is not subject to planning control, the Council wishes to encourage planting where trees are characteristic of the landscape.
- 7.51** The Council plants nearly a thousand trees a year and maintains a number of woodlands, as well as providing assistance and guidance including the good management of trees and woodlands. The Council also supports the Tree Warden Scheme, organised by Lancashire County Council and the Tree Council. Tree Wardens are individuals appointed by Parish and Town Councils who gather information and encourage practical projects relating to trees. They also inform the Council of significant trees which require protection and of unauthorised works to trees covered by Preservation Orders.
- 7.52** The countryside is undergoing a period of rapid change and forestry policies have been aimed specifically at countryside issues. New woodlands offer attractive long-term use of land as an alternative to agriculture. Grants are available for woodland planting from the Forestry Authority and Farming and Rural Conservation Agency. The Council has prepared a Community Woodland Strategy which facilitates Forestry Authority grant aid for accessible woodlands on the edge of urban areas. The Strategy identifies the priority areas for planting and acts as a tool for considering Forestry Authority consultations on applications for grant aid.

7.53

ENV7 - ENVIRONMENT POLICY 7: PROTECTION OF TREES AND WOODLANDS

Planning permission will not be permitted where the proposal adversely affects trees and woodlands which are:

- a) Protected by a Tree Preservation Order;**
- b) Ancient Woodlands defined in English Nature's inventory of ancient woodlands;**
- c) In a Conservation Area; and**
- d) Within a recognised Nature Conservation site.**

Justification

- 7.54** It is important to protect the existing landscape features which add to the character of the Borough. Trees contribute to the amenity and character of an area and can soften new developments by screening, and providing a degree of immediate maturity. Unless reversed, the decline in tree cover through development pressures is likely to have a detrimental impact on the character of the landscape.
- 7.55** The use of Tree Preservation Orders will ensure that significant trees which contribute to the amenity of an area are protected. A Tree Preservation Order brings works, including requests to fell trees, under the local planning authority's control.
- 7.56** Ancient Woodlands (woodlands which have been continuously wooded since 1600AD) are particularly important for their flora, fauna and their undisturbed soil and drainage patterns. It is essential that Ancient Woodlands are protected from the adverse effects of development since they are an irreplaceable asset.
- 7.57** Trees in Conservation Areas also make a special contribution and enhance the environmental quality of these areas. Such trees are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990. Six weeks prior written notice must be given to the local planning authority of any intended works to the trees. This will enable the Council to make a Tree Preservation Order if it considers the proposed works unacceptable and detrimental to the character of the Conservation Area.
- 7.58** The Council wishes to encourage the planting of native tree species, where trees are characteristic of the landscape and are beneficial to wildlife.

7.59

ENV8 - ENVIRONMENT POLICY 8: TREES AND DEVELOPMENT

Development proposals should minimise adverse effects upon existing tree cover and wherever practicable should include new tree planting. Planning conditions will be imposed to secure this.

Justification

- 7.60** Retention and enhancement of existing planting, particularly large skyline trees, benefit any development by providing character and a degree of immediate maturity to areas, by providing colour and shape to the spaces between buildings and by softening the impact of new developments.
- 7.61** In determining which trees to retain the developer has to bear in mind that trees and landscaping require sufficient space between them and the development if they are to survive. The British Standard 5837: 1991 provides useful guidance to developers on the procedures to follow when developing a site in order to ensure the successful retention of trees.
- 7.62** Planning conditions will be used to safeguard trees by requiring developers to erect protective fencing in accordance with the British Standard BS 5837: 1991 "Trees in relation to construction", during the construction of developments.

Environmental Improvement

- 7.63** Recycling land helps to revitalise urban areas, reduces pressure on greenfield sites and assists in protecting the Green Belt and the countryside. The following policies aim to contribute to these objectives.

7.64

ENV9 - ENVIRONMENT POLICY 9: UNSTABLE OR CONTAMINATED LAND

The development of land that is or may be unstable or contaminated will be permitted provided that:

- a) It is a development or use appropriate to that location;**
- b) Satisfactory site investigation has been undertaken and the remedial works proposed are adequate to deal with any identified hazard; and**
- c) The development will not have an adverse effect on the stability of adjoining land, local amenities and conservation interests.**

Justification

- 7.65** This policy is designed to secure the reuse of unstable and contaminated land for appropriate uses whilst protecting against hazards that may be associated with these types of land. Contaminated land can include land previously used for industry or landfill sites.
- 7.66** A major problem associated with unstable and contaminated land is the possible migration of methane, whether of landfill or mine origin. This should be remedied before development begins on or adjacent to the site. The disturbance of unstable or contaminated land can mobilise pollutants and either cause first time pollution or worsen existing problems. Leakages and drainage from contaminated land sites pose serious risks of major pollution to both rivers and groundwater.
- 7.67** Development proposals for land that is, or is potentially, unstable should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on local amenities and conservation interests of the development and any remedial measures.

7.68

ENV10 - ENVIRONMENT POLICY 10: DERELICT LAND RECLAMATION

The development of derelict and degraded land will be permitted for beneficial uses provided that it is a development appropriate to that location. Proposals for reclamation schemes should:

- a) Maintain and improve the environment;**
- b) Provide employment and residential land in the urban areas thereby reducing pressure on greenfield sites; or**
- c) Contribute to public amenity and nature conservation.**

Priority will be given to schemes in the following areas:

- a) On derelict industrial sites in Farington, Leyland, Lostock Hall and on the Royal Ordnance site;**
- b) Derelict industrial sites elsewhere; and**
- c) Sites which detract from the attractiveness of the area.**

Regard will be had to features of natural history, landscape and heritage importance in preparing reclamation schemes. Wherever possible, these features will be retained in the final scheme.

Justification

- 7.69** A Derelict Land Strategy for South Ribble was first formulated in 1990 and whilst it has been reviewed the programme priorities and objectives have remained basically the same. Derelict Land is defined as "land which has been so damaged by industry and other development, that it is incapable of beneficial use without treatment."
- 7.70** The Council was involved in a Department of the Environment survey of derelict land carried out in 1993. The survey identified 146 hectares (360 acres) of derelict land. This is an

increase on previous years mainly due to the contraction of the manufacturing sector and the resultant closure of factories, neglect and dereliction.

- 7.71** Most of the derelict land is concentrated in the Leyland/ Farington area, where there is some 136 hectares of derelict land on nine sites.
- 7.72** In the plan period it is likely there will be a significant increase in the amount of derelict land in the short term because of current and impending industrial restructuring.
- 7.73** Previous schemes undertaken by the Council include the reclamation of former industrial sites at Leyland and Bamber Bridge for housing, and at Walton-le-Dale for retail development. Some sites have been reclaimed for nature conservation and public open space, including Shruggs Wood, Leyland.
- 7.74** Private sector reclamation schemes include the Bentley Brickworks, Longton and the former Central Electricity Generating Board site at Penwortham. Both schemes included housing, public open space and provision for nature conservation.
- 7.75** The Borough was previously in a Derelict Land Clearance Area which enabled a 100% rate of grant to be paid to fund the schemes. In future English Partnerships will control the derelict land regime and its funding as part of the English Partnerships Investment Fund. The Investment Fund will provide help and advice, loans and guarantees, joint ventures, gap funding and direct development.

7.76

ENV11 - ENVIRONMENT POLICY 11: ENVIRONMENTAL IMPROVEMENT

Proposals for development or redevelopment in the following priority areas will not be permitted unless they include environmental improvement or landscape enhancement measures:

- a) Lower Ribble Countryside Management Area;**
- b) Town and District Centres;**
- c) In Conservation Areas and in the vicinity of structures and sites of architectural, historical or archaeological significance;**
- d) Major highway routes;**
- e) East Lancashire railway line;**
- f) Areas that detract from local amenity and reduce the attractiveness of the area to inward investment; and**
- g) Areas where dwelling improvement activity is concentrated.**

Justification

- 7.77** The Council recognises the need to protect the environment and has a rolling programme of environmental improvements for land under its own control and sites in the private sector. Measures include hard and soft landscaping, tree planting, provision of car parking, etc.

Priority will be given to the areas listed above. Some derelict and degraded land forms an important wildlife resource. Where this is the case, the Council will seek to integrate this within any land reclamation proposals.

- 7.78** The Lower Ribble Countryside Management Area (CMA), is the focus for increasing the level and range of opportunities for public enjoyment in the countryside. The project is a partnership between the Council, County Council, Countryside Agency and other relevant agencies. Schemes have concentrated on the country park area, defined on Figure 6 and included the creation of footpaths and cycleways and an environmental improvement scheme adjacent to the Old Tram Road.
- 7.79** The town and district centres provide important facilities for the residents. It is important that environmental improvement schemes are undertaken to create pleasant shopping areas and make them more attractive to shoppers.
- 7.80** The protection of South Ribble's architectural heritage will be carried out through statutory procedures. However, positive action to aid the preservation of listed buildings is needed. The Council, depending on finance, has a grant scheme for listed buildings and buildings in conservation areas. Local planning authorities have a statutory requirement to formulate and publish proposals for the preservation and enhancement of conservation areas. The Council has undertaken enhancement schemes in the designated conservation areas.
- 7.81** The Council is in partnership with Lancashire County Council and Railtrack (along with four other local authorities) to improve the environment of the East Lancashire Line corridor. This includes environmental improvements to land and buildings with the aim of regenerating confidence in the future of the rail line and the area, and removing the negative effect that a poor environment can have on the public perception of what is a busy public transport service.
- 7.82** The image of the Borough is greatly influenced by the impression gained by a visitor, including prospective investors, travelling into or through the area. It is important therefore that new developments alongside the main thoroughfares present an attractive frontage including quality landscaping. In this way, major highways become green corridors with a more soft rather than hard, urban aspect.
- 7.83** The Council has been involved in programmes of house maintenance and improvement eg through Estate Action Programmes and, as is likely in the future, through private sector Group Repair Programmes. In order to complement these initiatives, as monies become available, the Council will also seek to carry out environmental improvements in these areas to obtain maximum benefit from limited financial resources and create a new better overall environment for residents of these areas.
- 7.84** The Council will support the involvement of local environmental groups in environmental schemes.

Figure 6: Lower Ribble Countryside Management Area

Heritage Conservation

- 7.85** An area's history is reflected most vividly through its buildings, landscape and historic remains. The heritage of South Ribble is a product of centuries of evolution and will continue to evolve. Roman and medieval remains at Walton-le-Dale and Penwortham reflect early recognition of the importance of the area for communications. The need to supply the growing post industrial towns with food is illustrated in the large number of historic farms, and the 18th and 19th century handweavers cottages in Leyland are a reminder of the past importance of textiles in the area. Important figures in local development also leave their mark on an area such as in the historic landscape of Worden Park.
- 7.86** Local authorities have powers to protect and preserve buildings of value, conservation areas, ancient monuments and historic parks and gardens.

Buildings of Special Architectural or Historic Interest

- 7.87** In South Ribble, some 141 buildings are "listed" (the actual number of listed properties is higher as terraces count as one building) because of their special architectural or historic interest. The lists are compiled currently by the Secretary of State for Culture, Media and Sport and anyone wishing to demolish, extend or alter a listed building must obtain listed building consent.
- 7.88** Listed buildings are graded to reflect their importance and rarity. However, whatever the grade all are afforded the same statutory protection. South Ribble has two Grade I buildings of national interest, Samlesbury Hall and the Church of St Leonard-the-Less, and nine Grade II* buildings, the remainder being Grade II.

7.89

ENV12 - ENVIRONMENT POLICY 12: LISTED BUILDINGS

In order to secure the preservation of a listed building, planning permission will not be granted where it involves the demolition of a listed building unless exceptional circumstances have been demonstrated.

Justification

- 7.90** Listed buildings are irreplaceable assets which tell us about our past social, economic and technological achievements and form an important part of the character of urban and rural areas. This is why there is a presumption in favour of their preservation, a positive process of ensuring these buildings are retained and beneficially used. It is the aim of the Council to preserve listed buildings. The Council will have special regard to the desirability of preserving any listed building or its setting, or any special features it possesses in exercising its development control function.

7.91 Planning permission involving total or substantial demolition will not be granted unless it is proven that every possible effort has been made to continue the present use, find a suitable alternative use for the building and the unrestricted freehold of the building has been offered for sale at a realistic price, reflecting the buildings condition, on the open market. The price should reflect obligations to maintain the property. Proposals for demolition will be considered in relation to the buildings architectural and historic interest. The condition of the building, the cost of repair and maintenance in relation to its importance, the availability of grants and economic value when repaired, the adequacy of efforts made to retain the building in use and the planning benefits to the community derived from the redevelopment will be taken into account.

7.92 The total or partial demolition of a listed building will only be permitted when it is clear no alternative solution is practical.

7.93

ENV13 - ENVIRONMENT POLICY 13: ALTERATIONS AND ADDITIONS TO LISTED BUILDINGS

Planning permission will not be granted for alterations and additions or changes of use to listed buildings that adversely affect their character, architectural or historic interest or setting. Proposals for the alteration or repair should be sympathetic in terms of their design, scale, materials and colour to their character and appearance. The most important features of any listed building should be retained.

Justification

7.94 Whilst many listed buildings can sustain some degree of alteration or extension, care must be taken that the character or features are not lost. This is especially important if it is an unaltered example of a particular type. The features mentioned in the Departmental listing will normally be considered to be the most important (though not a sole record of the interest in the building). Finding new uses for old buildings is often the key to preservation. The preferred use whenever possible is the original use. However it is often not practical to continue with the original use especially in large buildings or in the countryside where farming practices and rural life are changing.

7.95 The following criteria will be applied when considering such applications:

- a) The features of architectural and historic interest;
- b) The condition of the building, cost of repair and maintenance in relation to its importance, availability of grants and economic value when repaired;
- c) The building's setting, contribution to the local scene and relationship to open spaces and trees;
- d) The extent to which works would bring substantial benefits for the community;
- e) Relationship of listed buildings to outbuildings.

7.96

ENV14 - ENVIRONMENT POLICY 14: SETTING OF A LISTED BUILDING

Planning Permission will not be granted for development which would have an adverse effect on the setting of a listed building.

Justification

7.97 The local planning authority has the statutory duty to have regard to the desirability of preserving the setting of a listed building when determining planning applications. Such applications have to be advertised in accordance with Section 67 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.98 The setting of a listed building is often an essential feature of its character. Whilst the setting may be limited to its immediate surroundings, it may often include land some distance from it.

7.99 New development must take account of the setting of listed buildings and avoid obscuring important viewpoints or aspects of them. An unsympathetic development adjacent to a listed building can have severely harmful effects.

Conservation Areas

7.100 The distinctive character and interest of townscapes, villages, historic gardens and parklands can be recognised and protected through the designation of conservation areas. Conservation areas are often centred on listed buildings, but not always. Designating a conservation area reflects a concern to preserve or enhance the total environment, created by groups of buildings, street patterns, and open spaces, rather than individual buildings. Designation introduces a general control over the demolition of unlisted buildings and provides the basis for policies designed to preserve or enhance all aspects of the character or appearance of an area.

7.101 There are five conservation areas in South Ribble at present, at Leyland Cross, Walton Green, Church Brow, Walton-le-Dale, Penwortham and Church Road, Bamber Bridge.

7.102 The Council has a duty to consider the designation of further conservation areas. It is the quality and interest of areas, rather than that of individual buildings, which should be the prime consideration in identifying conservation areas. In designating conservation areas the Council will take account of:

- ◆ Special architecture or historic interest;
- ◆ Historic development;
- ◆ Layout including thoroughfares and property boundaries;
- ◆ Mix uses;
- ◆ Building Materials;
- ◆ Character and hierarchy of spaces;

- ◆ Street furniture, hard and soft surfaces, adverts, shopfronts;
- ◆ Siting, detailing and relationship of buildings;
- ◆ Vistas;
- ◆ Trees and green features;
- ◆ Impact of Traffic.

7.103 The Council where appropriate will prepare special interest statements for conservation areas.

7.104 The Council will also review the boundaries of existing conservation areas to ensure they still justify their status. Where an area or part of an area is no longer considered to possess the special interest which led to its original designation the boundary will be changed.

7.105 In designating conservation areas the Council has a duty to take measures to preserve or enhance them. It is easy to damage the appearance and character of a conservation area, through the loss of individual features, such as trees and open spaces, individual or groups of buildings and insensitive design, siting and use of materials. The Council will exercise its duties both through carrying out environmental enhancement works and by controlling development.

7.106 The Council has undertaken environmental improvements in all its conservation areas except Penwortham which was designated only recently. Improvements in the future will include resurfacing and hard and soft landscaping, subject to finance. The Council will consider preparing design guidelines for the conservation areas.

7.107

ENV15 - ENVIRONMENT POLICY 15: DEVELOPMENT IN CONSERVATION AREAS

Within and adjoining designated conservation areas planning permission will be granted for development proposals which demonstrate the need to preserve or enhance the character or appearance of a conservation area.

The demolition of unlisted buildings will not be permitted unless it can be shown that the character or appearance of the conservation area will not be adversely affected and that proposals for the redevelopment of the site will preserve or enhance it.

Planning permission will not normally be granted in outline.

Justification

7.108 It is important that development proposals preserve or enhance the appearance of a conservation area. As conservation areas have a well established character, it is important that new buildings and alterations to existing buildings are designed not as an individual entity, but as part of the larger whole.

7.109 In determining applications for development special regard will be given to design, materials, siting, bulk, height, colour and vertical or horizontal emphasis. Development proposals will also be judged for their impact on the total environment and special regard will be given to preserving trees, open spaces and views.

7.110 The Council will use its powers to request detailed plans to ensure proposals reflect the character and appearance of the conservation area. Planning permission will, therefore, not normally be granted in outline. However, where outline applications are considered acceptable they must be accompanied by drawings showing the nature, form and materials of the proposed development and how it relates to its surroundings.

7.111 In conservation areas consent is required for the demolition of most buildings. Whilst this does not necessarily constitute development it could affect the Council's decision on a related application for planning permission. Policy considerations are similar to those for listed buildings. Account will also be taken of the part played in the architectural or historic interest of the area by the building for which demolition is proposed, and in particular the wider effects on the conservation area as a whole. There is a general presumption in favour of the retention of buildings which make a positive contribution to the character and appearance of a conservation area. Demolition of a building is not always followed by redevelopment of the site. To avoid unsightly gaps in conservation areas, demolition will not normally be permitted in advance of a planning permission for redevelopment. Where appropriate, a firm contract for redevelopment having being let will also be required.

7.112

ENV16 - ENVIRONMENT POLICY 16: ARTICLE 4 DIRECTIONS

Where appropriate Article 4 Directions will be used by the Council to restrict permitted development rights in conservation areas or part of a conservation area.

Justification

7.113 The "personalising" of houses through replacement doors and windows, rendering etc. can have an adverse effect on the character and appearance of conservation areas. Many such alterations do not require planning permission because of the provisions of the Town and Country (General Permitted Development) Order 1995. The Council has the ability to withdraw certain permitted development rights in conservation areas by an Article 4(2) Direction. Before such a Direction could become effective it would require the support of owners and residents. The withdrawal of more extensive permitted development rights would require the approval of the Secretary of State. Article 4 Directions have been made for Leyland Cross, Walton Green and Penwortham Conservation Areas. In order that the special character and interest of the conservation areas is not lost by unsympathetic alterations to buildings, the Council will consider making further Directions elsewhere if it is appropriate.

Archaeology

7.114 South Ribble has been inhabited since the early prehistoric period and relics of all dates have been found, ranging from the internationally important Roman industrial site at Walton-le-Dale, a medieval moated site of a castle referred to in the Domesday Book and many post medieval structures. Roman finds include the Worden Hoard and Norse and Anglo-Saxon silver found at Cuerdale. However, the majority of historic sites date from the post medieval period. Archaeological remains should be seen as a finite and non-renewable resource, which is part of our national and local heritage and culture, or is valuable for its own sake and for its role in education, tourism and leisure.

7.115

ENV17 - ENVIRONMENT POLICY 17: DEVELOPMENT AND ARCHAEOLOGICAL SITES

There will be a presumption in favour of the physical preservation of scheduled ancient monuments and other nationally important monuments and their settings. Planning permission for development which would have an adverse effect on their site or setting will not be granted.

Other structures, features and sites of archaeological significance and their surroundings will be safeguarded from destruction or damage caused by new development and from unsympathetic designs of new proposals.

When development affecting such sites is acceptable in principle, the Council will seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before and/or during development. If proposals are likely to disturb or destroy sites of known or possible archaeological significance or interest the local planning authority may request an archaeological evaluation prior to determining the application.

Justification

7.116 PPG16: Archaeology and Planning sets out the current guidance in respect of archaeology and planning. There is a presumption in favour of the physical preservation of scheduled ancient monuments and other nationally important monuments and their settings. In other cases the archaeological issues will be one of many factors which the Council has to take into account when making decisions on development proposals, and they will have to be weighed against the need and desirability of the development.

7.117 The following sites are scheduled under the Ancient Monuments and Archaeological Areas Act 1979:

- a) Castle Hill, Penwortham;
- b) Penwortham Old Bridge;
- c) Roman Settlement and Industrial Area, Walton-le-Dale; and
- d) Manor House Farm, Much Hoole.

7.118 These sites are of national importance and there is a presumption in favour of physical preservation. Any works undertaken to scheduled monuments require consent from the appropriate Secretary of State.

7.119 When development affecting important sites is acceptable in principle, the Council will seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where development is so important or physical preservation "in situ" is not justified, the Council will ensure that satisfactory arrangements for excavation and recording of remains have been made prior to granting planning permission. Planning obligations or other similar powers, will be used. If arrangements cannot be secured by voluntary agreements the local planning authority will consider granting planning permission subject to conditions which provide for excavation and recording before development commences.

7.120 The process of assessment and evaluation is important in determining the nature, extent and significance of archaeological remains that exist in the area of a proposed development and thus the weight which ought to be attached to their preservation.

Historic Parks and Gardens

7.121 Nationally important historic parks and gardens are included in English Heritage's Register of Historic Parks and Gardens. Worden Park, Leyland and part of Woodfold Park within the Borough are included in the Register.

7.122

ENV18 - ENVIRONMENT POLICY 18: DEVELOPMENT AND HISTORIC PARKS AND GARDENS

In considering proposals for new development, the Council will have regard to their impact upon historic parks and gardens. Planning permission will not be granted for development that has an adverse effect on the character or setting of nationally important historic parks and gardens and other historic gardens of major local significance.

Justification

7.123 There are two historic parks which are within the Borough, the majority of Worden Park, a grade II park and a small part of Woodfold Park in Samlesbury, also a grade II park. The Council controls Worden Park as landowner. Where there is shown to be a need for development, provision will be made for appropriate investigation and recording to be undertaken prior to the commencement of development. English Heritage will be consulted on planning applications which would affect the character of the park. Further consultation will take place with local users and environmental groups to formulate and implement proposed improvements.

Water

7.124 Government policy aims to ensure that rivers, lakes and coastal waters are well managed in the interests of public health and the environment. The coast is an important national resource and concerns about rising sea levels and the need for development to be sustainable are increasing the attention being paid to water resources.

7.125 The Structure Plan includes policies for protecting the undeveloped coast, estuaries and existing development from coastal erosion and flood risk.

7.126 The Western Parishes Local Plan had policies to protect the Ribble Estuary and prevent inappropriate development on areas of land adjoining the Rivers Ribble and Douglas. The South Ribble Environment Strategy (1993) develops this policy and recognises the importance of safeguarding the environment of the coastal zone and developing policies in the Local Plan to protect it.

7.127

ENV19 - ENVIRONMENT POLICY 19: COASTAL ZONE

In the coastal zone as defined on the Proposals Map development will not be permitted unless related to flood protection, navigation, fisheries, amenity, nature conservation and informal recreation and integrates and harmonises with natural features.

Justification

7.128 The coastal zone includes all land below the 8 metre contour line outside the urban areas and is co-extensive with the tidal stretch of the River Ribble. The character of the coast is estuary marshes to the west and flat, low lying agricultural land, to the north west.

7.129 In South Ribble the coastal zone is conserved for its international nature conservation importance, agricultural, amenity and recreation value and as Green Belt. The coastal zone is an important recreation feature and includes the Ribble Way middle distance footpath, which will also form part of the Lancashire Coastal Way.

7.130 The Council has been involved in the preparation of the "Ribble Estuary Strategy". The Strategy aims to integrate the many uses of the estuary with one another and to harmonise these uses with the natural features of the estuary.

7.131 It is important that the landscape, ecology and amenity of the coastal zone is protected from harmful and intrusive development.

7.132

ENV20 - ENVIRONMENT POLICY 20: FLOOD RISK

Development will not be permitted in areas liable to flooding and where it would itself increase the risk of flooding or interfere with the ability of agencies to carry out flood control works and maintenance or adversely affect the integrity and continuity of tidal or fluvial flood defences. Development may be considered acceptable provided that the Council is satisfied that suitable measures to mitigate any adverse impact of surface water run-off are included as an integral part of the development proposals.

Justification

7.133 The Government believes that the issue of development and flood risk will become increasingly important given expected rises in sea level, possible increases in storm severity and changes in weather patterns arising from predicted global climatic changes. These changes could result in an increased incidence of inland flooding.

7.134 The Council will guide development away from areas at risk from flooding and restrict development that would increase the risk of flooding elsewhere or would interfere with the ability of the Environment Agency or other bodies to carry out flood control works and maintenance.

7.135 New development may result in a substantial increase in surface water run-off as permeable surfaces are replaced by impermeable surface such as roofs and paving. This may result in an increase in the risk of flooding downstream. New development will only be accepted where the Council is satisfied that suitable measures, designed to mitigate the adverse impact of surface water run-off, are included as an integral part of the development.

7.136 In order to prevent flooding it is essential that the Council ensures that the integrity and continuity of tidal and fluvial defences are maintained. Development in low lying land protected from flooding by defences is at risk should the defence be overtopped by extreme water levels or if a breach occurs. Such an incident could place both people and assets at risk and the Council will not normally permit development which may increase these risks.

7.137

ENV21 - ENVIRONMENT POLICY 21: GROUNDWATER RESOURCES

Development that poses an unacceptable risk or prevents the use of groundwater resources will not be permitted, unless it can be conditioned to mitigate adverse effects.

Justification

7.138 Groundwater resources are a vital component of the potable water supplies but, if polluted, the damage is irrevocable in most cases.

7.139 PPG12: Development Plans states that particular attention should be paid to the protection of groundwater resources which are susceptible to threats arising from land use policies. The guidance states that the Environment Agency's "Groundwater Vulnerability Maps" should be taken into account in development plans.

7.140 The groundwater map for the Borough is a simplified account of known hydrogeological conditions and variations. The Borough is divided into three units with major, minor and non-aquifers. Whilst there are no public water supply sources in the Borough, licensed private sources are present

7.141 The three units are illustrated in Figure 7. Unit 1 runs north-south in the centre of the Borough and west along the Ribble Estuary. This area contains a major aquifer which has not been heavily exploited. Quarrying and other activities which result in physical disturbances to the main aquifer will be resisted and new waste disposal and effluent disposal activities will be discouraged. Similar constraints will apply to roads and pipelines, as well as major infrastructure developments except where it can be demonstrated that the geology in the area will not affect Unit 1 major aquifers.

7.142 Unit 2B is a minor aquifer in the east. Here no general planning constraints exist. However, development may be problematic locally.

7.143 Unit 3 in the south east is a non-aquifer area. This area is the least vulnerable to surface development and no general planning constraints apply.

7.144 Guidance on considerations affecting the acceptability of development from a ground water protection viewpoint has been published by the Environment Agency in its "Policy and Practice for the Protection of Groundwater (1998)."

7.145

ENV22 - ENVIRONMENT POLICY 22: POLLUTION

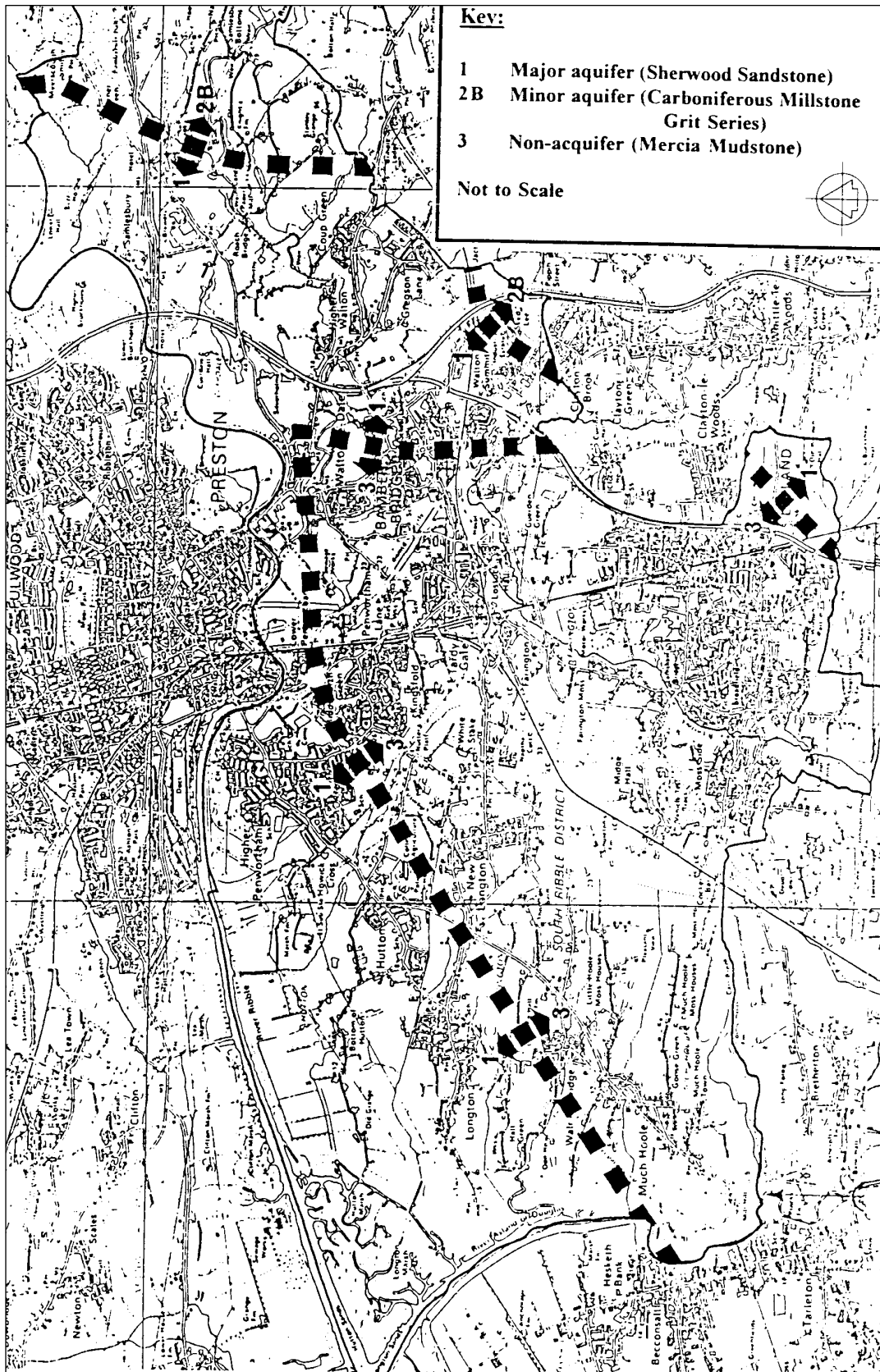
Development will not be permitted where emissions to land, air and water would have an unacceptable impact on the environment. New development will not be permitted where it would be affected by existing polluting installations. Development will not be permitted where it:

- a) Does not have satisfactory arrangements for the disposal of foul sewage, trade effluent and contaminated surface water;**
- b) Will exacerbate existing problems such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of sewer capacity; or**
- c) Could lead to spillage or leakage of stored oils/chemical or other potentially polluting substances.**

Justification

- 7.146** In determining planning applications the adverse effects of development proposals in terms of air, water, noise and other forms of pollution are an important consideration. Good air is essential to human health and the health of the environment as a whole. Account will be taken of the constraints on development as a result of the need to comply with any statutory environmental quality standards or objectives.
- 7.147** The Council will ensure that development is served by satisfactory arrangements for the disposal of foul sewage, water effluent and surface water to prevent the pollution of water courses. Due to its history and development, the South Ribble area like many other parts of the North West, has a sewer system which is becoming, in certain areas, overloaded. Where this is the case, further development may lead to the pollution of the Borough's watercourses unless additional infrastructure is provided or capacity increased. Where appropriate, development may have to be phased if it is recognised that major off-site sewerage or sewage treatment improvements are required to ensure schemes do not threaten water quality, water based recreation, fisheries or nature conservation interests.
- 7.148** To satisfy this policy, developers will have to demonstrate that foul sewers and sewage treatment works of adequate capacity and design are available or will be provided in time to serve the development. This policy does not seek to remove the obligations under the Water Industry Act 1991, rather it reflects the Council's concern about problems on the sewerage network which are known to exist in some parts of the Borough. It may be appropriate for the Council to condition planning permissions to preclude the occupation of buildings until adequate drainage arrangements can be provided in association with development.
- 7.149** In rural areas, the use of septic tanks will only be considered if connection to the mains sewerage is not feasible, and then only if ground conditions are satisfactory and the plot of land is of sufficient size to provide an adequate subsoil drainage system.
- 7.150** The Council will also prevent development that cannot reasonably co-exist with polluting facilities already operating, as this could result in the loss of a licence at the expense of the business.

Figure 7: Groundwater Vulnerability



7.151

ENV23 - ENVIRONMENT POLICY 23: WATER RESOURCES AND DEVELOPMENT

Development will not be permitted where it would have an adverse effect upon existing water abstraction and river flows, water quality or aquatic nature conservation interests.

Justification

7.152 As part of their strategy to secure sustainable development the Council will seek to ensure that, in the interests of water users and the aquatic environment, proposals conserve and do not harm water resources.

7.153

ENV24 - ENVIRONMENT POLICY 24: EXTERNAL LIGHTING AND DEVELOPMENT

Planning permission will not be granted for development requiring or likely to require external lighting unless:

- a) **The lighting proposed is the minimum amount necessary to achieve its purpose;**
- b) **Glare and light spillage from the site, including any effect upon local residents, vehicle users, pedestrians, the visibility of the night sky and wildlife, are minimised; and**
- c) **In locations on the edge of urban areas and villages, the lighting scheme is accompanied by landscaping measures to screen the lighting installation from view from the neighbouring countryside.**

Justification

7.154 Lighting is often required in association with development and can make a significant contribution to reducing crime and vandalism. On the other hand, pollution caused by light sources is of increasing public concern because of the harm which it may cause to residents' living conditions, highway users, wildlife and the visibility of the night sky.

7.155 The opportunities to control lighting are limited; however where powers exist it is important to strike a balance between the need for light and its adverse environmental, amenity and aesthetic effects. The policy aims to guide developers so as to ensure that an appropriate balance is struck.

7.156

ENV25 - ENVIRONMENT POLICY 25: HAZARDOUS SUBSTANCES AND INSTALLATIONS

In determining applications for development account will be taken of the location of hazardous installations and the presence of hazardous substances.

Justification

7.157 The Borough contains a number of high pressure gas pipelines and four installations requiring consultation with the Health and Safety Executive (HSE). In addition consultations are required regarding the Royal Ordnance Factory which is an explosives storage area.

7.158 The Council will take into account the presence of hazardous substances and the location of hazardous installations when considering proposals for development. Many substances can be dangerous if not handled safely and specialist advice is required before determining whether a land use is appropriate to a site.

7.159 The siting of hazardous installations is subject to planning controls aimed at keeping them separate from housing and other incompatible land uses. The Council will seek the advice of the HSE about the location of new or relocated hazardous development and development in close proximity to these installations.

7.160

ENV26 - ENVIRONMENT POLICY 26: DEVELOPMENT OF RENEWABLE ENERGY SCHEMES

Proposals for renewable energy generation will be permitted provided that:

- a) Any harm to nature conservation, landscape, heritage and amenity interests will be minimised;**
- b) Any harm to the interests listed in a) will be outweighed by the economic and environmental benefits of the scheme; and**
- c) The proposed on-site and off-site infrastructure is the minimum necessary to ensure the satisfactory operation of the scheme.**

Justification

7.161 Renewable energy is the term used to cover the energy flows which occur naturally and repeatedly in the environment. The main advantage of using renewable energy is its contribution to reducing the emission of greenhouse gases. Sources of renewable energy include conversion of waste to energy, wind power and hydropower.

7.162 Within the UK, renewables currently provide less than 1% of primary energy and about 2% of the 1992 electricity supply. The 1989 Electricity Act paved the way for the Non-Fossil Fuel Obligation, and this has provided a powerful impetus to further deployment of the electricity producing renewable technologies. Government policy is to stimulate the development of new and renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable in order to contribute to:

- diverse, secure and sustainable energy supplies;
- reduction in the emission of pollutants;
- encouragement of internationally competitive industries.

7.163 The Council's policy towards developing renewable energy sources reflects the need to balance the economic and environmental benefits of these schemes against the Council's continuing commitment for protecting the local environment. The Council acknowledges the advice in PPG22: Renewable Energy that proposals to harness renewable energy can display a variety of factors peculiar to the technology involved. Moreover such schemes can have particular locational restraints since, in many cases, the resource can only be harnessed where it occurs. In processing planning applications, the Council will consider both the immediate impact of renewable energy projects on the local environment and their wider contribution to reducing emissions of greenhouse gases.

7.164 Sites proposed for the development of renewable energy sources are likely to be in rural areas and near the coast. Applications will be judged against their impact on the environment and the countryside. The majority of the countryside in South Ribble is Green Belt and proposals in the Green Belt will be subject to Policy D5: Development in the Green Belt. The majority of the coastal zone is covered by the Ribble Estuary Site of Special Scientific Interest and development in this area will be subject to Policy ENV2.

7.165 The Lancashire Planning Officers have produced a wind energy policy for Lancashire. The policy identifies the broad locations of economically viable wind speeds for wind turbines and the principal land use and conservation constraints. The wind speeds favoured by developers are currently over 7.5 metres per second. The annual mean wind speeds in South Ribble are below 6.45 metres per second and it is unlikely, subject to present economic costs and conditions remaining stable, that the area will be subject to wind farm applications.

CHAPTER 8: OPEN SPACE AND RECREATION POLICIES AND PROPOSALS

Introduction

- 8.1** Recreation and sport plays an important part in every day life and is valued for its social, economic and environmental role. There is increased public awareness of the value of exercise, the importance of protecting and enhancing the environment and the role of sport and recreation in arts, culture and heritage. In urban areas the majority of natural environment is recreational open space.
- 8.2** South Ribble has been successful in developing policies and programmes for sport and recreation. This is reflected in the development of both informal and formal sport and recreation facilities for a variety of uses. Residents enjoy quiet recreation at the Longton Brickcroft and active sport in leisure centres. The Council owns a substantial amount of land including three large parks, 46 playing fields, three nature reserves and 189 allotments. There are some 203 km of footpaths, 10 km of bridleways and 3 km of byways, including the Ribble Way middle distance footpath in the Borough.
- 8.3** Tourism is one of today's most important growth industries, especially business and short stay tourism locally. Over the last few years there has been a trend toward tourism in areas other than the traditional British resorts. Tourism facilities are often used by local residents for leisure and tourists often use local recreation facilities. Tourist attractions in the Borough include Samlesbury Hall, the British Commercial Vehicle Museum, Worden Heritage Centre, the Ribble Way footpath and the hotels which attract the business tourist.

8.4 Objectives

- 1. To facilitate the provision of outdoor recreation space so as to remedy existing deficiencies and satisfy future needs.**
- 2. To protect and enhance existing facilities, including public and private open space and the public rights of way network.**
- 3. To ensure that new leisure and recreation facilities meet the needs of residents and visitors, are accessible and where appropriate are well served by public transport and do not detract from the environment and public amenity.**
- 4. To support proposals in the priority areas for countryside and water recreation providing they are compatible with other objectives in the plan.**
- 5. To realise the potential of linear features for recreation, including footpaths, river valleys, disused railway lines and land adjacent to the main highway corridors.**
- 6. To realise the tourism potential of South Ribble insofar as this is compatible with the protection of the environment and public amenity.**

Strategic Context

- 8.5** The Government sees sport and recreation as having an important social, economic and environmental role. PPG17: Sport and Recreation states that local plans should ensure adequate land and water resources are allocated for sport and recreation and that account of the value of open space not only for amenity but also for its contribution to the natural and built environment should be taken. PPG13: Transport states local authorities should concentrate facilities in accessible locations, served by public transport.
- 8.6** The Government also recognises the economic significance of tourism and its potential environmental impact. PPG21: Tourism states that plans should include policies and proposals for tourism development.
- 8.7** The Structure Plan recognises the role recreation plays in urban regeneration, upgrading the urban fringe, improving access to the countryside and improving quality of life. Structure Plan policies cover urban recreation facilities, open space, facilities in rural areas, water based recreation and increasing provision for cyclists and pedestrians. The Structure Plan also includes policies for the location of tourism developments and tourist accommodation. Tourism's role in urban regeneration and rural diversification is recognised, whilst regard is paid to protecting the environment.
- 8.8** The County Council has produced a "Countryside Recreation Strategy for Lancashire". Its aims include increasing the level, range and quality of countryside recreation facilities and realising the potential of the rights of way network. In extending opportunities for countryside recreation the intention is to ensure minimal impact on rural communities, land-use and other interests. The strategy recognised the importance of the Lower Ribble Countryside Management Area as a priority area for policies and proposals.

Local Context

- 8.9** The previous local plans contained a range of policies and proposals for open space and recreation. A hierarchy of recreation provision was proposed, including neighbourhood parks, local recreation areas, children's play spaces and amenity areas. The plans set standards for public open space provision in new developments, and also included policies for protecting open land and sites of recreational value, recreation routes and creating new linear features along the rivers.
- 8.10** In 1993 the Council produced a "Recreation and Sport Topic Report". The Report examined the current policy and practice for sport and recreation in South Ribble and the wider environment in which the Council works. It identified deficiencies in the data base, prioritised work and recognised that the policies and programmes of both public and private bodies have important implications for the Local Plan.
- 8.11** The topic report recommended a work programme, to assist with preparation of the Local Plan. This included a public open space survey integrating environmental concerns into policy development, analysing the provision of future sports and recreation needs, examining the potential of establishing a network of open space both in the urban and rural areas and realising the opportunities afforded by rural diversification.

- 8.12** Following on from the report a survey was undertaken of public and private open space in South Ribble. The results provided a data base for analysing recreational needs and have been combined with the qualitative survey of playground provision.
- 8.13** The policies in this chapter establish the level of public open space and recreation provision expected from new developments, protect existing open space and direct new recreation and sporting facilities to appropriate locations. Policies and proposals also establish the priority areas for countryside and water recreation and seek to protect, improve and re-use recreation routes and disused transport routes. A policy has also been developed to protect and improve an identified footpath network.
- 8.14** The South Ribble Tourism Strategy recognised that two main markets account for most of South Ribble's existing tourism; business tourism and visits to friends and relatives. Although tourists can stay in the five large hotels in the area, there is a limited number of guest houses, self catering facilities and caravan/camping sites.
- 8.15** Policies in the plan seek to direct new tourist developments to appropriate locations and control the location of static and touring caravans.

Open Space

- 8.16** Open space is important not only for its recreation and amenity value but also for its contribution to the quality of urban life. Once built upon, open space is likely to be lost to the community forever.
- 8.17** In PPG17: Sport and Recreation, the Government considers that it would not be helpful to prescribe national standards of recreational provision. However it does suggest that local planning authorities draw up their own standards of provision for formal and informal sport and recreation, based on their own assessment of need.
- 8.18** In the previously adopted local plans and in the Leyland, Farington and Cuerden Plan, the Council set out standards for the provision of public open space in new residential development. However the National Playing Fields Association (NPFA) has refined previous guidance on standards. The NPFA differentiate open space, both public and private into outdoor sport and play space, and passive and amenity open space. Outdoor sport and play space includes pitches and playing fields and children's play areas. The recommended standards are 1.6 - 1.8 hectares (4.0 - 4.5 acres) of outdoor sport space and 0.6 - 0.8ha (1.5 - 2.0 acres) of children's play space per 1,000 population.
- 8.19** A survey of open space broken down into the categories of outdoor sport space, children's play space and amenity space was carried out in 1993. When compared to the NPFA standards, for the Borough as a whole the provision of outdoor sport space is 1.5ha (3.7 acres) per 1,000 population, and children's play space 0.2ha (0.4 acres) per 1,000 population. On this basis there is a need to increase the provision of outdoor sport space by at least some 12.1 hectares (30 acres); and for children's play space by at least 40.5ha (100 acres). However the survey identified a ratio of 2.7ha (6.7 acres) per 1,000 population of existing amenity type open space. Some of the public open space could be managed differently to overcome these deficiencies.

- 8.20** These Borough wide figures mask significant geographical variations. Although absolute figures should be treated with caution as the geographical areas selected alter the ratios of open space to population, it is apparent that of the urban areas, Penwortham is particularly deficient in outdoor sport space. In the more rural areas to the east of the Borough there is also a shortfall. However as might be expected all areas of the Borough are deficient in children's play space.
- 8.21** The implication of these survey results for the SRLP is how to reduce these identified deficiencies of open space. The options range from the provision of new space in appropriate locations, to the creation of outdoor sport or children's play space from other existing open space. Both options involve the commitment of currently scarce Council resources and are therefore long term targets.
- 8.22** With regard to children's play space, a qualitative survey has been carried out to aid decisions on future investment priorities. The study provides information as to the location of new facilities and/or the need to upgrade existing facilities.
- 8.23** The Council believes that it is desirable to utilise standards for the provision of public open space for new developments to ensure an adequate provision at least for that development. In parallel it is important because of the apparent shortages, to ensure that existing open space is kept available for the continued enjoyment and benefit of the community. This applies to public and private open space and recreational land, or even large grounds where they make a significant contribution to open space provision. Where valuable existing open space is given up an equivalent replacement should be made available.

8.24

OSR1 - OPEN SPACE AND RECREATION POLICY 1: NEW DEVELOPMENT STANDARDS

The standards for public open space provision are as follows:

- a) 1.6 hectares (4.0 acres) of open space per thousand population for formal playing fields;**
- b) 0.6 hectares (1.5 acres) per thousand population for children's casual or informal play in residential areas;**
- c) 0.2 hectares (0.5 acres) per thousand population of playgrounds with play equipment;**
- d) 0.4 hectares (1.0 acre) per thousand population of passive open space such as woodland or amenity space.**

Justification

- 8.25** The above standards are broadly based on the National Playing Fields Association's recommendation of 2.4 hectares (6.0 acres) per 1,000 population for outdoor playing space and a continuation of the current standard of 0.4 hectares (1.0 acre) per 1,000 population for the provision of passive and amenity open space. These standards aim to ensure an adequate provision of play space for both adults and children, and of amenity open space in association with new developments.

8.26

OSR2 - OPEN SPACE AND RECREATION POLICY 2: PROVISION OF OPEN SPACE IN ASSOCIATION WITH NEW HOUSING DEVELOPMENTS

Proposals for new housing development will be required to provide local, public open space sufficient to meet the needs of that development taking into account the standards set out in Policy OSR1 and the size and nature of the development proposed.

Open space may be provided in one or more of the following ways:

- a) Provision within the development;
- b) Provision or enhancement of open space facilities elsewhere; and/or
- c) Financial contribution to the local authority to provide or enhance open space.

A commuted sum for maintenance of the open space may be sought where the open space is primarily for the benefit of the development itself and the land is dedicated to the Council.

The thresholds which will be applied to the provision of equipped children's play spaces and outdoor sports grounds on development sites are:

Size of development (bedspaces)	LAPs	LEAPs	NEAPs	Outdoor Sport (has)
45	1	-	-	-
120	2-3	-	-	-
150	3	1	-	-
225	5	1-2	-	-
300	6-7	2	1	-
525	11-12	3-4	1-2	0.80
600	13	4	2	0.90

The location of children's play spaces should take into account the needs for physical and social safety, visibility from houses and pedestrian routes, and ease of access. Play areas primarily for toddlers should be about 0.1 hectares and casual or informal play areas about 0.5 hectares to 1.0 hectares. Play areas should be within about 0.4 km of dwellings and outdoor sport space should be provided within about 1.2 km of dwellings.

Passive open space may be an integral part of play facilities or may serve to create links through the residential area.

The Council will secure the provision of open space through planning conditions or through the negotiation of a section 106 obligation and, where necessary and appropriate, the Council will impose conditions to secure the long term availability to the public of the open space.

Justification

- 8.27** In the table setting out the thresholds it is assumed that three bedspaces is the equivalent of 1 dwelling. It may be necessary to adjust the thresholds depending on the nature of the development proposed. If development proposals are in outline and the number of bedspaces has not been determined, a density of 75 bedspaces (25 dwellings) per hectare will be used to establish the open space requirement. “LAPs”, “LEAPs” and “NEAPs” are defined in the Glossary.
- 8.28** Outdoor sport space includes pitches, greens, courts etc. Outdoor sport space can be provided in groups of pitches, as part of a neighbourhood park, or a variety of facilities distributed throughout the development. However, modern maintenance regimes tend to favour facilities grouped together.
- 8.29** Casual or informal play areas are spaces for play other than on equipped playgrounds. They can include children's play and kick-about, ecological play areas as well as landscaped areas.
- 8.30** Advice on the implementation, design and construction of open space is set out in Supplementary Planning Guidance: Open Space Standards.

8.31

OSR3 - OPEN SPACE AND RECREATION POLICY 3: NEW SITES

Land is allocated for public open space at the following sites:

	Hectares	Acres
Blashaw Lane, Penwortham	5.7	14.0
South Walton Park	3.2	8.0
Brindle Road, Bamber Bridge	4.7	11.5
Lostock Hall Engine Sheds, Watkin Lane	2.0	4.9
Adjacent Higher Croft, Penwortham	2.8	7.0
South of Lostock Hall Gas Works	2.3	5.7
Adjacent Bamber Bridge Bypass	7.0	17.2
Holland House Farm, Walton le Dale	3.6	9.0
Hennel Lane, Walton le Dale	2.3	5.6

Before and after these proposals are implemented no development which would prejudice the use of the land as public open space will be permitted.

Justification

- 8.32** A range and choice of new sites is indicated on the Proposals Map. Some of the sites are proposals to be implemented by the Council and others represent known areas to be laid out in association with existing planning permissions that have not yet been implemented, or as

part of approved former Commission for the New Towns developments. The choice of sites has been made having regard to the advice in PPG13: Transport. These sites are concentrated in the main urban area, are accessible to residents and well located in relation to existing and proposed residential areas.

Blashaw Lane, Penwortham

8.33 The site was allocated in the adopted Penwortham Local Plan as Public Open Space. The site is some 5.7 hectares (14 acres) and is currently owned by English Partnerships (incorporating the former Commission for the New Towns). Blashaw Wood is a County Heritage Site and because of its nature conservation importance, the site will only be used for informal recreation. Proposals for the site will protect and improve its nature conservation and landscape quality and are likely to include works to the woodland and footpaths.

South Walton Park

8.34 In the Walton Park development, the playing fields provision shown in the original New Town plans has not been implemented and is no longer included in any programme. Additional residential development is proposed at Lime Kiln Farm and some land in this area is appropriate for public open space use for playing fields, children's play and amenity. The developers of this additional residential development will be expected to provide land in a suitable condition for adoption by the Council.

Brindle Road, Bamber Bridge

8.35 This is broadly a triangular area of some 4.7 hectares (11.5 acres) lying between the M6 Motorway and Brindle Road. The land is currently in the ownership of Lancashire County Council. The majority of the area is used for grazing and hay production, but currently one field nearest Brindle Road is laid out and used as a playing field. The closeness of the motorway makes the land generally unsuitable for residential development. The site is well located to existing residential areas and is suitable to have open space uses formalised. The Council is investigating purchasing and upgrading this site in association with the Kellet Lane development which is currently not a suitable open space.

Lostock Hall Engine Sheds, Watkin Lane

8.36 This site is some 2.0 hectares (4.9 acres), and it occupies a very prominent position adjacent to the B5242 Watkin Lane and close to the centre of Lostock Hall. The site was formerly used as engine sheds, now demolished with extensive sidings and repair facilities. The site is characterised by foundations, rubble, pits, sleepers and discarded railway equipment which contribute to an extremely untidy and relatively prominent eyesore. The land immediately to the west has been redeveloped for residential purposes and open space. The current parcel of land was excluded from this redevelopment as it was operational railway land at that time. The site is now redundant but it has no suitable vehicular access to allow for any development. The adjacent land use is public open space and it would be appropriate to reclaim the site for complementary open space uses.

Adjacent to Higher Croft, Penwortham

8.37 This proposed area of open space is associated with the residential allocation at Higher Croft. The site is some 2.8 hectares (7 acres) and is owned by English Partnerships (incorporating the former Commission for the New Towns). The open space proposed will not only meet the open space requirements of the development itself but it will also help screen the development from the adjacent Penwortham Way. In addition, the presence of the overhead electricity line between the site and Penwortham Way means that open space is the most appropriate use in this area. It is expected that the open space will be laid out to the satisfaction of the Council before being adopted.

South of Lostock Hall Gas Works

8.38 This is an area of some 2.3 hectares (5.7 acres) currently in private ownership. It is bounded on the north by the Gas Holder station, by St Gerard's Playing Field to the east, by the residential properties on Ampleforth Drive to the south and to the west by the proposed residential development; the Council will expect the overall development to show the open space requirements will be met throughout the new development. In addition, this open space will help to maintain an open break between the communities of Lostock Hall and Penwortham. The open space will be laid out to the satisfaction of the Council before it is adopted.

Adjacent to the Bamber Bridge Bypass

8.39 This is an area on the west side of the Bamber Bridge Bypass between the road and existing property on Lyndale Avenue. It amounts to some 7.0 hectares (17.2 acres) and is owned by English Partnerships (incorporating the former Commission for the New Towns). This site forms part of a much larger open space area running along both sides of the Bypass. In particular land to the east of the Bypass is included in the Community Related Assets (CRA) package agreed with the former CNT for transfer to the Council. The majority of this site forms part of a second CRA package.

Holland House Farm, Walton-le-Dale

8.40 The area shown on the Proposals Map is that to be laid out as part of the planning obligations associated with the residential development of the surrounding land, which has the benefit of planning permission. The site is some 3.6 hectares (9 acres) and is to contain a football pitch, changing accommodation and parking, as well as children's play facilities. Other areas of woodland and amenity planting will be provided within the development site. Under the terms of the planning obligation the open space will be laid out to the satisfaction of the Council. It will then be adopted.

Hennel Lane, Walton-le-Dale

8.41 This is a broadly triangular area of land situated between the Bamber Bridge Bypass and Hennel Lane. It is some 2.3 hectares (5.6 acres) and has been landscaped as part of the Bypass construction works. The land has steep slopes on two sides and is elevated such that it provides panoramic views of the valley of the River Ribble, including the Countryside Park.

The Council is working with both English Partnerships (incorporating the former Commission for the New Towns) and Lancashire County Council to carry out improvements in the Countryside Park, and this site has been identified as a potential viewpoint. As part of the successful Invest in Success bid, the ownership of the land has passed to the Council.

Existing Public and Private Open Spaces

8.42 It is essential that public and private open space is protected from development where it contributes to the quality of life, the urban environment, and provides recreation and sports facilities. The Leyland, Farington and Cuerden Plan included a policy to protect public and private open space in the urban area. Existing open spaces, including parks and recreational areas, and generally greater than 0.4 hectares (1.0 acre) are shown on the Proposals Map. In the Council's view such land will need to be protected during the plan period.

8.43 Existing open spaces are divided into three categories depending upon the nature of their value to the community and their accessibility to the general public. The categories are: parks and other public open spaces; amenity open spaces; and private, educational and institutional open spaces. There is a separate policy, reflecting the different degrees of restraint and different considerations which apply, for each category.

8.44

OSR4 - OPEN SPACE AND RECREATION POLICY 4: PARKS AND OTHER PUBLIC OPEN SPACES

Parks, recreation grounds, public playing fields, play areas and other areas of public open space identified on the Proposals Map will be retained for their recreation and amenity value. Development will only be permitted where:

- a) It is in connection with and will enhance the recreational and/or amenity value of the open space;**
- b) It is of a size and scale which does not detract from the character of the open space; and**
- c) It will not have a detrimental effect on any site of nature conservation value.**

If exceptional circumstances justify the use of public open space for other types of development, alternative provision of similar or better facilities in terms of community benefits will be required on another site. The Council will seek to secure this alternative provision through the negotiation of a section 106 obligation.

Justification

8.45 The Council owns and manages a large amount of greenspace in the form of major and local parks, playing fields, children's play areas and other areas of public open space. They fulfil a vital role in providing formal recreation facilities, as well as being of amenity value and catering for informal recreation uses.

8.46 Existing open spaces, including parks and recreational areas, and generally greater than 0.4 hectares (1.0 acre) are shown on the Proposals Map.

- 8.47** PPG17: Sport and Recreation sets out the main planning policy guidance on open space, sport and recreation. It attaches great importance to the retention of recreational and amenity open space in urban areas.
- 8.48** Parks, public open spaces and public playing fields play an important role in providing recreational facilities which are accessible to the public and these sites merit the strongest degree of protection.
- 8.49** Playing fields are of special significance both for their recreational and amenity value and their contribution to the green space of the environment. Playing fields in South Ribble will be protected to ensure that existing open space provision is maintained.

8.50

OSR5 - OPEN SPACE AND RECREATION POLICY 5: AMENITY OPEN SPACES

Development in areas of amenity open space identified on the Proposals Map will not be permitted unless:

- a) It will lead to greater public access to, and enhance the visual amenity of, the open space and it would not have a detrimental effect on any site of nature conservation value; or**
- b) The development involves a change of use or extension to an existing building which would not harm the amenity value of the open space.**

Justification

- 8.51** These are areas of open space which contribute to the character of an area. Such amenity open space may include stream valleys, undeveloped land within the main urban area, landscaped areas along main roads and the grounds of large properties.
- 8.52** Existing amenity open spaces which are generally greater than 0.4 hectares (1.0 acre) are shown on the Proposals Map.
- 8.53** In PPG17: Sport and Recreation, great importance is attached to the retention of amenity open space in urban areas. Open land, even if there is no public access to it, can be important for its contribution to the amenity, character and the quality of urban life through its visual attractiveness and its role in providing breathing spaces and buffers between incompatible types of development. Some of the sites protected by this policy may also be protected under Policy D10: Green Wedges in the plan if they have a visual or spatial relationship with other areas of open land.
- 8.54** The Council will endeavour to improve access to these open spaces either by negotiation with landowners or direct action. It will also seek to enhance the ecological value and the nature conservation potential of these areas where possible. Development which would enhance the visual amenity of the open space may be permitted.
- 8.55** In addition, this policy will permit some flexibility for buildings in large grounds. Here, small scale developments or extensions which take a small part of those grounds may be

appropriate provided it is sensitively sited and designed to take into account the character and features of the site.

8.56

OSR6 - OPEN SPACE AND RECREATION POLICY 6: PRIVATE, EDUCATIONAL AND INSTITUTIONAL RECREATIONAL OPEN SPACES

Development which involves the loss of recreational open space as indicated on the Proposals Map, whether in private ownership or associated with a school or other institution, will not be permitted unless:

- a) The facilities now provided can be fully retained or enhanced through the development of only a small part of the site; or**
- b) Alternative provision of similar or better facilities in terms of community benefits will be implemented on another site; or**
- c) It can be demonstrated that the retention of the site of the development is not required to satisfy a recreational need; and**
- d) The development would not detrimentally affect the amenity value and nature conservation value of the site.**

Where appropriate the Council will seek to secure alternative provision through the negotiation of a section 106 obligation.

Justification

8.57 Playing fields, whether school playing fields or those owned by other public, private or voluntary organisations or in institutional ownership have a significance both for their recreational and amenity value and for their contribution to the green space of the urban environment.

8.58 These facilities are primarily for the benefit of schoolchildren or members of private clubs or the users of institutions but reduce the demand on public open space facilities. Therefore they merit protection from inappropriate development.

8.59 Owners of private open space will be encouraged to permit greater public access and use of facilities. The dual use of school and other educational facilities will also be encouraged, where possible to allow wider use by the community at large.

8.60 If an application to develop open space is received the Council will assess the importance of the site in recreational and sporting terms using the open space and the overall community benefit. It is important to ensure that where alternative provision is proposed, this can be implemented within a reasonable time period, which in most cases is considered to be within one year of the grant of planning permission. The Council will secure this through planning obligations.

8.61

OSR7 - OPEN SPACE AND RECREATION POLICY 7: ALLOTMENTS

Allotment areas are to be retained and protected from development. If development is to be permitted any statutory or other essential facility will need to be replaced elsewhere.

Justification

8.62 Allotments and allotment gardens, both Council owned and private have long been popular. Many of the sites are in or adjacent to urban areas and are subject to development pressures.

8.63 There are legal requirements for the provision, and constraints on the disposal of allotments. South Ribble has nearly 200 plots of land available as allotments in the urban areas.

8.64 It is important that these areas are protected for allotment use. If there is an application to develop allotments the importance of the site for community, amenity and recreation use will be assessed. If allotments are developed they will be replaced elsewhere with an equivalent quantity, locational and community benefit. To ensure they are replaced the Council will expect the developer to enter into a planning obligation.

Location of New Facilities

8.65 The provision of recreation and leisure facilities is important in urban areas where demand is concentrated and in rural areas where facilities can meet the needs of several villages and contribute to reducing the pressure on sensitive areas. In the urban fringe new facilities can improve the quality of degraded landscapes and provide an important buffer between agriculture and urban land uses. The development of sport and recreation facilities can contribute to the reclamation of derelict sites.

8.66

OSR8 - OPEN SPACE AND RECREATION POLICY 8: NEW FACILITIES

Recreation and sports facilities will be permitted provided that:

- a) They are compatible with public amenity, nature, landscape and heritage conservation;**
- b) Proposals do not conflict with other policies in the plan including Green Belt and protecting the best and most versatile agricultural land; and**
- c) They are of an appropriate design, not visually intrusive and will not disturb local amenity because of noise, traffic generation or lighting.**

Proposals that are in close proximity to public transport, accessible to the disabled and increase public access to open land will be encouraged. Proposals on derelict and degraded land and in the urban fringe which improve environmental quality will be welcomed.

Justification

- 8.67** In considering development proposals for new recreation and sport facilities, account will be taken of the proximity to public transport, access for the disabled, elderly and children and existing open spaces. Schemes which contribute towards improving environmental quality via derelict land reclamation and upgrading urban fringe will be welcomed provided there is no conflict with other policies in the plan.
- 8.68** In rural areas the Council will have regard to the needs of the local community. Proposals that contribute to rural diversification and improve the environmental quality of rural areas will be encouraged.
- 8.69** In determining planning applications, account will be taken of the effect of the facility on public amenity, landscape, nature conservation, rural land uses, and agricultural land.
- 8.70** Noise generating sports should not be located where they will disturb local amenity. Facilities for noisy sports should be located adjacent to existing noise generating uses and screened by banks and trees.
- 8.71** Where facilities require floodlighting, permission may be granted with conditions to limit their use and to ensure shielding is provided.

8.72

OSR9 - OPEN SPACE AND RECREATION POLICY 9: GOLF COURSES

New golf courses and driving ranges will not be permitted in the following locations:

- a) The Ribble Estuary; or**
- b) Sites of international, national and local importance to nature conservation; or**
- c) Where they would be visually intrusive; or**
- d) Where it would prejudice the return to the best and most versatile agricultural land.**

Elsewhere, golf courses and driving ranges should be designed to have as little impact on the landscape as possible and be in harmony with their surroundings. Proposals should conserve and integrate important ecological and landscape features, and public rights of way. Building works normally associated with golf courses will be considered in the light of other policies in the plan.

Justification

- 8.73** South Ribble has two private 18 hole golf courses. Over the last few years there has been pressure in the Borough for the establishment of additional facilities as a result of the growth in popularity of golf and the opportunities arising out of agricultural diversification.
- 8.74** Golf courses require considerable areas of land in the countryside and urban fringe. Driving ranges, although smaller in area than conventional golf courses, concentrate the facilities into a relatively small area and consequently can have a considerable visual impact on the landscape. Golf courses and driving ranges will not be permitted were they would cause

demonstrable harm to important landscape tracts. In other areas golf development could provide the opportunity to improve landscape quality, particularly in urban fringe areas.

- 8.75** Development will not be permitted in sites of international, national and local nature conservation importance as sites once destroyed can rarely be restored or recreated elsewhere. The Ribble Estuary is of international importance for nature conservation and is particularly vulnerable to visual intrusion. Development in the estuary is restricted because of its nature conservation value and physical constraints including flooding and land stability.
- 8.76** Where golf courses or driving ranges are to be developed they should be designed in sympathy with the surrounding area. Applications should provide sufficient information to determine the effect on landscape, wildlife, heritage and amenity. Proposals should include full details of the impact on public rights of way and the measures that will be taken to ensure the safety of users and golfers.
- 8.77** Proposals for ancillary buildings, which include the club house, buildings for essential equipment and floodlighting must be sited and designed in harmony with their surroundings. Development of buildings in the Green Belt and important ecological and landscape areas will be considered in the light of other policies in the plan.

8.78

OSR10 - OPEN SPACE AND RECREATION POLICY 10: COMMERCIAL STABLES

The development of commercial stables and equestrian centres will be permitted provided that:

- a) The effect on the appearance of the landscape is minimal;**
- b) Buildings are sited, designed and in scale to blend with their surroundings;**
- c) Provision can be made for the safe movement of horses and riders; and**
- d) Proposals do not conflict with other policies in the plan.**

Justification

- 8.79** The riding and keeping of horses is a recognised rural pursuit. High standards of design, construction and maintenance of buildings and care of land are necessary to ensure that equestrian activities do not have an adverse effect on the countryside and that the horses are well housed and cared for.
- 8.80** In South Ribble there has been pressure in recent years to expand existing riding schools and establish new premises. Of particular concern are proposals for indoor areas and large equestrian centres in isolated locations and in the Green Belt. Particular care should be taken to minimise the effect that the proposals will have on the appearance of the countryside. Buildings should be sited and designed to blend with their surroundings or to be well related to an existing farm complex.

- 8.81** New buildings should respect the surroundings and traditions of the area and wherever possible be located in proximity to existing groups of buildings. Materials should reflect those used locally.
- 8.82** In new developments provision should be made for the safe movement of horses and riders. A consideration is the existing bridleway network. If this is insufficient, pressure may be put on other paths or unsafe roads, which would create a danger to riders and other users.
- 8.83** The new development should not cause disturbance to local amenity, by virtue of noise, smell or traffic generation. Proposals will be considered in light of other policies in the plan, in particular those relevant to Green Belt, landscape, nature conservation etc.

Countryside and Water Recreation

- 8.84** Over 80% of the population visit the countryside for recreation or sporting purposes at least once a year. Informal recreation which includes walking is the most popular activity. A significant proportion of visits are also made to sites managed specifically for sport or recreation.
- 8.85** The "Recreation and Sport Topic Report" (1993) recognised a need to establish the priority areas for countryside and water recreation in South Ribble to provide a focus for the plans, programmes and resources of the Council, private sector and other agencies.

8.86

OSR11 - OPEN SPACE AND RECREATION POLICY 11: PRIORITY AREAS

Proposals for the development of new, informal recreation and leisure facilities will be permitted provided they are compatible with nature conservation, landscape conservation, quiet enjoyment and rural land-uses in the priority areas for countryside and water recreation.

The priority areas include:

- a) Core area of the Lower Ribble Countryside Management Initiative;**
- b) River valleys, particularly the River Lostock;**
- c) Urban fringe; and**
- d) Local Nature Reserves.**

Justification

- 8.87** Informal recreation excludes organised, non-passive and noisy sports. In considering development proposals in the priority areas for countryside and water recreation, account will be taken of the objectives of protecting and enhancing recreation, landscape, nature conservation, public amenity and rural land-uses.

- 8.88** The Lower Ribble Countryside Management Area (CMA) initiative is a means of achieving environmental improvement and increasing recreation opportunities. South Ribble forms a major part of the CMA which provides a focus for action for the County and District Councils in partnership with other bodies. Informal countryside recreation is encouraged. The Council has contributed finance to the CMA project, which was enhanced with monies, from the County Council and other agencies, including the Invest in Success initiative. The core area of this River Ribble Countryside Park is focused on an area south of the River Ribble between Penwortham and Walton-le-Dale, as shown on Figure 6.
- 8.89** The Rivers Ribble, Darwen, Lostock and Douglas are generally under-utilised as recreation resources. They have the potential of providing attractive recreation routes in urban and rural areas and valuable links between the two. A specific policy relating to the River Lostock was included in the Leyland, Farington and Cuerden Plan. The nucleus of the river park proposed already exists in the Leyland area with an open space network initiated by the former CNT. Development adjacent to the river would be expected to make a contribution to the objective of creating a riverside park.
- 8.90** In 1989, the Council was involved in the River Ribble Corridor Study which examined the river's recreation potential and the possibility of using a weir to create a better environment. The study concluded a weir was too expensive but recommended the river valley could be used for passive recreation uses such as walking, riding and picnicking and for water recreation.
- 8.91** A strategy has been prepared for the Ribble Estuary by English Nature in partnership with local authorities, public bodies and users. The Ribble Estuary is of international importance for nature conservation and any proposals along the Douglas and Ribble will be carefully assessed for their impact on nature conservation in the estuary.
- 8.92** Proposals to improve the environment of the river valleys, including seating, landscaping, developing nature trails, and improving access will be welcomed
- 8.93** Recreation sites in the urban fringe can provide a valuable link between urban and rural areas. Opportunities are likely to arise in connection with new developments, afforestation and agricultural diversification. The Council has prepared a Community Woodland Strategy to attract Forestry Authority grants for accessible woodland on the edge of urban areas.
- 8.94** The Council manages three nature reserves in South Ribble at Longton Brickcroft, Shruggs Wood and Farington Lodges. Lancashire County Council manage the Preston Junction Local Nature Reserve and Lancashire Wildlife Trust the Cop Lane Sidings. Local nature reserves are very important for recreation and public education. The Council has acquired part of the Farington Lodges which will be managed for nature conservation and used for angling. The lodges to the east of Church Lane are privately owned and Lancashire County Council has expressed an interest in managing them for nature conservation. Land at Priory Meadows is managed by the Penwortham Nature Conservation Group. Implementation of proposals for priority areas will involve local communities and conservation groups where appropriate.

Recreational Routes

8.95 In South Ribble there are some 203 km of footpaths, 10 km of bridleways and 3 km of byways. Walking, cycling and horse riding are very popular activities and the public right of way network is one of the most important resources in the Borough for outdoor leisure. Recreation routes facilitate the increased use and enjoyment of the open countryside, urban areas and the spaces to which they give access. The Council in determining its own priorities and those for new developments will give priority to protecting, improving and creating recreational routes.

8.96

OSR12 - OPEN SPACE AND RECREATION POLICY 12: RECREATIONAL ROUTES

In appropriate new developments the improvement of access between urban areas and the open countryside, areas of open space and routes forming integral parts of long distance paths will be required. In such developments new and existing recreational routes should be linked into the circulation system as segregated routes. These requirements will be achieved by the imposition of conditions or sought through planning obligations.

Development proposals will be permitted which protect, improve and create recreational routes for walking, cycling and horse riding insofar as this is compatible with nature and landscape conservation.

Development will not be permitted where there are overriding historical or environmental objections to the diversion of a public right of way or there is no alternative route of equal ease of access.

Justification

8.97 Lancashire County Council as Highway Authority maintains, improves and publicises public rights of way; within the urban core of the Borough the Council acts as agent for the County Council.

8.98 The Council is involved with the County Council in two projects which aim to increase access, the Lower Ribble Countryside Management Area project and the Lancashire Coastal Way initiative.

8.99 The CMA initiative focuses on increasing the level and range of opportunities for public enjoyment in the countryside. This includes extending and improving the public rights of way network. Works to date have focused on the area south of the River Ribble between Penwortham and Walton-le-Dale. Schemes have included the creation and improvement of recreation routes in the area. The Council has also used derelict land grant and its own environmental improvement budget to improve access opportunities in this area. Vehicular access onto the Old Tram Road has been restricted and an area that had been subject to tipping, which detracted from the amenity of this popular recreational route, has been reclaimed.

8.100 The Council supports the development of the Lancashire Coastal Way and of the Ribble Way middle distance footpath and generally supports initiatives to improve access. The Ribble Way runs along the Ribble Estuary, which is of international importance for nature conservation. Access into the estuary will not be allowed unless it can be demonstrated that it will not be damaging to nature conservation or impractical.

8.101 Footpaths and bridleways increase opportunities to enjoy the countryside and new recreational routes will be encouraged whilst having regard to the need to balance and reconcile sometimes conflicting interests. Implementation of works to public footpaths will be encouraged in conjunction with local conservation volunteer groups. Planting in areas that result in improved access from urban areas to the countryside will be encouraged.

8.102 When dealing with planning applications account will be taken of the effect on public rights of way. The Council will endeavour to ensure that existing paths are protected and the opportunity is taken to improve access to public open space, provide traffic free links to community facilities, encourage informal recreation and create new access routes from urban areas to the countryside.

8.103 Within new developments diversion of recreational routes may be necessary. Diverted routes should not be alongside a highway, as people will be deterred from cycling, walking and riding because of the dangers from other road users. Routes should be incorporated into the design of the new development and the diversion should be segregated from vehicular traffic.

8.104 There should be no undue pressure created on any other legitimate user of any recreational route which walkers, cyclists and horse-riders may be encouraged to use. Where a proposed recreational route passes along a byway or other vehicular route, the Council will inform users that vehicles may also legitimately use that part of the route.

8.105 In respect of larger development sites, planning briefs will set out the expected levels of provision for recreation routes and how existing routes will be dealt with.

8.106

OSR13 - OPEN SPACE AND RECREATION POLICY 13: DISUSED TRANSPORT ROUTES

The Council will protect, re-use and improve disused transport routes used, or capable of being used, for recreation purposes, including cycling, walking and horse riding and for nature conservation value.

Proposals for development which would impair disused transport routes and damage their nature conservation value will not be permitted.

Justification

8.107 There are a number of disused railway lines in South Ribble, some of which remain uninterrupted for some distance, others which have been severed by development.

8.108 Redundant railway lines and transport routes have an important role to play in offering recreation opportunities. They can provide a safer alternative to urban roads for walkers,

cyclists and horse riders, access to the countryside and wildlife corridors. These areas are also important for ecology, as they have been colonised by wildlife in adjoining fields and woods and provide valuable wildlife corridors in otherwise built up areas.

8.109 The Old Tram Road is used as a recreational route. It extends from the River Ribble opposite Avenham Park to Todd Lane North. The Council has recently undertaken reclamation works and restricted vehicular access on the northern section of the Old Tram Road. The English Partnerships (incorporating the former Commission for the New Towns) have also created a cycleway on the Old Tram Road in their Walton Park site. A small area between the two schemes is in poor condition and in need of improvement to benefit recreation users. Schemes to improve recreational safety and improve the condition of this area are being investigated.

8.110 Lancashire County Council as part of their reclamation programme carried out the development of a footpath, cycle route and bridleway with associated open space along the former East Lancashire railway line. The route is rich in wildflowers and butterflies, and provides a habitat for birds. The line is also an important wildlife link and has been designated the Preston Junction Local Nature Reserve. The County Council undertook improvement works on this route as part of the Lower Ribble CMA and have received financial support from the Council.

8.111

OSR14 - OPEN SPACE AND RECREATION POLICY 14: FOOTPATH NETWORK

Priority will be given to the protection, improvement and extension of the footpath network defined on the Proposals Map, especially:

- a) In the Lower Ribble Countryside Management Area priority area;**
- b) Along the rivers; and**
- c) Where it will improve links between the urban and rural areas.**

Proposals in proximity to the network will be expected where possible to improve or extend the network.

Justification

8.112 Many paths cover long distances, form part of circular routes or offer opportunities for creating local and district networks. It is important that these routes are protected, improved and extended where possible.

8.113 The CMA core area contains important public rights of way including the Old Tram Road and Preston Junction Local Nature Reserve. Projects in the area have included access improvements by Lancashire County Council and environmental enhancement schemes by this Council. The Council will continue to support and fund such improvements.

8.114 The Council supports the development of the Lancashire Coastal Way and initiatives to improve the Ribble Way. The establishment of a footpath and open space network along the River Lostock was an objective in the Leyland, Farington and Cuerden Plan.

8.115 It is important that people have access to the countryside from urban areas whether it be on foot, cycle or horse. Access improvements between the countryside and urban areas can be undertaken by landowners converting land to woodland under the Community Woodland scheme which gives preferential rates to those planting accessible woodlands on the edge of urban areas. Wherever possible, access routes in these woodlands should link in with the existing network

8.116 Developers will be required, where appropriate, to provide footpaths in new developments. New recreational routes should link in with the existing network where possible. The Council will use planning obligations to ensure that the paths are provided and maintained.

Tourism

8.117 The importance of tourism to the economy has grown in recent years and it is the Government's policy that the tourism market should grow whilst respecting the environment which attracts visitors.

8.118 South Ribble has a small tourism industry at present. However, it is important that the following policies are adopted so that any future proposals can be considered in the light of the aims and objectives of this plan.

8.119

OSR15 - OPEN SPACE AND RECREATION POLICY 15: TOURISM DEVELOPMENTS

Large scale tourism developments will be located in areas outside the Green Belt, best and most versatile agricultural land and areas of nature, landscape and heritage importance.

Proposals should be accessible and not have an adverse impact on the character of the landscape, nature conservation, local environment and heritage. Priority will be given to the use of derelict and degraded land.

Retail and residential proposals which form part of large scale developments will be assessed against other policies of the Local Plan.

Justification

8.120 Large scale tourist projects can bring major benefits to the national, regional and local economy. Over the last few years there has been a trend towards tourism in areas other than the traditional British resorts. A Tourism Strategy recognised business and conference tourism, weekend breaks and day visits as offering significant potential for increased tourism in South Ribble.

8.121 It is important that large scale tourism developments are located in close proximity to, or within, the urban areas and in rural areas located outside the Green Belt, the areas of best and most versatile agricultural land and away from important landscape, nature conservation and heritage areas. Priority will be given to proposals on derelict and degraded land and which are accessible by public transport. Development in these locations could increase access to recreation facilities for the urban population, improve the quality of the environment and assist in rural diversification

8.122 Where necessary the Council will request an environmental impact assessment to be undertaken.

8.123

OSR16 - OPEN SPACE AND RECREATION POLICY 16: SMALL SCALE TOURISM

Small scale tourism developments will be permitted where they contribute to rural diversification and urban regeneration.

Justification

8.124 It is national and Structure Plan policy to direct small scale tourism developments to appropriate locations which promote rural diversification and urban regeneration.

8.125 South Ribble has several existing small scale tourist facilities in the urban areas; however, they tend to be more limited in the rural areas.

8.126 Tourism can play an important part in the development and diversification of the rural economy, but could also damage the landscape and heritage on which it depends. Within rural settlements there may be scope for tourist accommodation to be provided either by the erection of new buildings or changes of use. In the Eastern Parishes Local Plan this was seen as a means of overcoming the shortage of small scale tourist accommodation such as guest houses, bed and breakfast establishments and self catering facilities.

8.127 From time to time in rural areas, opportunities arise for adapting or re-using existing buildings. Tourism developments could provide viable alternative uses.

8.128

OSR17 - OPEN SPACE AND RECREATION POLICY 17: HOLIDAY CARAVANS

Static and touring holiday caravans and chalets will not be permitted in the Green Belt, on the best and most versatile agricultural land, and in areas of nature conservation, landscape and heritage importance.

Justification

- 8.129** There are no static holiday caravan sites within the Borough but there are a number of small touring caravan sites approved by the Caravan Club primarily for overnight stops.
- 8.130** Proposals for static caravan holiday sites are by their nature inappropriate within the Green Belt. Such developments take on a permanent nature involving the construction of access roads, car parking and drying areas, shower blocks, and other buildings to house facilities such as site offices. They often present a major intrusion into the countryside.
- 8.131** Whilst smaller transit caravan sites could be acceptable in Green Belt terms, the Council considers that adequate provision is made through the current site licensing procedure, whereby certain sites are exempt from planning controls.

CHAPTER 9: TRANSPORT POLICIES AND PROPOSALS

Introduction

- 9.1** An efficient and effective transport system is essential to meet the needs of people living in, and travelling through, the Borough. It is clearly a vital component in encouraging economic growth. However it is also important that improvements are not achieved at the expense of a deteriorating environment, reduced energy efficiency and lower standards of public safety. Government advice has recently placed increasing emphasis on reducing road congestion through parking policy, traffic management and encouraging greater use of public transport. The Council recognises that transportation policy, particularly if integrated properly with land use policy, can make a major contribution towards achieving sustainable development objectives.
- 9.2** This chapter contains policies to reserve land for road construction. Some road schemes are being promoted by the Highway Authorities, while others, which provide access to development sites, will be constructed by the private sector. The chapter also includes policies and proposals for traffic management, car parking, public transport, cyclists and pedestrians.
- 9.3** The responsibility for implementing many of these proposals rests with authorities other than the Council. The Department of Environment, Transport and the Regions (DETR), the County Council and private developers will all play important parts in transport provision. However, the Council also has a key role, for example through the determination of planning applications as guided by the Local Plan and by co-ordinating and facilitating the actions of other agencies.

9.4 Objectives

- 1. To protect land for future highway schemes.**
- 2. To reduce the need to, and demand for, travel and promote the availability and use of public transport as an alternative to the private motor car.**
- 3. To manage traffic effectively in order to reduce its impact on the environment and amenity and to improve road safety.**
- 4. To improve conditions and facilities for pedestrians and cyclists.**
- 5. To improve road safety and reduce accidents.**

Strategic Context

- 9.5** The Government has set out its policy for the future of transport in “A New Deal for Transport: Better for Everyone”. The New Deal for Transport delivers an integrated transport policy and land use planning has a key role in delivering this strategy. Better integration is seen as a key element in supporting more sustainable travel choices and in reducing the need to travel.

- 9.6** Advice on transportation issues is also contained in PPG 13: Transport. This recognises that an efficient transport system is a prerequisite of modern life, but also that transport has a major impact on the environment. The key aim of the guidance is to ensure that local authorities carry out their land use policies and transport programmes in ways which help to reduce growth in the length and number of journeys, encourage alternative means of travel which have less environmental impact, and hence reduce reliance on the private car.
- 9.7** In order to ensure that development and growth are sustainable the demand for travel in urban areas must be managed and, in particular, the use of private cars must be restrained. Traffic on the roads is growing annually, leading to increased congestion, severance, noise and air pollution. In urban areas it is not feasible or acceptable to cater for the latest road traffic forecasts by road building alone.

County Council Transport Policies

- 9.8** The Structure Plan sets out the County Council's policies for managing the demand for travel and has sustainability as its central theme. The County proposes that major development be located within strategic transport corridors selected on the basis that they have, or have the potential for, good public transport services, including passenger rail services. Many of the policies in the Structure Plan are aimed at increasing the use of public transport and restraining the use of cars. Increased use of the passenger rail network will be encouraged by a variety of measures, the demand for car parking in town centres will be managed and in particular long stay commuter parking will be reduced; outside town centres there will be an emphasis on park and ride sites. Policies are included which are intended to increase the attractiveness of bus services, to benefit cyclists and pedestrians and to protect disused railways for possible future public transport routes. Policy 34 of the Structure Plan lists the road schemes to be provided by the County Council. In South Ribble these include the M65 Interface Improvements and the Penwortham Bypass extension.
- 9.9** Local Transport Plans are a key component to the new proposals for transport outlined in the Government's White Paper, and will set out their proposals for delivering integrated transport over a five-year period. Preparation of local transport plans will be the responsibility of highway authorities. The plans will cover the co-ordination and improvement of all forms of transport and set out proposals for future investment and implementation of specific measures.

9.10

T1 - TRANSPORT POLICY 1: PROTECTION OF NEW HIGHWAY ROUTES AND SCHEMES

Land will be protected from physical development for the completion of the Penwortham Bypass. Land is also reserved for improvements to the existing Bypass.

Justification

- 9.11** A route of the Penwortham Bypass from the Broad Oak roundabout to the Longton Bypass has long been protected and was reserved in the Penwortham and Western Parishes Local Plans. Since those plans were adopted, further consideration has been given to the route and to proposed alternatives. In November and December, 1994, the County Council carried out

public consultation on two possible alternative routes for the Bypass. One route (the Blue Route in the consultation exercise) followed approximately the same line as that protected in the previously adopted Local Plans, the other (the Brown Route) took a completely different line from the Broad Oak roundabout to the A59 at Howick. In May 1996, the Highways and Transportation Committee of the County Council determined to adopt the Blue Route and the Council is required to protect the route from development and to show it in the Local Plan.

9.12 In addition to the Broad Oak - A59 section, the Bypass proposals include the dualling of the single carriageway sections of the existing road and other alterations in Lower Penwortham and parts of the A582 Penwortham Way. As part of the package approach to transportation proposals the scheme also includes a bus based park and ride site at a location yet to be decided (see Policy T4: Park and Ride) and traffic calming measures on Liverpool Road, Penwortham and Chapel Lane, Longton. These complementary measures will be implemented before, or at the same time as, the Bypass is completed.

9.13 Both the completion of and improvements to the Penwortham Bypass are included in the Structure Plan Policy 34.

9.14

T2 - TRANSPORT POLICY 2: RESERVATION OF LAND FOR HIGHWAYS

Land is reserved for:

- a) Widening of the M6;**
- b) Construction of the M65 Blackburn Southern Bypass; and**
- c) South Ribble M65 Interface Improvements.**

Note: Since the plan was first drafted, the widening of the M6, the construction of the M65 and the dualling of the A6 and A585 (forming part of the South Ribble M65 Interface Improvements) have been completed. Therefore the majority of this policy has been implemented before adoption of the plan. Parts of the M65 Interface Improvements remain outstanding.

Justification

9.15 The M6 is to be widened between Junctions 30 (Blacow) and 32 (M55). Work commenced in year 1993/94 with a construction period of three years. The Secretary of State for the Environment, Transport and the Regions is responsible for the M6 widening and construction of the M65 Blackburn southern Bypass.

9.16 The M65 runs westwards from the M61 which is the Borough boundary, across Cuerden Valley Park to link with the M6. The dualling of the two roads is to be completed by the time of the M65 completion. The route of this road was fixed following a Public Inquiry in 1990 and is shown reserved for this purpose on the Proposals Map together with a short length of the A49 which has to be realigned where crossed by the M65. Work on the road commenced in 1994 and the construction period is three years.

- 9.17** The M65 Interface scheme, in accordance with the "package" approach to transportation proposals comprises the following elements:- the dualling of the A6 (Bamber Bridge Bypass) and the A582 Lostock Lane from the A6 to the junction of the A5083, the provision of a bus based park and ride at Walton-le-Dale and a bus priority route from the park and ride site into Preston along the A6. The land required for the dualling is shown on the Proposals Map and the County Council is to be responsible for construction of these roads.
- 9.18** The scheme was first given priority in the County Council's Transport Policies Programme (TPP) submission for 1995/96 and funding has been agreed.

9.19

T3 - TRANSPORT POLICY 3: LINK ROAD

A road will be constructed from the roundabout on Carrwood Road to Leyland Road in the vicinity of Bee Lane in order to open up land for development and to serve as a local through route. Traffic management measures will be undertaken on Leyland Road in order to limit any increase in road space for cars.

Justification

- 9.20** The proposed length of road will connect Carrwood Roundabout to Leyland Road. This road will serve a dual function by opening up land for development and providing a local through route from Penwortham to Walton-le-Dale/Bamber Bridge; in its latter role the proposal will supersede Leyland Road for through traffic. The construction of the road is necessary to enable the residential and mixed use developments on land to the east of Leyland Road and on the former Gasworks site to go ahead. The land around the Gasworks and the Gasworks site itself cannot be developed without a new access on to Leyland Road and a connection to the A6 Bamber Bridge Bypass and then on to the national highway network. The road will need to have a 7.3 metre carriageway, two 2 metre verges and at least one 2 metre footway. It will have a limited number of access points. Careful consideration will need to be given to the detailed design of the road and crossing at the junction of Old Tram Road and the Preston Junction Local Nature Reserve. The Council are likely to require an environmental assessment of the scheme so as to ensure that its effects are minimised.
- 9.21** The road will be implemented jointly by the Council, the landowners and the future developers of the land. These developers will be expected to construct the road in sections, with each section of the road being a pre-requisite of a related phase of development.
- 9.22** Whilst the Council will actively work towards bringing this land forward for development, it is not possible to put a definite timescale on it; however, development is expected to take place within the plan period.
- 9.23** Traffic management measures will be proposed for those existing roads which the proposal supersedes for through traffic, in order to limit any increase in road space for cars. In particular traffic management measures will be introduced on Leyland Road, which forms part of the link between Penwortham and Bamber Bridge, in order to reduce its capacity.

- 9.24** Brownedge Road which has residential properties fronting along its length, acts as a link between Penwortham and Walton-le-Dale/Bamber Bridge and has an unsatisfactory safety record. Traffic calming measures have been funded by Lancashire County Council to make conditions safer by lowering traffic speeds and will consequently reduce its use. These traffic calming measures will have the added benefit of allowing for improved public transport movements along Brownedge Road. The provision of an attractive purpose-built road to the north which will also function as a local through route may also help to reduce traffic on Brownedge Road.
- 9.25** The proposed link road provides an opportunity to improve public transport, and in particular offers the bus operators the opportunity for service development in relation to both residential and business environments, plus the availability of links between Penwortham and Walton-le-Dale/Bamber Bridge with options for circular routes in Preston.
- 9.26** A road was indicated in the New Town Outline Plan to link the proposed western and eastern primary roads, now built and known as A582 Penwortham Way and A6 London Way respectively. This link was not implemented by the New Town Development Corporation and the original route was abandoned for technical reasons; but the Council believes that there remains a need to improve east-west links across the Borough. However, the provision of an east-west link would be dependent upon the release of land at Pickerings Farm for development, with the developers being expected to construct the road as part of their proposals. The Local Plan safeguards the land in the Pickerings Farm area and any development proposals on that land would need to be brought forward in a review of the plan. Similarly, the need for, impact of, and detail of, an east-west link road would have to be considered and tested in the future development plan process through reviews of the Structure Plan and Local Plan.

9.27

T4 - TRANSPORT POLICY 4: PARK AND RIDE

Land is allocated as shown on the Proposals Map for the provision of a bus based park and ride site at Walton-le-Dale, within the Capitol District Centre.

Justification

- 9.28** An essential part of the overall transport "package" of proposals for the M65 Interface Improvements scheme (Policy T2: Reservation of Land for Highways) and the Penwortham Bypass completion and improvements (Policy T1: Protection of New Highways Routes and Schemes), is the construction of bus based park and ride sites to serve the A6 corridor south of Preston and the A59/A582 corridor to the south west of Preston. Park and ride is considered to be the most effective method of reducing traffic congestion resulting from journeys starting outside the area. The park and ride sites will be linked to the centre of Preston by special buses taking advantage of bus priority measures carried out as part of the same "package" of proposals for each route.
- 9.29** The scheme at Walton-le-Dale will have a capacity of about 850 cars and will attract motorists from both the A6 and A675. The opportunity will also be taken to improve

facilities for public transport from elsewhere in the Borough. Planning permission has been granted for the car park and for the bus only link to Victoria Road and it is expected that work will commence during 2000. The land subject to the planning permission is indicated on the Proposals Map.

- 9.30** A park and ride site for the A59/A582 corridor is being sought and this will probably have to be in the Green Belt as there is no obvious site within the urban area.

MANAGEMENT OF TRAFFIC

Road Hierarchy

- 9.31** PPG 12: Development Plans states that development plans should include land use based policies and proposals related to the management of traffic. National Road Traffic Forecasts predict that total traffic is expected to increase by between 27% and 47% by 2000 and between 83% and 142% by 2025, compared with 1988. Policies to influence the pattern of land use in order to reduce the demand for travel and transfer journeys from the private car to public transport are likely to have an impact only in the longer term. The existing pattern of development with its established trip generation will continue to dominate.
- 9.32** It is accepted that vehicular traffic is one of the major sources of environmental and amenity problems and measures need to be taken to limit the impact, not only of the forecast increase, but also the existing levels of traffic.
- 9.33** In order to approach this problem a hierarchy of roads will be identified which will enable a judgement to be made as to where to direct traffic, where to discourage it and where remedial measures are desirable. It will also enable new development to be assessed in terms of the required standards of access and the impact of that new development on the existing road network.

9.34

T5 - TRANSPORT POLICY 5: ROAD HIERARCHY

A hierarchy for the road network has been established to reflect the status and function of roads. All new major development will be expected to be sited close to the main road network or be adequately linked to this by the secondary/distributor road network. All proposals and priorities for traffic management measures will have regard to this hierarchy.

Justification

- 9.35** The road hierarchy is as follows:

National Road Network

- 9.36** This comprises the motorways and trunk roads in the Borough, M6, M61, M65, A59 and A677 which are the responsibility of the Secretary of State for the Environment, Transport and the Regions.

Strategic Roads

9.37 These are other high quality routes the function of which is to carry traffic from one part of the country or region to another through the Borough.

Other Main Roads

9.38 These are roads which link main towns and settlements within the region. Whilst not of the importance of strategic roads their main function is to carry traffic through the Borough.

Local Through Roads

9.39 These roads carry traffic between different locations within the Borough or settlements immediately adjacent to it. They also link areas of the Borough to the main strategic routes and other main routes.

Local Distributor Roads

9.40 These roads provide access to and into individual areas of development e.g. residential estates or localities and employment areas. Generally they should not carry traffic which does not have a destination in the particular area which the road serves.

9.41 The roads which comprise the hierarchy are listed at Appendix 2.

9.42 A formally defined road hierarchy is one of the most practical ways to recognise and plan for the interaction between land-use and transport. On roads other than those which are the responsibility of the Secretary of State for the Environment, Transport and the Regions, the hierarchy will be used when considering the need for new roads, the location of new development with traffic implications and for assessing priorities for the allocation of limited resources for traffic management schemes for environmental and road safety purposes on Local Roads. It will provide a basis for measures to optimise use of the road system whilst containing the impact of traffic on the environment, residential amenities and road safety. It will enable the Council to identify areas which suffer from unnecessary traffic and those roads which are either ill-suited or not intended to carry the amount or type of traffic currently using them. This traffic could be prevented or discouraged from using those roads where it should not be and directing it on to roads which are intended to carry it.

9.43 The Local Distributor Roads will define the limits of "environmental areas" which may be considered suitable for comprehensive traffic management measures.

9.44

T6 - TRANSPORT POLICY 6: CONTROL OF DEVELOPMENT AFFECTING TRUNK ROADS

Development on, or which has implications for, trunk roads will be strictly controlled in order that such roads may continue to perform their function as routes for the safe and expeditious movement of long distance through traffic. Where, in order to ensure that conditions on the trunk road would be no worse than if the development had not taken place, the development would involve works, developers will be expected to fund these works under a section 278 Agreement.

Justification

- 9.45** Trunk roads, including motorways, are the responsibility of the Department of the Environment, Transport and the Regions. Circular 4/88 outlines policies in respect of the control of development on trunk roads. The Department has a strict policy of not allowing direct access from private development to motorways or motorway slip roads unless the development relates to motorway service areas, road junctions or motorway maintenance compounds. The Secretary of State will direct local planning authorities to refuse planning applications for development whose access arrangements breach this policy.
- 9.46** On all purpose trunk roads it is clearly necessary in general to restrict the formation of new accesses to them if they are to continue to perform their function as routes for the safe and expeditious movement of long distance through traffic. A particularly strict policy is appropriate for fast stretches of rural trunk roads and for trunk roads of near motorway standard inside and outside the urban areas.
- 9.47** Where a development is likely to generate a material increase in traffic (usually, as defined in PPG13: Transport, about 5%) either via an existing access (whether direct, or indirect via a local road) or via an otherwise acceptable new access to a trunk road, which would result in the access or the main line of that trunk road becoming overloaded the Secretary of State would normally advise (but if necessary, direct) the local planning authority to refuse the planning application. Alternatively, if improvements to the existing or proposed new access, or trunk road, could be designed, consistent with the Secretary of State's 15 year design horizon normally applied to those schemes he initiates himself, to provide the additional capacity, the Secretary of State could advise (or again, if necessary, direct) the local planning authority to impose conditions on any planning permission that the development should not occur unless and until those improvements have been carried out.
- 9.48** The Highways Agency would thus not expect to object to development consistent with the proposals in the plan, subject to the completion of any highway works which are considered necessary and acceptable in relation to the trunk road network such that the traffic generated by the development, together with all other traffic, could be accommodated forward to the design year (normally 15 years from full opening, including phasing, of the development).
- 9.49** A traffic impact assessment should accompany an application for development which will affect a trunk road. In accordance with Government policy, contributions will be sought from

developers towards the cost of works which are necessary as a consequence of the development.

9.50

T7 - TRANSPORT POLICY 7: IMPLICATIONS OF DEVELOPMENT FOR NON TRUNK ROADS

Development will be permitted provided that road safety and the convenient movement of all highway users including cyclists, pedestrians and public transport operators is not prejudiced.

Where necessary to protect the safety and efficiency of the road network and to accommodate traffic generated by the development, developers will be required to carry out or contribute to highway works, including, where appropriate, the provision of facilities for public transport and/or traffic management measures. Highway and traffic management measures should ensure that residential amenity is protected and that any adverse visual effects are limited, for example by landscaping.

Justification

- 9.51** It is important that developments do not compromise the safe movement and free flow of traffic or the safe use of roads by others. Whilst the choice of sites for specific forms of development has had regard to their accessibility in order to reduce the number of car trips, highway improvements may be needed to accommodate traffic generated by proposals. There is a clear need for developments to be acceptable - or rendered acceptable - from the point of view of their implications for the highway network and all highway users, including buses, cyclists and pedestrians.
- 9.52** Large new developments both individually and cumulatively, can have an impact on traffic and transportation beyond the sites themselves. Developments which would significantly worsen traffic conditions will not be permitted unless the necessary improvements to the transportation network can be secured.
- 9.53** With increasing traffic levels and congestion it has become commonplace for developers to undertake or fund highway or junction improvements which are required, because of the development, to increase highway capacity and/or to protect highway safety in the vicinity of the development site.
- 9.54** Applications for planning permission for development which would involve a material increase in traffic on any part of the highway network should be accompanied by a traffic impact assessment which demonstrates the way in which the requirements of the policy would be satisfied. The traffic impact assessment should be in accordance with the guidelines recently introduced by the Institution of Highways and Transportation.

9.55

T8 - TRANSPORT POLICY 8: TRAFFIC MANAGEMENT

Traffic management and small improvement measures may be used to alleviate existing and potential highway problems in order to obtain both improvements to the local environment and road safety, particularly for cyclists and pedestrians.

Justification

9.56 The locational policies for development of urban concentration aim to reduce the need to, and demand for, travel. Traffic management can, in some instances, help to relieve existing problems. Such measures including improved signing can be relatively inexpensive and can be implemented quickly and they will be particularly helpful in preventing unsuitable through traffic using residential roads. Small improvement schemes can help to ease movement at junctions and ease congestion. Where trunk and other main roads are affected, more extensive management measures may be required.

9.57 Locations for such measures include Station Road, Bamber Bridge; Leyland Road, Lostock Hall and Liverpool Road, Penwortham. A number of sites have been identified for further investigation including Farington Road/Stanifield Lane, Brownedge Road, Broadfield Drive and Dunkirk Lane, Leyland. The realignment of the West Paddock/Broadfield Drive junction, the land for which is currently protected, can be promoted by the Council

9.58

T9 - TRANSPORT POLICY 9: TRAFFIC CALMING

Traffic calming measures will be required as an integral element of all new development schemes. Such measures will also be introduced where there is a need to restrain traffic speed and reduce accidents in order to obtain both improvements to the local environment and safer facilities for pedestrians and cyclists.

Justification

9.59 Traffic calming measures are vital to reduce the number and severity of accidents. They will be expected to make a major contribution to efforts to reach the Government's target of a one-third reduction in road casualties by the year 2000. They can also have a beneficial effect on the environment of the areas where they are introduced. Traffic calming aims to give priority back to pedestrians and cyclists in residential and other areas where motor vehicle speeds are excessive. Such measures will be regarded as an integral feature in new large residential developments. Whilst the Council has a programme of traffic calming measures in pursuit of its road safety and accident reduction objectives funded by the County Council, sometimes the extra traffic generated by a development may bring forward the need for traffic calming measures in the vicinity of the site and possibly beyond

9.60 The approval of the Highway Authority (Lancashire County Council) would be needed for traffic calming measures on existing roads. The Council may also finance and carry out schemes itself.

9.61

T10 - TRANSPORT POLICY 10: PARKING STANDARDS

All development proposals will normally be required to provide car parking and servicing space in accordance with the parking standards adopted by the Council. In general, parking requirements will be kept to the operational minimum unless there are significant road safety or traffic management implications.

Justification

9.62 It is acknowledged that the availability of car parking has a major influence on the choice of means of transport. The nature and pattern of the development in South Ribble and the very high level of car ownership is such that the car will continue to be a principal way of getting to work, for shopping and visiting leisure facilities. The Council supports measures to reduce car journeys but it recognises that any reduction will be a long term process requiring action by other agencies beyond the scope of this plan.

9.63 The car parking standards have been drawn up co-operatively between the Borough, County and other Lancashire District Councils and are used as a guide to the amount of parking and manoeuvring considered appropriate to various kinds of development. The levels set are expressed in maximum terms. A certain level of on site parking and servicing may be necessary to alleviate congestion in the highway, to protect and improve the safety of pedestrians and to safeguard the amenity of residents of properties in the vicinity of new developments.

9.64 The general standards for the Borough form Appendix 3 to this Written Statement. For developments other than residential in Leyland Town Centre, as defined in the Leyland Town Centre inset, different standards apply which are considered more appropriate to a town centre. Within the town centre the standards for non-operational requirements shall be 50% of those indicated in Appendix 3. The standards for commercial development within the defined district centres may be relaxed where communal parking and servicing arrangements exist in each particular district centre.

9.65

T11 - TRANSPORT POLICY 11: CYCLING

Facilities for cyclists will be safeguarded and enhanced where there is sufficient existing or potential demand by:

- a) Imposing conditions which require the provision of secure cycle parking facilities in new, non-residential developments, in particular in shopping areas, schools and colleges, libraries and other public facilities;**
- b) Refusing planning permission for development which would prejudice the provision of new segregated cycle routes or the use of existing routes by cyclists; and**
- c) The provision of cycle lanes and/or priority facilities at junctions in new highway and traffic management schemes.**

Justification

9.66 Cycling is an environmentally friendly mode of travel which can make a contribution to transport provision especially in urban areas. The Council recognises that the use of cycles

for journeys to and from work and school has been increasing over recent years. However, existing traffic levels make cycling dangerous and unpleasant and potential cyclists are discouraged by this and the lack of secure facilities at their destination. Cycling needs to be made safer by the provision of facilities which lessen conflicts with motor traffic. A network of cycle routes, mostly segregated, has been established in the Borough. Through the development control process new developments will be designed to facilitate and encourage cycling. It is the intention of the Council, in conjunction with the County Council to continue to work to improve the levels of safety and convenience for cyclists, including secure parking facilities.

9.67

T12 - TRANSPORT POLICY 12: FOOTPATHS AND BRIDLEWAYS

The footpath and bridleway network will be protected and enhanced for the benefit and safety of pedestrians. As a general principle existing public footpaths and bridleways in new development areas should be retained and linked into the circulation system as segregated routes.

Justification

9.68 Walking is the most environmentally sound mode of transport. Good, safe, pedestrian routes and facilities are essential. Most journeys are very short and many more such journeys could be made on foot. The presence of a right of way is a material consideration in the determination of planning applications. Development should be designed so as to facilitate and encourage more journeys on foot. Associated measures to improve rights of way for recreational purposes are described in Chapter 8.

9.69 There will be an onus on developers to try and incorporate existing public footpaths and bridleways within new developments. Rather than merely preserving the footpath it should form part of the new development. If it is impossible to incorporate an existing footpath or bridleway into a layout any diversion should preferably be on a route segregated from vehicular traffic.

9.70

T13 - TRANSPORT POLICY 13: PEDESTRIAN MOVEMENT

In determining a planning application for a major new residential, commercial, employment or mixed use development, conditions may be imposed on any permission or a planning obligation may be sought which requires the provision or improvement of facilities for

pedestrians which link to the existing footpath networks. Where necessary as a direct consequence of the development itself, this requirement may entail works beyond the development site.

Justification

9.71 Increases in car ownership and traffic have made conditions for pedestrians more dangerous and unpleasant. Pedestrian safety will be given particular attention in the Borough Road Safety Strategy. However, provision of safe, convenient and pleasant pedestrian routes as part of new developments will encourage walking especially where new provision links with the existing network to nearby facilities. A pattern of mixed development and an approach to sustainable development should ensure that activities can be carried out locally.

9.72 Through the development control process new development will be located and designed so as to facilitate and encourage more journeys on foot.

9.73

T14 - TRANSPORT POLICY 14: FACILITIES IN HIGHWAY SCHEMES

Planning permission will not be granted for a new road, highway improvement or a traffic management scheme unless the proposal includes:

- a) Provision or improvement of facilities for pedestrians, cyclists and disabled people, and for public transport operators; and**
- b) Measures which minimise any adverse effects on residential and visual amenities.**

Justification

9.74 The Structure Plan transport policies emphasise the need to take account of the requirements of pedestrians and cyclists. In considering highway proposals, therefore, the Council will seek to ensure that conflict between vehicles and other highway users is minimised and that safe crossing points are provided. Measures such as road closures and traffic calming should allow pedestrians, cyclists and disabled people to pass without obstruction, provided this can be done safely and without prejudice to environmental objectives.

9.75

T15 - TRANSPORT POLICY 15: PEDESTRIANISATION

The pedestrianisation of a length of Southern Towngate, Leyland, will be implemented when development is completed. Schemes to improve the pedestrian environment of other commercial areas, including Hough Lane and Chapel Brow, Leyland and Liverpool Road, Penwortham will be introduced when highway conditions permit.

Justification

9.76 Where through traffic is removed from main shopping streets by the alterations to the highway network it is essential that they are made as attractive as possible to encourage the build-up of the centre. It has been the long term commitment of the Council to achieve the pedestrianisation of Southern Towngate as part of the Town Centre proposals. Improving the shopping environment by pedestrian priority measures is an important way of enhancing the role of Leyland as a main retail and service centre. Not only is it important to ensure that individual buildings and areas are attractive but also that the links between them are pleasant and safe for pedestrians and encourage movement between different areas.

9.77 Hough Lane and Chapel Brow, Leyland and Liverpool Road, Penwortham are three of the main shopping streets in the Borough. They all suffer from through traffic which significantly reduces the amenities of shoppers and pedestrians. Whilst full pedestrianisation might not be possible, efforts need to be made to improve the situation and environment for pedestrians

PUBLIC TRANSPORT

Rail

9.78 South Ribble is served by First North Western Trains and there are three stations within the Borough. Leyland Station is on the West Coast Main Line (WCML) but long distance services do not stop there. The station is served by the Manchester-Blackpool and Liverpool to Blackpool routes. Bamber Bridge and Lostock Hall Stations are served by the East Lancashire Line.

9.79 The majority of usage of the stations is for journeys into Preston. All stations have park and ride facilities with those at Leyland and Bamber Bridge being fairly well used but much less so at Lostock Hall. In an access survey carried out Leyland Station was found to be one of the least accessible stations for disabled people in Lancashire, because of the number of platforms and the lack of ramps.

Bus

9.80 Bus services are provided by various operators under the provisions of the Transport Act 1985 which abolished route licensing by the Traffic Commissioners. The "commercial services" operate along routes chosen by the operator to their own timetable and charge fares

fixed by themselves. Generally, the pattern of commercial services fall into three categories: services emanating from Preston (Bus Station) to areas nearby, ie Penwortham, Walton-le-Dale and Bamber Bridge; services between other towns which pass through the Borough and local services in, and from, Leyland. Other types of service include "non-commercial" and "de minimis" services. Currently twenty-four of these public contract services enter South Ribble Borough

- 9.81** The Council has the power to provide facilities such as bus stations, bus shelters and laybys but bus operators are no longer obliged to use specific stopping points or bus stations. With limited finance available, there is little opportunity to influence bus services and the existing pattern is likely to remain.

Taxis

- 9.82** Taxi cabs (hackney carriages) and private hire vehicles are licensed by the Council and are an important part of the public transport facility in the Borough especially in Leyland. Applications for licenses are considered only on suitability of the applicant and the standard of the vehicle. The Council has made provision for ranks, and keeps this provision under review.

Public Transport Issues

- 9.83** Public transport is an important feature in meeting the transport needs of many people, for example, about one third of all households in Leyland are without a car. At the same time an improved public transport system is one of the more important means of reducing the use of private cars. If private traffic growth is to be controlled to the extent necessary to prevent worsening congestion and associated environmental problems, more people must be encouraged to use public transport. This will only be achieved if it becomes an attractive alternative to the car.
- 9.84** The Council's ability to directly influence the provision and use of public transport is limited. However, the Council recognises the importance of maintaining and enhancing public transport services in the Borough in order to provide more choice for those making journeys, with the ultimate aim of reducing car travel. The County Council includes positive measures in the Structure Plan and a package of proposals including public transport in the TPP and now in the Local Transport Plan (LTP).
- 9.85** A multi-modal transportation study was carried out in 1993 by the County Council in conjunction with South Ribble and Preston Borough Councils. This was published as The Preston and South Ribble Transportation Study. There was a degree of general public support for the provision of bus-based park and ride sites with associated bus priority measures on the main radial routes into Preston.
- 9.86** The findings of the Study form a basis for the transport policies and proposals contained in the Structure Plan. The measures proposed were incorporated into the "package" bid of the TPP submission as indicated in Policy T4: Park and Ride and explained in the justification to it. The introduction of two major new park and ride facilities and bus priority measures on the A59 and A6 (Victoria Road) will be essential elements in making public transport more

attractive. Bus priority measures are shown on the Proposals Map. Elsewhere facilities including laybys and turning areas to provide for bus penetration of major new developments will be required under the provisions of Policy QD1: Design Criteria for New Development. However such schemes can only be successful as part of a package of interrelated measures which would include a strategy for controlling development and restricting long stay commuter parking provision in Preston Town Centre. This package of measures will need to be reflected in Preston Borough Council's own local plan proposals if it is to be effective.

9.87 In addition the Council will support measures which will allow for the increased use of the local passenger rail network, in particular the following rail based proposals are included in the Structure Plan but have no direct land use implications:

- a) Electrification of the Manchester to Blackpool line.
- b) Upgrading of the West Coast Main Line.
- c) Improvements to park and ride facilities at Leyland and Bamber Bridge Stations.
- d) Measures to increase use of East Lancashire Line.
- e) Improvements to Leyland Station to increase access for disabled persons.

CHAPTER 10: THE QUALITY OF DEVELOPMENT POLICIES

Introduction

10.1 The environment is influenced by the quality of its buildings. Buildings have a relatively long life span and therefore it is critically important that the design is right. Poorly designed buildings or unsympathetic alterations are likely to reduce the life and value of a building. Landscaping, existing vegetation and proposed planting once mature are valuable assets to developments, blending buildings into the environment, improving the visual quality and character of localities and contributing to the existing green/wildlife corridors.

10.2 This chapter sets out policies on the design and layout of new developments, the design of extensions, the design of new shopfronts, crime prevention, security shutters, noise, landscaping requirements, advertisements, personal mobility, the design of agricultural buildings and telecommunications.

10.3 Objectives

- 1. To ensure that the design, form and layout of new development including advertisements is of high quality.**
- 2. To make adequate provision for landscaping within all new developments but especially in sensitive locations.**
- 3. To provide for the needs of personal accessibility for all sections of society.**

Strategic Context

10.4 National Governmental guidance is set out in PPG1: General Policy and Principles (Revised). It emphasises that good design should be encouraged and is one of the main criteria in assessing development proposals. Government guidance on new agricultural buildings, telecommunications and noise is set out in PPG7: The Countryside - Environmental Quality and Economic and Social Development (Revised); PPG8: Telecommunications and PPG24: Planning and Noise respectively.

Local Context

10.5 Previous local plans contained a range of policies which encouraged good standards of design for new development. The aim was to improve the quality of the urban environment including the provision of a high standard of landscaping.

10.6

QD1 - QUALITY OF DEVELOPMENT POLICY 1: DESIGN CRITERIA FOR NEW DEVELOPMENT

Planning permission will be granted for development provided that:

- a) The proposal is well related to neighbouring buildings and to the locality in terms of its size, scale, orientation, intensity (plot coverage) and external materials;**
- b) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects local character and reflects local distinctiveness;**
- c) The development would not prejudice highway safety, including pedestrian safety, or the free flow of traffic;**
- d) Appropriate provision is made for car parking and servicing;**
- e) Any noise, disturbance and traffic generation will not be detrimental to the amenity of the area; and**
- f) The development will not cause harm to neighbouring property by leading to overlooking and loss of privacy, overshadowing or an overbearing effect.**

Alterations and/or extensions to buildings should also be in keeping with the scale and character of the original building and its surroundings.

Justification

10.7 Whilst the primary role of a local plan is to allocate land for development to meet the strategic requirements of the Structure Plan, just as important is the manner in which development is carried out. The appearance of proposed development and its relationship to its surroundings are material planning considerations. The Council attaches great importance to the good design of proposals to ensure that buildings contribute positively to the environment and to ensure that the amenity of neighbouring dwellings is safeguarded. Good design should be the aim of all those involved in the development process; it can help promote sustainable development; improve the quality of the existing environment; attract business and investment; and reinforce civic pride and the sense of place which reflects local distinctiveness.

10.8 When considering applications for planning permission the Council will take into account certain criteria. Such criteria need to be considered in conjunction with other policies relevant to the individual application.

10.9 The Council is keen to encourage the improved design of extensions and new developments. A design which is sensitive and harmonious need not cost more than poor or mediocre design. Good design not only contributes to the character and enhancement of an area but can increase property values.

- 10.10** The quality of the built environment can easily be harmed by inappropriate extensions to buildings. This policy also aims to ensure that any alterations are in scale and character with the building and in keeping with the surrounding area.
- 10.11** Whilst design is a subjective matter it is possible to lay down some general principles. Factors such as scale, massing, and character will be considered together with materials, proportions and fussiness.
- 10.12** The Council is keen to encourage better layouts in all new developments. Layouts should take account of existing features of the site such as contours, trees and hedgerows, watercourses and wildlife value. Building lines should be varied and careful attention given to the spaces created between buildings. The aim should be a development which is of a human scale and not one in which roads and parked cars are the most prominent features. The principles advocated in Design Bulletin 32 and the Lancashire Residential Road Design Guide ought to be incorporated into schemes. More imaginative road layouts can reduce the amount of space needed for roads and produce a better landscaped, and hence more attractive environment.
- 10.13** Direct access onto a primary route should be avoided as far as practicable. The type of access should reflect the type of road involved and the volume and character of traffic likely to use it. Whatever the type of access, good visibility is essential. In addition, the level and type of traffic associated with the proposals will be examined to assess the likely impact on the character and amenity of the area. In order to minimise undue road congestion and consequent reduction in the quality of the environment, it is important that sufficient off-street parking and servicing is provided to meet the needs of new development on site.
- 10.14** Noise can have a detrimental effect on the quality of the environment, particularly in areas of housing and those which have remained relatively undisturbed by noise nuisance and are prized for their recreational and amenity value for this reason. Much of the development which is necessary for the creation of jobs and the construction and improvement of essential infrastructure will generate noise. The Council will only permit development that does not cause an unacceptable degree of disturbance.
- 10.15** New development should be designed to avoid overlooking, loss of light and a reduction in privacy and amenity space, particularly for neighbouring properties.
- 10.16** The amount of private garden space will vary depending on the type of housing being constructed, for example, whether it is for older people or for families. With family housing it is important that secure areas for children to play are provided. Each dwelling needs some garden space which is private.
- 10.17** A minimum distance of 21 metres will normally be required between facing windows of dwellings to achieve a reasonable degree of freedom from overlooking. However, with careful layout design and the use of reduced or single aspect housing it may be possible in some cases to accept a reduction of this figure. The careful use of walling, fencing, hedges and tree planting to provide screening can ensure adequate private areas. Even greater attention will be paid to the above principles when assessing proposals in conservation areas or affecting the setting of listed buildings because of the special architectural or historic character of buildings in these areas.

10.18 Development briefs will be used for some sites allocated for development to advise developers on the planning policy context, the constraints and features on the site and the design and layout including density, access and the public open space provision required, particularly for large residential sites. A number of development briefs have already been prepared for some of the residential sites in the Borough, including Broad Oak Farm, Penwortham, Higher Croft, Kingsfold, Brindle Road, south of the railway, Bamber Bridge and the residential allocation at Holland House Farm, Walton-le-Dale.

10.19

QD2 - QUALITY OF DEVELOPMENT POLICY 2: DESIGN OF RESIDENTIAL EXTENSIONS AND FREE STANDING STRUCTURES (DOMESTIC GARAGES, SHEDS ETC)

Planning permission will be granted for residential extensions and free standing structures provided that:

- a) The proposal does not have a detrimental impact on the existing building or on the street scene by virtue of its height, size, scale, density, massing, form, use of materials or an unacceptable reduction of amenity space;**
- b) The proposal does not have a detrimental impact on neighbouring properties by virtue of its height, size, scale, massing, form or proximity;**
- c) The proposal does not have an adverse cumulative effect on the character of the area;**
- d) The proposal does not adversely affect the character or setting of a listed building and/or the character of a conservation area; and**
- e) The proposal does not reduce the number of on-site car parking spaces to below the minimum standards required unless there are other material considerations which justify the reduction.**

Justification

10.20 The majority of planning applications submitted in South Ribble are for householder extensions or for free standing structures, eg, garages, sheds etc, which can generate a great deal of controversy since their impact may impinge on neighbouring properties. The planning system is not however, concerned whether proposals affect private interests in terms of financial loss or loss of outlook but whether proposals have an unacceptable effect on matters which ought to be protected in the public interest.

10.21 The Council is concerned that proposals do not adversely affect the amenity of the neighbourhood by resulting in a loss of privacy or outlook, restricting the amount of sunlight or daylight or have an overbearing effect on neighbouring properties in terms of their scale, massing, height, orientation, or loss of amenity space. Many planning applications are refused because proposals pay insufficient attention to neighbouring properties and may be out of scale with the original building.

10.22 Two storey or first floor extensions in streets of semi-detached or detached houses which extend to the boundary with the adjoining property can lead to a "terrace" effect which can, in some circumstances, spoil the character of an existing residential area. The cumulative effect of any previous alterations and extensions together with those proposed will be taken into account. However, good design which is sensitive and harmonious need not cost more than poor or mediocre design. The extra initial cost for example, of a pitched tiled roof against a flat roof will probably be more than made up for by a considerable saving in repair costs over the life of the roof.

10.23 A Design Guide for House Extensions, approved by the Council in November 1989, gives guidance to prospective developers and applicants on the standards of design the Council expects. This is included as Appendix 4 to this Local Plan.

10.24 Many types of extension or alteration to residential properties can be carried out under "permitted development" rights and do not require planning permission. A booklet entitled "Planning: A Householder's Guide" and information sheets produced by the Council are available free of charge and give advice on whether planning permission is needed for particular types of development.

10.25

QD3 - QUALITY OF DEVELOPMENT POLICY 3: DESIGN OF NEW SHOPFRONTS

Planning permission for new and altered shopfronts will be granted provided that:

- a) The proposal is appropriate to the building in terms of proportions, detailing and materials; and**
- b) Makes appropriate provision for signs and canopies in a manner which contributes to the overall design; and**
- c) Respects the surrounding townscape and street scene; and**
- d) Ensures that any security measures do not harm the appearance of the shopfront or streetscene; and**
- e) Makes full and proper provision for access by people with disabilities.**

Justification

10.26 Shopfronts are an important element of the commercial environment in Leyland town centre and in district and other local shopping centres. Well designed shopfronts are essential if the visual quality of these areas is to be enhanced.

10.27 The design of new shopfronts needs to address a wide range of issues. These concern not only attracting customers and fitting into the street scene but also making shops accessible to all members of the public whilst incorporating security measures.

10.28

QD4 - QUALITY OF DEVELOPMENT POLICY 4: CRIME PREVENTION

The design, layout and landscaping of new development should take account of the need for security, personal safety and crime prevention measures. Developments should be designed to reduce opportunities for crime by creating safe, defensible and attractive spaces.

Justification

10.29 Crime prevention is capable of being a material consideration when planning applications are determined. The design and layout of new developments and the good management of landscaping can assist in the reduction and prevention of crime by creating safe, attractive spaces which increase the opportunities for natural surveillance. The design of buildings, landscaping, roads, car parks, lighting, footpaths and open spaces can influence the actual and perceived safety of developments and provide a more secure environment. Pre-application discussions are encouraged to ensure that security and physical safety needs are taken into account in the design and building of new developments. Once a development has been completed the main opportunity to incorporate crime prevention measures will be lost. The Council supports the principles of the "Secured By Design" initiatives.

10.30

QD5 - QUALITY OF DEVELOPMENT POLICY 5: SECURITY SHUTTERS

Proposals for security shutters will be permitted provided that:

- a) They do not adversely affect the character and appearance of the building; and**
- b) Any external shutter boxes are recessed into the shopfront or fascia; and**
- c) Are plastic coated or treated so as to blend into the overall design of the building; and**
- d) Are of an open grille design unless evidence of high risk can be demonstrated and where other security measures have failed.**

Justification

10.31 It is necessary to balance the need for effective crime prevention measures and the need to maintain or enhance the environmental quality of the Borough, particularly the shopping centres. Developers should consider the need to incorporate appropriate security measures which are effective without compromising the visual amenity of the area and detracting from the appearance of the particular building.

10.32 The introduction of internal lattice shutters is preferred. However, where external shutters are proposed the shutter box should be recessed, normally behind the fascia panel, and the shutters coated or colour treated. Solid shutters will only be permitted on shopfronts where evidence of high risk is demonstrated and other security measures can be shown to have failed.

10.33

QD6 - QUALITY OF DEVELOPMENT POLICY 6: NOISE SENSITIVE DEVELOPMENTS

Proposals for noise sensitive developments (housing, hospitals and schools) should, wherever possible, be located away from significant current or potential sources of noise. Residential development proposals will be assessed in accordance with the advice on Noise Exposure Categories given in PPG24: Planning and Noise.

Justification

10.34 Noise can affect the quality of life and may have a detrimental effect on people's enjoyment and on the amenity of an area. PPG24: Planning and Noise suggests that the impact of noise can be a material consideration in the determination of planning applications. The planning system has the task of guiding development to the most appropriate locations. Land allocated for housing has been separated from noisy activities. In future, noise sensitive developments such as housing, hospitals and schools will be directed away from existing or potential sources of noise, especially roads. PPG24: Planning and Noise has introduced the concept of noise exposure categories for proposals for residential development. For example, on sites where daytime noise levels from road traffic exceeds 72dB(A), planning permission will normally be refused. When it is not possible to direct noise sensitive developments away from significant sources of noise, the Council will consider the use of planning conditions or obligations to control, reduce or mitigate noise levels.

10.35

QD7 - QUALITY OF DEVELOPMENT POLICY 7: LANDSCAPING IN NEW DEVELOPMENTS

New residential and other development will be permitted provided that proposals contain satisfactory landscaping details and provided that:

- a) Significant healthy trees and other important landscape features such as hedgerows, ponds and water courses will be retained and incorporated successfully within the development;**
- b) Sufficient space is allowed between the landscaped areas/trees and the development to allow for future growth; and**
- c) Wherever possible the landscaping scheme uses locally native species.**

This policy does not apply to domestic or minor extensions or to changes of use.

Justification

10.36 The Council expects that proper consideration will be given to landscaping requirements in all planning proposals in order to ensure that the quality of the environment is maintained and enhanced. All new developments, both residential and non-residential, but excluding domestic or minor extensions and infilling, will be judged against the criteria listed in this policy.

10.37 Green space and landscaping/trees soften the visual impact of new developments. They contribute and enhance the character of an area making it appear mature by blending the development into the surroundings. This is particularly important in large scale developments or where sites adjoin major roads where landscaping will act as a screen. In the interests of amenity, the Council will ensure that features of nature conservation including trees and hedgerows, are retained wherever possible, will secure new landscaping to enhance and maintain an area and ensure that sufficient space is allowed to prevent future requests for removal. This new landscaping will complement existing landscape/natural features of the site and, where possible, form links to the landscape and wildlife habitats of the surrounding area by way of wildlife corridors.

10.38 Importance is attached to the retention of hedgerows, trees, large shrubs and to the provision of new landscaping as part of the planning approval to ensure that the overall aim of protecting the environment is met and that landscape character is not destroyed.

10.39 Landscaping schemes are required to be submitted as part of a planning application. They should not be an afterthought on the developer's part but an integral part of the development. Advice on the information required as part of a planning application is available as Supplementary Guidance.

10.40

QD8 - QUALITY OF DEVELOPMENT POLICY 8: LANDSCAPING ALONG MAJOR HIGHWAY ROUTES

Development proposals alongside, or particularly visible from, major highway routes within the Borough will be required to include appropriate levels of soft landscaping especially on the highway frontage to the site. Particular care will also need to be taken in the design and treatment of the visual edge to the scheme, to its nature conservation value and to its potential role as a wildlife corridor. Wherever possible landscaping schemes should utilise locally native species.

Justification

10.41 This policy will help to maintain and, in many cases, enhance the physical appearance of the Borough. The main highway routes form gateways into the Borough and the image of the Borough is greatly influenced by the impressions gained by a visitor travelling into or through the area. It is important, therefore, that new developments along the main thoroughfares present an attractive frontage to the highway and incorporate a high degree of quality landscaping. Special attention needs to be given to those frontages which give a visual edge to these routes particularly with regard to the orientation of buildings and the quality of boundary treatment.

10.42

QD9 - QUALITY OF DEVELOPMENT POLICY 9: ADVERTISEMENTS

Advertisement consent will only be granted for signs which satisfy the following criteria:

- a) The design of the sign including its size and use of materials should relate well to and not be detrimental to:**
 - i) The character and integrity of the building to which it is fixed,**
 - ii) The character of adjoining properties,**
 - iii) The character of the street scene or immediate locality;**
- b) The sign should be sited sensitively on the building;**
- c) The sign should not adversely affect public safety; and**
- d) The sign should not have a detrimental effect on the areas of special control.**

Justification

10.43 Advertisements can make a strong impact on the appearance of an area. It is necessary to control the use and design of adverts in the interests of the amenity of an area. The Council is concerned about the visual impact of advertisements, including their cumulative effect, on the character of a building or on the street scene rather than the content of the sign for which it has no powers to regulate. Good design of advertisements should respect and relate to the building, including neighbouring properties and upper floors. The local characteristics of the neighbourhood will be a prime consideration. Levels of illumination should be appropriate to the character of the locality. Brightly illuminated signs will normally only be permissible in commercial and industrial areas away from residential properties. Large poster hoardings, which can be part of the fabric of commercial areas will not normally be allowed elsewhere.

10.44 Local Planning Authorities are also expected to control advertisements in the interests of "public safety" and advertisements will be assessed in relation to the possible confusion, distraction or hazard they cause road users. Particular consideration needs to be given to proposals to site advertisements at points where drivers need to take exceptional care, for example at junctions, roundabouts, pedestrian crossings or other known local traffic hazard spots.

10.45 More stringent controls will apply to adverts in conservation areas and areas of special control. These areas require special provision for the control of adverts or to give greater protection to the visual amenities of rural areas. A large part of the Borough is classed as an area of special control which coincides mainly with the areas of Green Belt. Within an area of special control there are greater limitations on the types and sizes of advertisements which may be displayed without the need to obtain advertisement consent.

10.46 Not all advertisements require "express" consent. Many may be displayed by "deemed" consent and some are exempt from all control. A booklet produced by the DETR entitled

"Outdoor Advertisements and Signs - A Guide for Advertisers" is available from the Council and gives advice on what constitutes an advert, and whether consent would be required.

10.47

QD10 - QUALITY OF DEVELOPMENT POLICY 10: PERSONAL MOBILITY

The design and layout of proposals for development which is likely to be used by people with disabilities or by people with toddlers or using pushchairs should include arrangements to facilitate mobility and access. The Council will seek to secure these arrangements by negotiation but where appropriate may impose conditions requiring them.

Justification

10.48 The aim of this policy is to encourage access throughout the district for everyone and to ensure that appropriate provision is made for their needs in all developments.

10.49 "Everyone" includes: people with physical disabilities, such as people who lack stamina, have poor co-ordination or poor grip; people who use mobility aids such as wheelchairs, sticks and crutch users; people with sensory impairments such as partially sighted and blind people; people who are hard of hearing or deaf; elderly people and those with toddlers or infants in pushchairs.

10.50 The Chronically Sick and Disabled Act 1970 requires that provision be made for the needs of disabled people in buildings and the Building Act 1984 imposes requirements in respect of such provisions. This applies to buildings to which the public have access or within which people are employed. Section 76 of the Town and Country Planning Act 1990 places a duty on local planning authorities when granting permission for such buildings to draw an applicants attention to their statutory obligations. The Council is determined to ensure that people with access difficulties are not prevented, due to the design of the environment, from playing a full role in the life of the community and are able to participate in, and contribute to, all community activities, whether as residents, employers or visitors in the area. The authority is therefore committed to ensuring improved accessibility to land and buildings, including those within its own control.

10.51 PPG1: General Policy and Principles encourages developers and local authorities to consider the needs of people with disabilities at an early stage in the design process. It states that "they should be flexible and imaginative in seeking solutions, taking account of the particular circumstances of each case."

10.52 Where new buildings are proposed, attention will be paid to the provision of suitable access to buildings from adjoining streets and setting down points, car parking spaces for disabled persons using the building and signposting of the route to an entrance accessible for disabled visitors. Where alterations to existing buildings are proposed the Council acknowledges that provision for disabled people is more likely to be constrained by what is practicable because of factors such as existing substantial changes in level or significant slopes. The needs of disabled will also be considered should new countryside facilities be provided.

10.53 Whilst planning powers and the Building Regulations now enable the Council to adopt a more positive role, legislative measures alone will not provide a panacea. It is necessary for the Council to operate in a way whereby its own developments set good examples and whereby its actions increase the awareness of those concerned with creating the built environment of the need to cater for the disabled as a matter of course.

10.54 The County Council has adopted a code of practice on mobility and this will be binding on the Council for all works which it carries out on the County Council's behalf.

10.55

QD11 - QUALITY OF DEVELOPMENT POLICY 11: NEW AGRICULTURAL BUILDINGS

New agricultural buildings will be approved or permitted provided that:

- a) The development is reasonably necessary for the purposes of agriculture or forestry; and**
- b) The visual impact of the development on the landscape is minimised by the siting, design, choice and colour of materials, and any additional planting sympathetic to the surroundings of the development.**

Justification

10.56 For the purposes of this policy, the definition of “agriculture” is that set out in section 336(1) of the Town and Country Planning Act 1990. This definition includes: horticulture, fruit growing, seed growing and dairy farming; the breeding and keeping of livestock for agricultural purposes and the use of land for specified purposes, including woodlands.

10.57 The policy seeks to achieve a balance between development required to meet the operational needs of agriculture and protecting the visual character of the landscape. The siting, design, colour and materials used in the construction of new buildings can have a significant impact on the site and its surrounding landscape; poor quality proposals downgrade the environment. To minimise the visual impact, emphasis should be given to the scale and siting of the building, and the use of sympathetic materials. The use of sympathetic colours such as brown or dark grey and provision for tree planting, where appropriate, can assist in minimising the visual impact of the building on the landscape by blending it into the surroundings.

10.58 Deemed planning permission is granted for a wide range of agricultural and forestry uses on sites of 5 hectares or more under the Town and Country Planning (General Permitted Development) Order 1995. In most cases this permission cannot be exercised unless the application is submitted to the local planning authority for determination to whether prior approval is required for certain details. This gives the local planning authority 28 days to consider the development. The procedure provides the local planning authority with the means of regulating the important aspects of agriculture and forestry development for which full planning permission was not, under the previous legislation, required. Pre-application discussions with the Council are encouraged in order to mitigate the impact of new agricultural buildings on the landscape. The Council will consider preparing guidelines on

the principles to be taken into account when details of a building's design, materials and siting are being prepared.

10.59 Amendments to the General Permitted Development Order have implications for buildings erected, significantly extended or altered on, or after, 1 April 1997, which cease to be used for agriculture within 10 years. Where an abuse of permitted development rights has occurred, the Council may require the building to be removed.

10.60

QD12 - QUALITY OF DEVELOPMENT POLICY 12: TELECOMMUNICATIONS

In determining whether approval of siting and appearance is required or considering applications for planning permission from licensed telecommunications operators the Council will need to be satisfied that:

- a) The siting and external appearance of apparatus, including any location or landscaping requirements, have been designed to minimise the impact of such apparatus on the visual amenity of the street scene and/or landscape and the living conditions of any local residents while respecting operational efficiency;**
- b) Antenna have, so far as is practicable, been sited so as to minimise their effect on the external appearance of the building on which they are installed;**
- c) Applicants can demonstrate that they have explored the possibility of erecting antennas on an existing building, mast or other structure; and**
- d) Applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators.**

Justification

10.61 Central Government policy on telecommunications is set out in PPG 8: Telecommunications. It aims to facilitate and encourage the growth of telecommunications whilst protecting the environment from visual damage and from the cumulative effects of proposals for telecommunications.

10.62 As sites for telecommunications could be constrained by technical considerations, it is necessary to balance the visual impact against the wider environmental benefits such as the need to reduce travel. This policy will ensure that the amenity and visual qualities of areas are safeguarded. In addition to the provisions of this policy, extra protection will be given to built and natural heritage (including listed buildings, conservation areas, scheduled ancient monuments and Sites of Special Scientific Interest), Green Belts and green wedges where telecommunications developments could be particularly obtrusive and/or detrimental to the special character of the area. The relevant provisions are set out elsewhere in this plan.

10.63 Wherever possible masts, antennas and satellite dishes should be as small as possible and should be encouraged to be sensitively sited on buildings. Pre-application consultation is encouraged between telecommunications operators and the Council to minimise the impact of

their proposals. Minor telecommunications development is permitted under the General Permitted Development Order.

CHAPTER 11: COMMUNITY SERVICES POLICIES AND PROPOSALS

Introduction

11.1 A wide range of services and facilities is required to serve and support the Borough's population. Most are currently provided by authorities and organisations other than the Council. Significant among these are Lancashire County Council (education, social services, libraries, fire and police), the Chorley and South Ribble Health Authority (hospitals, health centres and ambulances) and numerous community and voluntary bodies.

11.2 This chapter contains policies to guide the provision of new community service developments and to protect existing facilities. It also reserves specific sites for new facilities which accord with the requirements and intentions of service providers.

11.3 Objective

- 1. To accommodate the needs of other agencies regarding the provision of community services and facilities.**

11.4

C1 - COMMUNITY SERVICES POLICY 1: COMMUNITY FACILITIES

Planning Permission will be granted for new, extended or multiple use of community services or facilities provided the proposal:

- Would not have an adverse effect on the amenity of adjoining properties and the surrounding area;**
- Allows for adequate access, parking and servicing facilities and does not create unacceptable traffic problems; and**
- Is well related to the population it is intended to serve.**

Justification

11.5 The Council will normally welcome proposals for new or improved community services and facilities. Particular care, however, will be taken in determining the correct balance between the advantages gained by the establishment of a new facility and any potential effects in term of amenity and traffic generation it may have on the surrounding area. The particular environmental effects of a facility will have to be determined as well as the appropriate level of protection to surrounding housing. This is particularly important for example when planning applications are determined for places of worship, children's nurseries, etc. In order to make the best use of resources and to further the aim of providing adequate service provision to the whole community, full use should be made of existing land and buildings.

11.6

C2 - COMMUNITY SERVICES POLICY 2: EXISTING COMMUNITY SERVICES

Planning permission for any development, including changes of use, which involve the loss of community facilities will not be granted unless:

- a) It is unsatisfactory for its use as a community facility in terms of access, car parking/servicing or effect on residential properties; or**
- b) It is unsuitable for alternative community uses in terms of condition, design or size; or**
- c) There is shown to be no need or demand for its use as a community facility; or**
- d) The alternative provision on another site of the same or better facility in terms of community benefit is implemented; or**
- e) The facility now provided can be fully retained or enhanced through the development of only a small part of the site.**

Justification

11.7 The number of existing buildings and sites suitable for community facilities is comparatively limited and the change from a community use can represent a loss of a valuable resource. Through changes in population structure and the restructuring of facilities, buildings and sites may become surplus to the requirements of a particular group, authority or organisation. In such cases, there will be a presumption in favour of retaining them in community use by another group where a proven demand still exists and the premises themselves are satisfactory.

Educational Facilities

11.8 Overall within the Borough birth rates are rising and the current live birth rate also indicates a continued pressure on school places. The County Council has created a significant number of places at existing schools in the Penwortham, Leyland and Walton-le-Dale areas. It is presently carrying out the design work for a proposed new school on a site in the Walton Park area to take account of existing pressures on school places. In the case of any large development proposals it may be necessary to seek a site reservation for a possible new school, as was the case at Holland House Farm, as a significant development may well produce demands for consequential additional school places. The County Council keeps the demand for school places constantly under review and is consulted on development proposals. Developers will be informed at the earliest opportunity of requirements for educational facilities in association with the development. During the plan period it is considered extensions to existing primary schools may be required, especially in the Penwortham and Longton/Hutton areas.

11.9

C3 - COMMUNITY SERVICES POLICY 3: SCHOOL SITES

The following sites will be reserved for new primary schools:

- a) Land at Walton Park; and**
- b) Land at Holland House Farm.**

Justification

11.10 The County Council has a long-standing intention to provide a new primary school in the Walton Park area. Land has been reserved also in the Holland House area which is subject to planning obligations. The need for both sites and the actual provision is a matter for further discussions with the County Council.

Health and Social Facilities

11.11 The provision of services and the management of hospitals and community services, including ambulances, is the responsibility of NHS Trusts, each a separate authority in its own right. The District Health Authority is concerned with identifying the health needs of its resident population and securing health services to meet those needs. The District Health Trust has indicated a requirement for a health care facility in the centre of Leyland within the period of the plan. As the exact area of land required is not yet known no specific allocation has been made.

11.12 In addition the overall amount of development may give rise to other facilities being needed. Proposals for purpose built clinics and group practice surgeries within or next to district centres are likely to be acceptable. The location of a surgery building with the support of the Family Practitioners Committee, within a residential area, will normally be tested for their effect on residential amenity and traffic conditions. The provision of adequate on-site parking is a prime consideration.

11.13 It is a common experience that, once built, health care clinics need to be extended after a few years to accommodate additional services or practice list members. This has become ever more prevalent with many practices becoming fund holders. In these instances it will be necessary to ensure that proposals do not result in over development of the site, resulting in overlooking or overshadowing of adjoining property and on-site parking previously provided being lost.

Other Community Facilities

11.14 A new sub-divisional police headquarters has been constructed in Bamber Bridge but no other additional facilities for emergency services fire, police and ambulance have been identified during the plan period.

11.15 The library service is the responsibility of the County Council. Branch libraries are located at Lostock Hall, Leyland, Bamber Bridge, Kingsfold, Penwortham and Longton. There are no current plans for further library facilities although consideration was made to the provision of a new branch facility in Walton-le-Dale. Land has not been reserved in the plan for such a facility as there is no firm commitment to its provision within the plan period.

11.16

C4 - COMMUNITY SERVICES POLICY 4: COMMUNITY CENTRES

The following site is reserved:

- a) **At Moss Side Village Centre for a church or other community facility.**

Justification

11.17 There has been considerable residential development in the Moss Side area. Sites for such facilities are difficult to find within the existing built up area. The village centre is suitably located to serve the Moss Side residential area and has existing parking facilities.

11.18

C5 - COMMUNITY SERVICE POLICY 5: PUBLIC UTILITIES

Development proposals by public service authorities or statutory undertakers at existing establishments will be permitted providing that the development is small scale and essential to the provision or improvement of public services and utilities. For new developments or large scale proposals the bodies concerned must show compelling reasons why alternative sites outside the Green Belt are considered to be unacceptable.

Justification

11.19 Within the Borough there are a number of existing operational sites run by public service authorities and statutory undertakers for water, gas, electricity, etc. By their very nature and size they are mainly located within countryside areas, which in South Ribble is mostly Green Belt. The Council wishes to protect the interests of such bodies. Whilst the operators may have to carry out some development at these installations, this shall include strict environmental safeguards. Within their existing operational sites, small scale proposals will be generally acceptable. Elsewhere for a new development, or a large scale proposal, the Council will expect the authority concerned to show compelling reasons why alternative sites outside the Green Belt were considered to be unacceptable, There will be a presumption against such proposals if in Green Belt situations, where no such compelling reasons appear to exist.

Cemeteries

11.20 There is no municipal cemetery or crematorium within the Borough. The Penwortham Town Council provides a non-denominational cemetery in Hill Road primarily for residents of Penwortham. Elsewhere there are a number of church burial grounds with ample space available. The majority of those who die in the Borough are cremated, usually at Preston, where there is again ample capacity based on current requirements.

CHAPTER 12: IMPLEMENTATION POLICIES

Introduction

12.1 The implementation of the plan depends on the co-operation between various public agencies and the private sector. Public agencies will be primarily responsible for providing the essential infrastructure i.e. roads and services, to enable development of commercial and other facilities by the private sector. This role is, however, not confined exclusively to the public sector and private developers may wish to provide or finance the provision of the necessary infrastructure to enable their developments to go ahead. The importance of future sources of finance and the "machinery" for implementation should not be overlooked, particularly with regard to the effect of the ownership and disposal of the land assets of the English Partnerships (incorporating the former Commission for the New Towns). This has particular significance for the provision of residential and employment land and open space.

Role of the Council

12.2 The Council's main responsibility will be through the operation of the development control function and by adopting an "enabling" role bringing together public agencies, private enterprise and individuals in order to facilitate development in accordance with the proposals contained in the plan. The availability of finance is, of course, a critical factor and any commitment of resources will be subject to the capital resources available at the time and the revenue effects of such capital expenditure. However, the preparation of the plan will be of considerable relevance to the determination of priorities in public sector expenditure. The limited financial resources of the Council will result in more reliance on the private sector in conjunction with the development control system for bringing forward development sites.

12.3 As part of the development control process, the Council will, where necessary, impose conditions upon planning permissions or seek to enter into planning obligations with developers in order to: solve problems, enhance the quality of the proposed development, ensure that proper provision is made for the needs of those who will occupy the development so that any existing deficiencies in the area are not increased, and ensure that existing features of merit are safeguarded.

12.4 Planning obligations are made under section 106 of the Town and Country Planning Act 1990 as substituted by section 12 of the Planning and Compensation Act 1991. Obligations will mainly comprise agreements between the Council and developers; obligations in the form of unilateral undertakings made by developers are most commonly used at appeals. National guidance and policy advice on the use of planning obligations is set out in Circular 1/97. The Council's approach will be in accordance with this advice.

12.5 Planning obligations may restrict development or the use of land, require operations to be carried out, or require the land to be used in any specific way, and may require payments to be made to the authority either by a single sum or periodically. Obligations once created run with the land. They may be enforced against the original covenantor and his/her successor in title. Obligations can be positive, requiring a developer to do a specific thing or negative, restricting a covenantor or his successors from developing or using the land in a specified way. Benefits sought by the Council under obligations will be sought only where they are necessary to the grant of planning permission, relevant to planning, and directly, fairly and reasonably related in scale and kind to the proposed development

12.6 The need for a planning obligation will be considered in relation to individual planning proposals. The circumstances in which it is most likely to arise are indicated in the relevant policies of the plan.

12.7

IMP1 - IMPLEMENTATION POLICY 1: COMMUNITY BENEFIT

Where necessary to the grant of planning permission in the case of new housing, commercial, business and employment development, the Council will seek to negotiate and to ensure that the proposal will:

- a) Provide the full and reasonable direct and indirect physical and social infrastructure requirements of the development; and**
- b) Ensure that there is not a consequential and significant planning loss to the community.**

Any community benefit sought will be commensurate with the scale and nature of the individual development. Provision may be on-site or contributions may be made to the provision of facilities elsewhere provided their location can adequately serve the development site. Such benefit proposals are to be secured by a planning condition or obligation.

Justification

12.8 Whilst the Local Plan seeks to facilitate the release of identified land, the Council will also aim to obtain community benefits in order to compensate or offset any significant planning loss arising from the impacts of the development. It is the Council's view that landowners and/or developers should make appropriate provision for infrastructure, services and amenities, including community services, which are directly related to the size of the development being proposed where these are not already available. Expenditure constraints coupled with an increase in the rates of development and demands in recent years have meant that service providers have found it increasingly difficult to provide infrastructure, services and amenities to existing and committed development. Many of these facilities are already at capacity.

12.9 Where development would not otherwise be acceptable and a condition would not be effective, prior to granting planning permission a planning obligation will be required to secure economy, efficiency and amenity in the development and use of land, having regard to the interest of the local environment and other planning considerations.

12.10 An obligation will relate directly, and be relevant to, the development to be permitted and to the provisions of the Local Plan for the site and the area. It will cover either consequences arising solely from the development proposed and/or the cumulative effects of similar developments, or developments in the particular area in which the proposal is made. It may require provision of a specific community benefit or facility, and/or a financial contribution toward the provision of such benefit by the Council.

Role of the County Council

12.11 The County Council will be concerned with the provision of part of the proposed highway network especially those schemes, such as the Penwortham Bypass Completion and M65 Interface Improvements, which have all been accepted for inclusion in the TPP (now superseded by the Local Transport Plan). The County Council, as Local Education Authority, will be responsible for the provision of primary schools in the Walton Park or Holland House Farm areas. It is not known at this stage whether additional school facilities will be required elsewhere in the Borough. The County Council is also actively involved in the promotion of countryside recreation via, for example, the existing Lower Ribble Countryside Management Area.

Role of English Partnerships

12.12 As a major landowner still within the Borough, English Partnership (incorporating the former Commission for the New Towns) has a major role to play in implementing the proposals of the plan. It has the ability to provide the necessary infrastructure in order to bring land forward for development in a comprehensive manner. The fact that some of the allocated land is under the single ownership of English Partnerships will greatly facilitate the bringing forward of land for development. In addition the transfer of English Partnerships land holdings as part of the community related assets package makes a major contribution to implementing some of the plan's proposals relating to open space.

Role of the Private Sector

12.13 The private sector will be deeply involved in the plan's proposals for development particularly in residential and industrial areas, provision of associated open spaces and commercial expansion of Leyland Town Centre and elsewhere. The private sector may also be involved in leisure provision. At the same time as development proposals are carried out, it may be possible to achieve some form of planning agreement which will benefit the local community. In such cases a developer would be expected to enter into a planning obligation.

Role of Statutory Undertakers

12.14 The various statutory undertakers will be responsible for ensuring that existing services are capable of accommodating new development and for improving services if necessary. Consultation with the bodies concerned has revealed that there should be little problem in supplying new development but the Council will continue the consultation process as proposals go ahead. The Leyland Waste Water Treatment Works are close to full capacity and improvements/extensions are likely to be necessary to deal with the increased flows from development in its catchment area. The Council is assisting North West Water in investigating proposals for improvements to the sewerage system in the Longton area. The company will endeavour to meet any new demands as when they arise. There may be a need for reinforcement works to improve the water supply to the Western Parishes. Some of the development sites will require off-site mainlaying in order to provide adequate water supplies.

Role of the Voluntary Sector

12.15 The voluntary sector has developed a wide range of expertise. National bodies such as the RSPB and RSNC and local bodies such as the County Wildlife Trusts and urban conservation

groups can provide useful, valuable advice to local authorities on nature conservation and other issues, and the Council will actively seek their specialist knowledge in areas where appropriate.

CHAPTER 13: ENVIRONMENTAL APPRAISAL

Introduction

13.1 The Government has made it clear in PPG12: Development Plans that development plans have a key role in ensuring development and growth are sustainable. The environment is now a central concern of planning and the environmental appraisal of development plans is an essential tool in achieving this aim.

Environmental Appraisal

13.2 The Department of the Environment has published a good practice guide on "Environmental Appraisal of Development Plans" (1993). Environmental appraisal is:

- ◆ a review of development plan policies and proposals to evaluate their individual and combined impacts on the environment;
- ◆ an integral part of the plan making and review process;
- ◆ based on a qualifiable baseline of environmental quality.

13.3 Whilst the appraisal looks at the key environmental issues it also enables economic and social factors to be considered alongside environmental concerns.

13.4 As the basic aim of an environmental appraisal is an aid to policy formulation the process itself is important as it should help better informed decisions to be made. Also, unlike project assessment, it has the benefit that it takes place when there are still choices to be made and alongside public participation.

Methodology

13.5 In undertaking an environmental appraisal a number of key tasks are undertaken:

- ◆ the environment has to be characterised to identify key assets, threats and opportunities in order to provide a baseline for consideration of the environmental effects of policies;
- ◆ ensuring that the scope of the plan covers appropriate environmental concerns;
- ◆ appraisal of policies and proposals to establish their environmental effects.

These key tasks are elaborated below.

1. Characterising the Environment

13.6 Characterising the environment through an assessment of environmental stock provides a baseline to examine whether policies have a positive or negative impact on the environment. The environmental stock needs to be identified and qualified. In the Structure Plan section "Environmental Appraisal" the environmental stock reflects the themes of Lancashire's first state of the environment report, "A Green Audit". Given the strategic context the Structure Plan provides, the environmental stock used in the Structure Plan appraisal has been adopted in the appraisal of this plan. The advantages of such an approach include the baseline

information included in the "Green Audit" and the ability to ascertain the environmental impacts of applying strategic policies at local level.

13.7 To improve the objectivity of the appraisal “indicators of positive impact” have been established in the Structure Plan Environmental Appraisal. The indicators have been amended slightly to reflect local circumstances, see Table 1.

Table 1

<u>Environmental Stock</u>	<u>Indicators of Positive Impact</u>
Geology	<ul style="list-style-type: none"> - reduces consumption of minerals - protects mineral resources - increases the re-use/recycling of minerals
Soils	<ul style="list-style-type: none"> - safeguards best agricultural soils - improves contaminated/degraded soils - reduces acidification of soils
Air	<ul style="list-style-type: none"> - reduces emission of ozone depleting gases - reduces emissions of pollutants (including odours) - likely to increase Co2 fixing, increasing tree cover especially broad-leaved woodland - reduces emission of greenhouse gases
Water	<ul style="list-style-type: none"> - safeguards water resources - reduces drinking water demand - improves drinking water quality - improves surface water quality - protects groundwater quality - improves river corridors and other water features
Energy	<ul style="list-style-type: none"> - reduces consumption of fossil fuels - reduces car travel - increases use of renewable resources - reduces energy demand - increases attraction of walking and cycling - increasing public transport share
Land	<ul style="list-style-type: none"> - maximises use of 'brown' land - minimises use of greenfield sites - makes efficient use of land - removes contaminated and derelict land - protects land from flooding

Wildlife	<ul style="list-style-type: none"> - safeguards important sites and species - improves management for nature conservation - creates new habitats/features
Landscape	<ul style="list-style-type: none"> - safeguards integrity of important areas and features - safeguards open countryside - enhances landscape areas
Man-made Features	<ul style="list-style-type: none"> - safeguards character of towns, historic buildings or archaeological features - improves townscapes, urban fabric and infrastructure
Open Space	<ul style="list-style-type: none"> - safeguards or improves access to urban open space, urban fringe or countryside areas for recreation - improves urban greenspace
Human Beings	<ul style="list-style-type: none"> - improves "quality of life" by - reducing threats to health - improving vitality and viability of urban areas and rural settlements

2. Scoping the Plan

13.8 This process enables the authority to ensure that the plan is embracing the right policies and proposals which move the plan toward greater sustainability. Defining the scope includes a review of national and strategic policy guidance and legislation. This process was undertaken at the draft stage of the South Ribble Local Plan's preparation and in the modification of the plan for deposit. Sources of information for scoping the plan include legislation, Planning Policy Guidance Notes, Regional Planning Guidance, Structure Plan, Local Environment Action Plans and other agencies policies and programmes. The Council also has its "Environment Strategy" and other strategies to refer to. The public consultation on the draft plan also provided information from statutory and non-statutory consultees which was used to ensure that the policies ensure development and growth are sustainable.

3. Environmental Appraisal and Policy Impact Matrix

13.9 The following appraisal is comprised of two sections:

- i) An appraisal of the general spatial strategy/goals adopted in the plan.
- ii) Appraisal of policies and proposals against the environmental stock criteria using a policy impact matrix.

13.10 The matrix is used for the policy impact analysis, with the policies and the stock as the two axes. The matrix is used to record whether there is a positive, negative or neutral impact. The matrix provides an indication of ways in which policies need to be refined. It can be used to compare relative performances when choices need to be made and it can work as a tool of policy review.

13.11 The matrix allows clear identification of the impact of each policy on the Borough's environmental stock. The Local Plan policies form the rows, whilst the environmental stocks are listed in columns. (Table 1 sets out the environmental stocks that are used in the matrix). The impacts are recorded using symbols rather than quantified, as comparison by scoring is intangible and many aspects of the stock are intangible. In addition only clear and significant impacts are recorded. The manner in which impacts are recorded is shown in Table 2.

Table 2 - Policy Impact Symbols

.	No relationship or insignificant impact
X	Significant adverse impact
X?	Likely but unpredictable adverse impact
/?	Likely but unpredictable beneficial impact
/	Significant beneficial impact
?	Uncertainty of prediction or knowledge

Policy and Proposal Appraisal of the Local Plan

13.12 The following is the result of the environmental appraisal of the Local Plan. There is a written report on the appraisal for each subject area together with a policy impact matrix.

Development Strategy

13.13 As a local plan is required to be in general conformity with the Structure Plan the strategy, to a certain extent, is predetermined by the context provided in the Structure Plan. The Structure Plan sets out the housing and industrial requirements for the Borough and is based on a strategy described as urban concentration and selected expanded growth points, with the overall aim of working toward sustainable development and growth. The "Environmental Appraisal of the 1991 - 2006 Structure Plan" highlighted that several elements of the plan have detrimental impacts on the environment. The negative impacts relate mainly to road building. However, many elements have no adverse environment impacts because of their emphasis on reducing traffic and promoting public transport and protecting important environmental areas of the County.

13.14 The Local Plan strategy is also influenced by regional policy, which has a theme of "greener growth" and the Council's own strategies, policies and programmes. The South Ribble

Environmental Strategy recognises the importance of protecting the environment whilst ensuring the social and economic needs of the Borough are met.

13.15 The vision of the Local Plan is to "develop the concept of sustainable development with an emphasis on improving quality of life in the Borough".

13.16 The vision is then expressed as a series of goals which establish a strategy for the development of the Borough.

13.17 Appraising the goals which form the strategy of the plan is more subjective than appraising the actual policies and proposals. The impact of the goal is often difficult to determine as it depends on decisions made at site specific level. For example, housing could have an adverse impact on water quality etc, but this is very much dependent on the location, site conditions and existing infrastructure. One valuable aspect of appraising the goals is that likely adverse impacts could be avoided at site level. Therefore, the importance of appraising the goals is to ensure that decisions at policy level alleviate adverse impacts wherever possible.

Goal 1: Housing

To enable an adequate supply of good quality housing, of all tenure types to be provided throughout the Borough to meet local needs and demands.

13.18 The assessment of goal one indicates there is likely to be no adverse impact on geology, soils, air, wildlife and landscape. However housing development will have an adverse impact on water, energy and land, but this is dependent on location, infrastructure and existing site conditions. Positive impacts are recorded on man-made features, open space and human beings. Overall the impact of the goal depends on its implementation.

Goal 2: Local Economy

To facilitate the restructuring of the local economy, to provide more employment opportunities and to reduce unemployment, and to reduce the number and length of car journeys to work.

13.19 This goal has a possible beneficial impact on air and energy because it aims to reduce the number and length of car journeys to work. Currently trips per car are tending to increase and journeys are getting longer. (DOE 1993). The main sources of pollution are traffic, industry and power stations, (Local Government Management Board 1992). The impact on geology, water and landscape is difficult to ascertain as it is very much dependent on location and nature of the employment.

Goal 3: Rural Economy

To seek to promote the health and diversity of the rural economy of the Borough.

13.20 It is difficult to predict the impact on soils, water and land. It is very much dependant on the nature of individual proposals. However, the plan aims to reduce trips by diversifying the employment base of rural areas. But rural diversification away from farming can attract trips from urban areas and result in changes to the agricultural landscapes. It may result in the creation of new habitats and features and improve access to the countryside.

Goal 4: Green Belt

To ensure the permanence of the Green Belt through the plan period by leaving some land unallocated and capable of being brought forward should the need arise.

13.21 The Green Belt has development led, rather than environmental, aims but has an overall positive impact. It is important for protecting geology, soils, land and is beneficial to human beings. There can be positive effects on water, air and energy (see commentary on Development Policies D4: Green Belt and D5: Development in the Green Belt). It has an insignificant impact on wildlife, landscape etc. Any benefits to these stocks are incidental rather than a direct result of this policy.

Goal 5: Retailing

To sustain and enhance the provision of a wide range of retailing opportunities based on the traditional shopping hierarchy in the Borough and that are accessible by a range of transport modes to meet the shopping needs of all sectors of the community.

13.22 This goal has a possible beneficial impact on air and energy because it aims to provide shopping that is accessible by a range of transport modes. A positive impact on land is possible if effective use of land is made.

Goal 6: Environment

To protect and enhance the environment of South Ribble and to ensure that land use planning decisions are taken against a policy framework that reflects environmental priorities.

13.23 This goal has a significant beneficial impact as it directly aims to protect and enhance the environment.

Goal 7: Development

To accommodate growth and new developments making the fullest use of existing infrastructure and unused and derelict land and buildings; and at the same time to protect and enhance the essential urban greenspaces and the quality of the built and natural environment to maintain the quality of life.

13.24 This goal develops the concept of sustainable development and produces a significant beneficial impact.

Goals 8 and 9: Movement

To promote an accessible and safe Borough for everyone and to promote services that provide for people's movement needs at least cost to the environment and to influence the location of development so as to reduce the need for travel and wherever possible offers a choice of means of travel to other facilities.

13.25 Reducing the need to travel and providing services that are accessible will, on the whole, have a beneficial impact on the environmental stocks. Recent government studies have highlighted the potential contribution of planning to reducing transport emissions through location of development. One of the main sources of pollution is traffic, and planning influences the level and impact of traffic.

Goal 10: Quality of Development

To ensure that the design and layout of new development is of high quality and is not detrimental to the amenity of the local area.

13.26 This goal has an overall beneficial impact on the environment.

Conclusion

13.27 In conclusion the goals develop the vision which is to move towards "sustainable development with an emphasis on improving quality of life in the Borough" . Generally the goals seek a pattern of development which is seen as a way of promoting choices of alternative transport. The goals also aim to accommodate new growth and enable the environment of the urban areas to be maintained at the highest quality.

CHAPTER 3: DEVELOPMENT POLICIES

Policy D1: New Development

13.28 This policy provides the foundation for developing the strategy. It prevents dispersed development which has a positive impact on soils, wildlife, landscape and land. The policy provides the opportunity to re-use derelict land and protect rural open space. It also seeks to prevent the generation of more traffic in rural areas. The impact on water is difficult to ascertain, because it is dependent on site conditions and the controls applied by the pollution control agencies. The extent of the beneficial impact on air and energy is difficult to determine as the impact of commuting especially in relation to clause (a) is unknown. Overall the policy has a beneficial impact.

Policy D2: Royal Ordnance Urban Village

13.29 The village is based on the principles of sustainable development and overall therefore, the policy will have a beneficial impact on the environmental stocks. It constitutes a self contained settlement which will reduce development pressures on the countryside and will re-use derelict land. The village prevents dispersed development and contains residential, employment, leisure, retail and open space facilities on the site. This will help to reduce the need to travel and the use of the private car and will therefore, have a beneficial impact on air and energy. The impact on water is difficult to ascertain but the removal of pollution on the site should have a beneficial impact.

Policy D3: Existing Built Up Areas

13.30 This policy complements Policy D1: New Development and overall has a beneficial impact. The policy aims to reduce development pressures on the countryside, recycles land, reduces the number and length of car journeys and protects environmental features. The implementation of traffic reduction and management policies elsewhere in the plan is vital to the success of this policy, as the dominance of cars in urban areas is leading to greater concentrations of air pollution. The impact on water depends on location and controls.

Policy D4 and D5: Green Belt

13.31 These policies have an overall beneficial impact on the environment, as they direct development towards urban areas and vacant and derelict land. This in turn helps reduce car travel and the effects on air and energy. Benefits to water derive from not putting further pressure on rural sewage systems.

Policy D6: Major Developed Site – Myerscough College, Hutton

13.32 This policy re-uses brownfield land and buildings for development because the college has transferred its operations to the main campus at Broughton. It is likely to be redeveloped for housing with some of the buildings re-used. The development has an adverse impact on air and carbon dioxide given its location in the Green Belt, its inaccessibility to existing facilities and public transport and the increase in car trips.

13.33 The policy has a beneficial impact on soils and land as the redevelopment remediates contaminated land and reuses a brownfield site for housing. The impact on water is difficult to ascertain but the removal of pollution is likely to have a beneficial impact.

Policy D7: Major Developed Site – Whitbread Brewery, Samlesbury

13.34 This policy protects the landscape and Green Belt by re-using existing buildings or infilling within a defined area and therefore has a beneficial impact on soils, land, wildlife and landscape. It has a likely but unpredictable adverse impact on air and energy given the increase in the use of the private car.

Policy D8: Safeguarded Land

13.35 This policy complements Policies D1: New Development to D5: Development in the Green Belt. It safeguards land for future development. This reduces pressure on the Green Belt and ensures its permanence. The policy also contributes to the aim of reducing car journeys and trip lengths by safeguarding land on the edge of urban areas. Areas of national and local nature conservation and landscape importance are also protected.

Policy D9: Local Needs in Villages

13.36 This policy complements Policies D1 to D5 and D8 by safeguarding land in the villages for local needs. This reduces pressure on the Green Belt and improves the quality of life for the local people by improving the vitality and viability of villages. The policy also helps to reduce car travel and the number of trips by allocating land for local needs in villages on the edge of settlements. Areas of national and local nature conservation and landscape importance are also protected.

Policy D10: Green Wedges

13.37 This policy has a significant beneficial impact on the environment. It can contribute towards improving air and water quality, by protecting and increasing tree cover in the wedges and by protecting rivers and streams. The wedges also provide wildlife habitats and protect important landscape and open space features in the urban area.

Policy D11: Best and Most Versatile Agricultural Land

13.38 This policy overall has a beneficial impact on environmental stocks. It complements Policy D1: New Development and has a positive result on soil, water and wildlife. However, agricultural land can often be of poor wildlife and landscape value.

Policy D12: The Re-Use and Adaptation of Rural Buildings

13.39 Overall this policy performs well, some beneficial aspects are unpredictable and will only be realised at project level.

CHAPTER 4 HOUSING POLICIES

Policy HP1: Allocation of Housing Land

13.40 This policy allocates 15 housing sites. In determining the sites to allocate, an environmental appraisal was undertaken at the survey stage. The sites chosen were those which had the least impact on the environment. Factors considered included infrastructure, relationship to urban area, agricultural land, landscape, nature conservation, amenity and proximity to public transport. The appraisal of this policy highlights the overall positive impact these sites will have on stocks. Negative scores relate mainly to air and energy because of the likely increase in car traffic. This is because of national rather than local trends of increased car use and length of journeys.

Policies HP2 - HP6: Affordable Housing

13.41 These policies are concerned with the provision of affordable housing. Policies HP2 to HP4 relate to housing sites allocated in Policy HP1: Allocation of Housing Land and any other sites over 1 hectare (25 or more dwellings) that come forward in the plan period. The main impact is a positive one on human beings, other predicted impacts will be site specific and can be seen in the appraisal of Policy HP1: Allocation of Housing Land. Policy HP5: Rural Areas Exception Policy relates to rural areas, and includes protection against environmental damage. Policy HP6: Mechanisms to Ensure Affordability seeks to ensure that the benefits of affordability are passed on to successive as well as initial occupiers.

Policies HP7 and HP8: Agricultural Workers Dwellings

13.42 Overall this policy has a significant beneficial impact. The policy seeks to limit residential development in the countryside to that required for agricultural or forestry workers. This protects the open countryside, agricultural land, landscape, wildlife etc. It prevents increased commuting and development with no relation to the urban area.

Policy HP9: Caravan Sites for Gypsies

13.43 This policy sets out the criteria that will be used to determine applications for gypsy caravan sites. The policy pays particular attention to nature conservation, landscape, open land and amenity. As a result the policy has a positive impact on these stocks.

CHAPTER 5 EMPLOYMENT POLICIES

Policy EMP1: Allocation of Employment Land

13.44 The allocated sites have been appraised separately on the matrix. Overall the choice of locations has a positive effect on soils, energy and land as a result of the emphasis on the re-use of disused or derelict land. Sites have also been chosen within, or in close proximity to, the urban area to pursue the goal of providing employment locally to reduce the numbers commuting out of the Borough. Negative effects are mainly recorded on air, as most industrial processes by their very nature have some form of polluting output. Negative impacts on the land are recorded where there is use of greenfield sites.

Policy EMP2: Major Inward Investment Site

13.45 The MIIS has a beneficial impact on soils, air, energy, land, landscape and open space stocks because of the associated rail facility, mixed development and recycling of land. However, easy access to the motorway could encourage greater car use, giving adverse impacts on air and energy.

Policies EMP3 and EMP4: Existing Areas

13.46 These policies provide for the development and redevelopment of existing industrial sites. The emphasis on re-using existing sites, with environmental safeguards, gives a positive environmental impact.

Policy EMP5: Business Use

13.47 This policy includes safeguards against factors which could damage the amenity of the surrounding area. Overall a positive impact is recorded on environmental stocks.

Policy EMP6: Mixed Use Schemes

13.48 Mixed use schemes can help to create vitality and diversity and reduce the need to travel, thereby contributing to a sustainable pattern of development. They can also assist in promoting the regeneration and re-use of difficult, especially brownfield, sites thereby reducing pressure for development on the Green Belt.

13.49 This policy records positive impacts on soils, energy and land as it involves development within all existing built up areas and provides for local employment hence reducing the need to travel by car. It directs new residential development close to new employment encouraging people to walk or use public transport facilities. However, it may have an adverse impact on pollution depending on the type of employment use.

Policy EMP7: Land at West Paddock, Leyland

13.50 This policy includes safeguards against factors which could damage the amenity of the surrounding area. It has an overall positive impact on environmental stocks including open space, human beings, quality of life and energy.

Policy EMP8: Land at Samlesbury Aerodrome

13.51 This policy relates to British Aerospace's company operations and allows a reasonable area in which the developments related to the company's activities could take place. A negative score is recorded for air, given industrial processes can give rise to air pollution. Also, any further development could increase road traffic and result in an adverse impact on energy.

Policy EMP9: Strategic Landscaped Areas in Employment Areas

13.52 This policy records a positive impact on landscape, open space and human beings, These areas shield intrusive development, provide a soft edge to developed areas and contribute toward open space networks.

CHAPTER 6: RETAIL POLICIES

Policies LTC1 - LTC4 Leyland Town Centre

13.53 These policies have positive impacts on most environmental stocks. The policies aim to improve the vitality and viability of the town centre, re-use derelict land and integrate proposals with public transport. There is evidence that town centres have greater scope for journeys to be made by public transport, walking or cycling and opportunities for multi-purpose journeys. Positive impacts are, therefore, recorded on air and energy because of the transport implications and on land because of reclamation.

Policies LTC5 - LTC6 Leyland Town Centre

13.54 This appraisal deals with the effects of proposals to reduce through traffic in Hough Lane and Chapel Brow to improve the local environment of the town centre. The removal and reduction of volume of traffic in the town centre will have a localised beneficial impact on air, energy, man-made features and human beings.

Policies LTC7 Leyland Town Centre

13.55 The policies for car parking in the town centre have negative effects on air and energy, given the pollution etc. associated with car journeys. Positive effects are recorded for man-made features and human beings as the maintenance of the vitality of the town centre is considered dependent on attracting shoppers, including car-borne customers.

Policy FR1: Definition of District Centres

13.56 The district centres offer a range of facilities and concentrating new development within them will minimise the need for shoppers to make additional journeys by car. This policy overall has a beneficial impact on stocks. Concentrating development and providing local facilities reduces the need to travel and therefore could have a positive impact on air and energy. Also, the policy has a beneficial impact on soils and land as greenfield areas will be protected

Policy FR2: Capitol Centre

13.57 This policy constitutes a "rounding off" of development in the area. The area will also be the location for a bus based park and ride facility. The park and ride could have a significant beneficial impact on air and energy as it provides the opportunity for multi purpose journeys. The policy also has a beneficial impact on land, man-made features and human beings.

Policies FR3 - FR5: Development Elsewhere in the Urban Area

13.58 These policies complement the sequential test policy by restricting development elsewhere and protecting shops. They also provide for small, localised retail development away from the main urban areas. This has environmental benefits through safeguarding the vitality of the town and district centres and providing local convenience shops, which can assist in reducing the need to travel.

CHAPTER 7: ENVIRONMENT

Policy ENV1: Landscape Protection and Enhancement

13.59 This policy aims to conserve and enhance landscapes in the Borough. The wide ranging nature of the policy means there is a significant beneficial impact on nearly all stocks. The policy seeks to conserve and enhance both the countryside and water environment. It is complemented by the protection of a "Community Woodland Strategy". Large scale planting of trees will benefit the soil, air and landscape character.

Policies ENV2 - ENV6: Nature Conservation

13.60 These policies protect statutory and non-statutory nature conservation sites, along with traditional landscape features and are complemented with a habitat creation proposal. Overall these policies have a significant beneficial impact on the environmental stocks. It is important that these nature conservation sites are retained as they provide valuable natural capital that can rarely be re-created elsewhere.

Policies ENV7 and ENV8: Trees and Woodlands

13.61 The protection of trees and woodlands is very important. Trees provide aesthetic and amenity benefits, wildlife habitats and also help fix atmospheric carbon dioxide and reduce air pollution. Overall the policies have a significant beneficial impact on the environmental stocks.

Policies ENV9 - ENV11: Environmental Improvement

13.62 These policies record an overall significant beneficial impact on the environmental stocks. The removal of unstable and contaminated land has a beneficial effect on air, water and land, as pollution risks are reduced. Derelict land reclamation can remove possible pollutants, enhance nature conservation interests and provide land for development, thereby reducing the pressure on greenfield sites. Environmental improvement can improve the landscape, wildlife habitat and amenity of areas.

Policies ENV12 - ENV18: Heritage Conservation

13.63 Protection of the built environment has a positive impact on man-made features, human beings and landscape. The protection of historic parks and gardens has a beneficial impact on wildlife, landscape and open space. Protection of archaeological features will have a beneficial impact on landscape, man-made features and open space because many monuments provide important recreational, educational or physiographic features.

Policies ENV19 - ENV21: Water

13.64 These policies score well against stock. Construction of flood protection structures could have an adverse impact depending on the location and nature of the development. However, as protection of the coastal zone is very important, this element of the policy has a significant beneficial impact. Policy ENV20 seeks to ensure that new development is not at risk from flooding and does not itself increase the risk of flooding. Policy ENV21 aims to protect ground water resources, which are important for water supply, land drainage and wet land habitat.

Policy ENV22: Pollution

13.65 This policy will have a significant beneficial impact if its aim of preventing pollution to air, land and water is achieved. There will be benefits to public health, wildlife and landscaping.

Policy ENV23: Water Resources and Development

13.66 The implementation of this policy has an overall positive impact on environmental stocks. It improves water features, safeguards water resources and wildlife habitats, protects landscape and enhances the quality of life for the population.

Policy ENV24: External Lighting and Development

13.67 The policy has a beneficial impact on human beings, wildlife and the landscape since it controls the adverse impacts of external lighting associated with new development.

Policy ENV25: Hazardous Substances and Installations

13.68 Implementation of this policy could result in beneficial impacts on soils, air and water. The protection of the public and man-made features is also an important aspect of this policy.

Policy ENV26: Development of Renewable Energy Schemes

13.69 In terms of air and energy this policy scores well. However, proposals could have an adverse impact on wildlife and landscape, but clause (a) seeks to mitigate them.

CHAPTER 8: OPEN SPACE AND RECREATION

Policies OSR1 and OSR2: Provision of Open Space on New Residential Sites

13.70 This policy performs well in the appraisal because the provision of open space in new developments is important not only for its recreation and amenity value but also for its contribution to the quality of urban life. Open space can contribute to air quality and protect areas from localised flooding. It can also contribute to nature conservation, landscape and the amenity of urban areas.

Policy OSR3: New Sites

13.71 This policy performs as well as policies OSR1 and OSR2 for the same reasons. These new sites and their protection will reduce existing shortages.

Policies OSR4 - OSR7: Parks, Open Spaces and Allotments

13.72 These policies protect open areas for their open space, amenity, character and appearance, value for nature conservation, landscape and recreation value. They perform very well in the environmental appraisal given the important multi purpose role they have in protection of the environment.

Policy OSR8: New Facilities

13.73 This policy sets out the criteria against which applications for new facilities will be assessed. The policy scores well against air, energy, land, landscape, man-made features, open space and human beings. Some facilities can enhance wildlife, landscape and open space stocks. The policy also encourages facilities in close proximity to public transport, which will have a beneficial impact on air and energy.

Policies OSR9 - OSR10: Golf Courses and Commercial Stables

13.74 These policies overall have a beneficial impact. They seek to protect agricultural land and nature conservation. Golf courses can also enhance wildlife, landscape and open space stocks.

Policy OSR11: Priority Areas

13.75 The policy scores very well as it encourages new recreation and leisure facilities, providing they are compatible with nature conservation, landscape conservation, public amenity and rural land uses.

Policies OSR12 - OSR14: Recreation Routes

13.76 These policies encourage the provision and enhancement of recreation routes which can also provide facilities for uses other than recreation. Scores for air and energy are high. The policies also include provisions to protect the environment.

Policies OSR15-OSR17: Tourism Developments

13.77 Overall these policies score well, because of the environmental safeguards and the encouragement of rural diversification and urban regeneration.

CHAPTER 9 - TRANSPORT

Policies T1 - T3: Highways

13.78 These policies are the least environmentally favourable in the plan. Road transport has a wide range of adverse environmental impacts. Scores against air and energy are bad because of declining air quality etc. Roads can also cause polluting discharges into water and have an adverse effect on landscape and wildlife. However, bypasses will have a beneficial impact upon townscape and quality of life. Environmental impact assessments are undertaken on road proposals and they should help alleviate localised environmental impacts such as those involving wildlife, nature reserves etc.

Policy T4: Park and Ride

13.79 This policy has a beneficial impact on environmental stocks as it is seen as an effective method of reducing traffic congestion resulting from journeys starting outside the area. It will enable car users to switch to public transport for journeys into town centres.

Policy T5: Road Hierarchy

13.80 This policy has a beneficial impact as it provides a basis for measures to optimise use of the road system whilst containing the impact of traffic on the residential amenities and road safety.

Policies T6 and T7: Highway Improvements and Development

13.81 These policies take into account the possible need for highway improvements resulting from new development. Whilst they can result in reduced danger and reduced congestion and consequently vehicular emissions, they may encourage greater car use and create a demand for land take for any physical improvements.

Policies T8 and T9: Traffic Management

13.82 Traffic management policies aim to improve the local environment and road safety, particularly for cyclists and pedestrians. Traffic calming will restrain traffic speeds and reduce accidents, this will also improve the local environment and provide safer facilities for pedestrians and cyclists. Pedestrianisation in Leyland Town Centre will make it safer and more pleasant. The positive impacts of these policies are on air, energy, man-made features and human beings.

Policy T10: Parking Standards

13.83 The nature and pattern of development in South Ribble and the very high level of car ownership is such that it is essential to recognise that car use will be a principal way of getting to work, shopping and visiting leisure facilities. The Council will support measures to reduce car journeys but it recognises that any reduction will be a long term process requiring action by other agencies beyond the scope of this plan. Therefore negative impacts are recorded on air and energy but positives on man-made features and human beings.

Policies T11-T15: Cyclists and Pedestrians

13.84 Policies to promote cycling and walking have a significant beneficial impact. Walking is the most environmentally sustainable form of transport and it performs very well against stocks.

CHAPTER 10 - QUALITY OF DEVELOPMENT

Policies QD1 - QD3 and QD5: Design

13.85 These policies outline the criteria that will be applied when determining proposals for development. These policies have an impact on landscape, man-made features, water and human beings. There could also be a beneficial impact on air and energy as a result of the criteria to give pedestrians priority.

Policy QD4: Crime Prevention

13.86 This policy recognises the need to strike a balance between crime prevention and landscaping. The policy has a positive impact on landscape and human beings, given the positive effect on the amenity of residents.

Policy QD6: Noise Sensitive Development

13.87 This policy has a beneficial impact on air and human beings. It seeks to direct noise sensitive developments to appropriate locations, to protect amenity and to use conditions to control, reduce or mitigate noise levels.

Policies QD7 and QD8: Landscaping

13.88 These policies seek to ensure new developments contain satisfactory landscaping and retain landscape features in existence on sites. The policies score well because of their beneficial impact on water, nature conservation, landscape and amenity.

Policy QD9: Advertisements

13.89 This has an overall beneficial impact on landscape and man-made features. It aims to prevent advertisements that affect public safety and have a detrimental effect on amenity and landscape.

Policy QD10: Personal Mobility

13.90 This policy has a positive effect on human beings and man-made features.

Policy QD11: New Agricultural Buildings

13.91 Positive impacts are recorded on landscape, man-made features and human beings, as this policy seeks to achieve quality development in the countryside.

Policy QD12: Telecommunications

13.92 Overall this policy scores well, as whilst these structures may have a detrimental effect on local amenity, wider environmental benefits include reducing the need to travel.

CHAPTER 11: COMMUNITY SERVICES

Policies C1 and C2: Community Facilities

13.93 These policies overall have a beneficial effect given the environmental safeguards and the aim to avoid unacceptable traffic generation scores well against air and energy.

Policies C3 and C4: School Sites and Community Centres

13.94 The reservation of school sites has a beneficial impact on man-made features and human beings, as do sites for community centres.

Policy C5: Public Utilities

13.95 The development of public utility establishments can often be within the countryside and the policy seeks to reduce these adverse effects.

CHAPTER 12: IMPLEMENTATION

Policy IMP1: Community Benefit

13.96 This policy has a beneficial impact on the stocks as it seeks to reduce the adverse impacts of developments, provide non-car based transport alternatives and improves community facilities, recreation, landscape, heritage and nature conservation facilities. However, the policy could create a negative effect where it relates to highway improvements.

CHAPTER 2 : DEVELOPMENT STRATEGY

Goal	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1	•	•	•	X?	X?	√?	?	•	√	√?	√
2	X?	•	√?	X?	√?	√?	•	?	•	•	√
3	•	?	•	?	√?	?	√?	?	•	√	√?
4	√	√	√	•	√	√?	•	•	√?	√?	√
5	•	•	√?	•	√?	√?	•	?	√	•	√
6	√	√	√	√	√	√	√	√	√	√	√
7	√	√	√	√	√	√	√	√	√	√	√
8	√?	•	√	•	√	√?	•	•	√	√	√
9	√?	•	√?	•	√	√?	•	•	√?	•	√
10	•	•	•	•	•	•	•	√	√	√	√

• No relationship or insignificant impact

X?

Likely but unpredictable adverse impact

√

Significant beneficial impact

X Significant adverse impact

√?

Likely but unpredictable beneficial impact

?

Uncertainty of prediction or knowledge

CHAPTER 4 : HOUSING POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
la	•	✓	•	•	✓?	✓	•	•	✓	✓	✓
b	•	✓	•	•	✓?	✓	•	✓	✓	✓	✓
c	•	✓?	✓?	•	✓?	✓?	•	✓	•	✓	✓?
d	•	✓	•	•	X?	✓	•	•	✓	✓	✓
e	•	✓	•	•	X?	✓	•	•	✓	✓	✓
f	•	✓	X	✓	X	✓	✓	✓	✓	✓	✓
g	•	✓	X	•	X	✓	•	•	✓	•	✓
h	•	✓	✓?	•	✓?	✓	•	✓	✓	✓	✓
i	•	✓	✓?	•	✓?	✓	•	•	✓	•	✓
j	•	✓	✓	•	✓	✓	•	•	✓	✓	✓
kl,m	•	✓?	✓?	•	✓?	✓	•	•	✓	✓	✓
n	•	✓?	•	•	X?	✓	•	•	✓	✓	✓
o	•	✓?	✓?	✓	✓?	✓	✓	✓	✓	✓	✓
2-6	•	•	•	•	•	•	•	•	•	•	•
7-8	✓	✓	✓	✓	✓	✓	✓	✓	•	•	✓
9	•	•	•	•	•	✓	✓?	✓	✓	✓	✓

• No relationship or insignificant impact X? Likely but unpredictable adverse impact ✓ Significant beneficial impact

X Significant adverse impact ✓? Likely but unpredictable beneficial impact ? Uncertainty of prediction or knowledge

CHAPTER 5 : EMPLOYMENT POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1A	•	•	X	•	X?	X?	•	✓	✓	•	✓
B	✓	✓	X	•	✓?	✓	•	✓	✓	•	✓
C	•	•	X	•	X?	X?	•	✓	✓	•	✓
D	✓	✓	X	•	✓?	✓	•	✓	✓	•	✓
E	✓	✓	X	•	✓?	✓	•	✓	✓	•	✓
F	✓	✓	X	•	✓?	✓	•	✓	✓	•	✓
G	•	•	X	•	X?	X?	•	✓	✓	•	✓
2	•	✓	✓?	•	✓?	✓	•	✓	✓	•	✓
3	•	✓	X?	•	✓?	✓	•	✓	✓	•	✓
4	•	✓	X?	•	✓?	✓	•	•	•	•	✓
5	•	✓	X?	•	✓?	✓	•	•	•	•	✓
6	•	✓	✓	•	✓	✓	•	•	✓	•	✓
7	•	•	X?	•	✓?	X	•	✓	✓	•	✓
8	•	✓	X?	•	X?	✓	•	X?	✓	X?	✓
9	•	•	•	•	•	•	✓	✓	✓	✓	✓

• No relationship or insignificant impact X? Likely but unpredictable adverse impact ✓ Significant beneficial impact

X Significant adverse impact ✓? Likely but unpredictable beneficial impact ? Uncertainty of prediction or knowledge

CHAPTER 6 : RETAIL POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
LTC 1-4	•	✓	✓?	•	✓	✓?	•	•	✓	•	✓
LTC 5-6	•	•	✓?	•	✓?	•	•	•	✓	•	✓
LTC 7	•	•	X	•	X	•	•	•	✓?	•	✓?
FR1	•	✓	✓	•	✓	✓	•	•	✓	•	✓
FR2	•	•	✓?	•	✓?	✓	•	•	✓	•	✓
FR3-5	•	•	✓?	•	✓?	✓?	•	•	✓	•	✓

• No relationship or insignificant impact

X? Likely but unpredictable adverse impact

✓ Significant beneficial impact

X Significant adverse impact

✓? Likely but unpredictable beneficial impact

? Uncertainty of prediction or knowledge

CHAPTER 7 : ENVIRONMENT POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1	✓	✓	✓	✓	•	•	✓	✓	✓	✓	✓
2-6	✓	✓	•	✓	•	✓	✓	✓	•	✓	✓
7-8	•	•	✓?	•	•	•	✓	✓	✓	✓	✓
9-11	✓	✓	✓?	✓	•	✓	✓	✓	✓	✓	✓
12-18	•	•	•	•	•	•	✓?	✓	✓	✓	✓
19-21	?	✓	•	✓	•	✓	✓	✓	✓	✓	✓
22	•	✓	✓?	✓?	•	•	✓	✓	✓	✓	✓
23	?	✓	•	✓	•	✓	✓	✓	✓	✓	✓
24	•	•	•	•	✓?	•	✓	✓	•	•	✓?
25	•	✓?	✓?	✓?	•	✓?	•	•	✓	✓	✓
26	•	•	✓	•	✓	•	✓	✓	•	•	•

• No relationship or insignificant impact X? Likely but unpredictable adverse impact ✓ Significant beneficial impact

X Significant adverse impact ✓? Likely but unpredictable beneficial impact ? Uncertainty of prediction or knowledge

CHAPTER 8 : OPEN SPACE AND RECREATION POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1-2	•	•	✓	•	•	✓?	✓?	✓	✓	✓	✓
3	•	•	✓	•	•	✓?	✓	✓	✓	✓	✓
4-7	•	•	✓	✓?	•	✓	✓	✓	✓	✓	✓
8	•	•	✓?	•	✓?	✓	•	✓	✓	✓	✓
9	•	✓	•	•	•	✓	✓	✓	✓	✓	✓
10	•	•	•	•	•	•	•	✓	✓	✓	✓
11	•	✓	•	✓	•	✓	✓	✓	✓	✓	✓
12-14	•	•	✓	✓	✓	•	✓	✓	✓	✓	✓
15-17	•	✓	•	•	•	✓	✓	✓	•	•	•

• No relationship or insignificant impact

X? Likely but unpredictable adverse impact

✓ Significant beneficial impact

X Significant adverse impact

✓? Likely but unpredictable beneficial impact

? Uncertainty of prediction or knowledge

CHAPTER 9 : TRANSPORT POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1-3	X	X	X	?	X	X	?	?	?	•	?
4	✓	•	✓	•	✓	X?	•	X?	✓	•	✓
5	•	•	✓?	•	✓?	•	•	•	✓	•	✓
6-7	•	•	✓?	•	✓?	X?	X?	X?	•	•	✓?
8-9	•	•	✓	•	✓	•	•	•	✓	•	✓
10	•	•	X?	•	X?	•	•	•	✓	•	✓
11-15	•	•	✓	•	✓	✓	•	✓	✓	•	✓

• No relationship or insignificant impact X? Likely but unpredictable adverse impact ✓ Significant beneficial impact

X Significant adverse impact ✓? Likely but unpredictable beneficial impact ? Uncertainty of prediction or knowledge

CHAPTER 10 : QUALITY OF DEVELOPMENT POLICIES

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1 - 3	•	•	√?	√	√?	•	•	√	√	•	√
4	•	•	•	•	•	•	•	√	•	•	√
5	•	•	√?	√	√?	•	•	√	√	•	√
6	•	•	√	•	•	•	•	•	•	•	√
7-8	•	•	•	√	•	•	√	√	√	√	√
9	•	•	•	•	•	•	•	√	√	•	√
10	•	•	•	•	•	•	•	•	√	•	√
11	•	•	•	•	•	•	•	√	√	•	√
12	•	•	√	•	√	•	•	√	√	•	√

No relationship or insignificant impact Likely but unpredictable adverse impact Significant beneficial impact

Significant adverse impact Likely but unpredictable beneficial impact Uncertainty of prediction or knowledge

CHAPTER 11 : COMMUNITY SERVICES POLICIES AND PROPOSALS

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1	•	•	√?	•	√?	•	•	•	√	•	√
2	•	•	√?	•	√?	•	•	•	√	•	√
3	•	•	•	•	•	•	•	•	√	•	√
4	•	•	•	•	•	•	•	•	√	•	√
5	•	•	•	•	•	√	√	√	√	•	√

• No relationship or insignificant impact X? Likely but unpredictable adverse impact √ Significant beneficial impact

X Significant adverse impact √ Likely but unpredictable beneficial impact ? Uncertainty of prediction or knowledge

CHAPTER 12 : IMPLEMENTATION POLICY

Policy No	Geology	Soils	Air	Water	Energy	Land	Wildlife	Landscape	Man-Made Features	Open Space	Human Beings
1	•	•	√?	√	√?	√	√	√	√	√	√

• No relationship or insignificant impact

Likely but unpredictable adverse impact

Significant beneficial impact

Significant adverse impact

Likely but unpredictable beneficial impact

Uncertainty of prediction or knowledge

CHAPTER 14: MONITORING AND REVIEW

- 14.1** Monitoring and evaluation are important components of any policy formulation process. They allow existing policies and proposals to be measured and tested against agreed criteria and new policies to be developed as appropriate.
- 14.2** The policies and proposals contained in the South Ribble Local Plan seek to guide and control development in the Borough over the period 1991-2006. The plan has been based on the best information available at the time of its preparation. Circumstances may change in the future, and this may necessitate amendments to the proposals.
- 14.3** The planning process is cyclical. It is therefore important that the plan and its implementation are monitored if it is to continue to provide adequate guidance for development control purposes, and meet the development needs of the Borough over the plan period.
- 14.4** In order that changing circumstances can be fully assessed a process of continuous monitoring will be undertaken. This will incorporate a monitoring report to the Council's Planning Committee on an annual basis. The monitoring process is intended to assist the plan's continuing validity, and in particular the amount of land developed over the previous year, and the impact of this on the overall supply of development land.
- 14.5** Whilst it is hoped that the plan is sufficiently flexible to allow for some changes in circumstances, close monitoring of the plan proposals and the pressures for development will be important. The end date for the plan is mid 2006. It is intended that a review will be commenced before the end of this period.

APPENDIX 1: BIOLOGICAL HERITAGE SITES

- 1 Douglas Estuary
- 2 Disused Railway, Much Hoole
- 3 Hunger Hill Farm Fields and Ponds
- 4 Sedgefield
- 5 Longton Brickcroft
- 6 Chapel Park Road, Longton (verge)
- 7 Booth's Plantation and Mill Brook
- 8 Nabsack Planting
- 9 River Ribble (Lower Tidal Section)
- 10 Much Hoole Moss
- 11 Brickfield Wood
- 12 Shrug's Wood
- 13 River Lostock
- 14 Shaw, Altcar and Ruin Woods
- 15 Holtbrow and Foxholes Woods
- 16 Centurion Way Grassland
- 17 Blashaw and Blashaw Dam Woods
- 18 River Ribble, (Upper Tidal Section)
- 19 Four Acre Wood
- 20 Lower Ridding Wood
- 21 Cop Lane Cutting
- 22 Church Wood
- 23 Mill Brook Valley
- 24 Carr Wood
- 25 Worden Wood
- 26 Cuerden Valley Park
- 27 Preston Junction Local Nature Reserve and adjacent habitats
- 28 Dog Kennel and Cockshott Woods
- 29 Holland Wood
- 30 Mosney Wood
- 31 Cuerdale Wood
- 32 Cuerdale and Walmsley Fold Woods
- 33 Rass Wood
- 34 Black Brook Fields
- 35 Vicarage Lane, Samlesbury (verge)
- 36 Carr Wood, Coupe Green
- 37 Beeston Brookfields
- 38 Brewery Wood
- 39 Beeston Wood
- 40 River Ribble, (Ribble Valley)
- 41 Preston New Road (verge)
- 42 Wood by St Mary's Church, Samlesbury
- 43 Samlesbury Wood
- 44 Old Woodfold Wood
- 45 Paradise Wood and Fleetwood Hall Wood
- 46 Mason's Wood

47	Knight's Farm
48	Coppice Farm Pasture
49	Darwen River section including Sharples, Wood and Kiln Wood
50	Crook Hey Wood
51	Heatley Wood
52	Alum House Wood
53	Seed Park
54	Bezza Lane (verge)
55	Spring Wood
56	Hermitage Meadows
57	Goose House Wood
58	Knipe Wood
59	Bezza Brook Woods
60	Huntley Wood
61	Hoolster Wood
62	Hurst Grange Park, Penwortham
63	Howick Hall Ponds, Penwortham
64	Roach Road Wood, Samlesbury
65	Roach Bridge Woods, Samlesbury
66	Gorton and Mill Brook Woods, Brindle.

APPENDIX 2: ROAD HIERARCHY

NATIONAL ROAD NETWORK

M6

M61

M65

A677 - From the Trafalgar Hotel to Borough boundary

STRATEGIC ROADS

A6 - Through the Borough

A582 - From A6 at Cuerden to A59 at Penwortham

A59 - Through the Borough

OTHER MAIN ROADS

A49 Wigan Road, Cuerden and Leyland

Leyland Way, Leyland

Dawson Lane, Leyland

A5083 Lydiate Lane, Farington

Stanifield Lane, Farington from Lydiate Lane to Lostock Lane

Turpin Green Lane, Leyland

Churchill Way, Leyland

Golden Hill Lane, from Churchill Way to Leyland Lane, Leyland

Longmeanygate, from Leyland Lane to Schleswig Way, Leyland

B5253 Leyland Lane, from the Borough boundary to Schleswig Way, Leyland

Schleswig Way, Leyland

Flensburg Way, Leyland and Farington

A675 Victoria Road, Higher Walton Road, Blackburn Road, Hoghton Lane

LOCAL THROUGH ROADS

Hennel Lane from Chorley Road to A6 roundabout, Walton-le-Dale

Church Brow/Cuerdale Lane, Walton-le-Dale and Samlesbury

Chorley Road, Walton-le-Dale

Station Road, Bamber Bridge

School Lane/Cottage Lane/Kittlingborne Brow, Bamber Bridge and Higher Walton

B5257 Brownedge Road/Brownedge Lane, Lostock Hall/Bamber Bridge

Leyland Road, Lostock Hall/Penwortham

Coote Lane/Chainhouse Lane/Wham Lane from Chainhouse Lane to Pope Lane,

Whitestake/Farington

Chapel Brow/Preston Road/Stanifield Lane, Leyland

Golden Hill Lane, Leyland, from Churchill Way to Chapel Brow

Canberra Road, Leyland

Heald House Road/Church Road, Leyland

St Andrew's Way, Leyland

Towngate from Lancastergate to King Street, Leyland
King Street, Leyland
Fox Lane, Leyland
Leyland Lane, Leyland
Dunkirk Lane/Mill Street, Leyland
Slater Lane from Leyland Lane to Mill Street Leyland
Mill Street Leyland
Longmeanygate, from Dunkirk Lane to Reiver Road, Leyland
Reiver Road, Moss Side, Leyland
Comet Road, Moss Side, Leyland
Croston Road, Farington
Jubilee Road, Lostock Hall
Cocker Bar Road, Leyland
Station Road, Midge Hall
Midge Hall Lane, Leyland
Gill Lane, Longton
Liverpool Road, Walmer Bridge, Longton and Hutton
Chapel Lane from Liverpool Road, Longton, to Moss Lane, New Longton
Moss Lane from Chapel Lane to Hugh Barn Lane, New Longton
Hugh Barn Lane, New Longton
Wham Lane, New Longton

LOCAL DISTRIBUTORS

Langdale Road, Leyland
Lancastergate, Leyland
Broadfield Drive, Leyland
West Paddock, Leyland
School Lane, Leyland
School Lane, Moss Side, Leyland
Slater Lane, Leyland from Mill Street to Ulnes Walton Lane
Ulnes Walton Lane, Leyland
Walton Summit Road, Bamber Bridge, from A6 to Tramway Lane
Four Oaks Road, Walton Summit, Bamber Bridge, A6 to Tramway Lane
Tramway Lane, Walton Summit, Bamber Bridge
Kellet Lane, Bamber Bridge
Brindle Road, from School Lane to Kellet Lane, Bamber Bridge
Bankhead Lane, Bamber Bridge/Gregson Lane
Daub Hall Lane, Coup Green
Bells Lane, Coup Green
Collins Road, Bamber Bridge
Todd Lane South, Lostock Hall
Todd Lane North, Lostock Hall
Millwood Road, Walton Park
Carrwood Road, Walton Park
Duddle Lane, Walton-le-Dale
Gregson Lane, Higher Walton
Pope Lane, Whitestake and Penwortham
Cop Lane, Penwortham

Marshalls Brow, Penwortham
New Lane, Penwortham
Lindle Lane, Hutton
Gill Lane from Liverpool Old Road to Longton Bypass, Walmer Bridge
Liverpool Old Road, Walmer Bridge
Liverpool Old Road, Much Hoole Village
Worden Lane/Holt Brow

APPENDIX 3: CAR PARKING STANDARDS

Parking Provision Levels

The parking provision levels set out in the following paragraphs are expressed as maxima except where otherwise stated. It is intended that they should be used for development control purposes, both for new development and changes of use.

In order to meet the needs of physically handicapped people, others with mobility difficulties and those with young children, 10% of all car spaces shall be provided to 'mobility' standard (minimum width 3.6 metres). No less than half of the 'mobility' spaces shall be signed as being for the exclusive use of disabled persons. Where less than 10 spaces are to be provided, at least one of the spaces shall be to a 'mobility' standard. The mobility standard requirement operates on a 'rounding up' basis, e.g., provision of 25-30 spaces would result in 3 being to mobility standard.

The increased use of bicycles is recommended by the Royal Commission on Environmental Pollution. Provision levels for cycle parking are included alongside those for car parking in relation to each main land-use category. Cycle parking levels are expressed as a minimum, unlike those for car parking, which are expressed as a maximum. Cycle parking demands should be regularly monitored and provision augmented where appropriate to keep up with increasing usage. In addition to the provision proposed under the separate land-use categories, it is also recommended that transport interchanges should provide for cycle parking.

Provision for motor cycle parking should be made within each large development site, defined as a site with a total of 25 or more car parking spaces proposed or existing. In comparison with private motor vehicles, the use of motorcycles (powered two-wheeled vehicles - PTWs) may have some advantages in an urban context. It has been suggested that PTWs offer a relatively space and energy efficient means of transport. Measures which can be taken which address this issue, in that they may facilitate greater use of PTWs, include the provision of ample and secure parking. An appropriate standard for the provision of PTW parking is one PTW space for each twenty-five car spaces. Although this is above the current levels of PTW usage (some 3%), the lack of existing provision is regarded as grounds for a higher provision level in new development. PTW spaces are additional to those required for pedal cycles.

On-site space shall not be provided in excess of that required to accommodate the number and size of vehicles likely to serve the development at any one time to manoeuvre and stand for loading and unloading. Reduced operational space will be encouraged where:

- a) opportunities are available for shared use of parking space; and/or
- b) opportunities are available for on-street servicing provided that:
 - i) it would not cause inconvenience to other users of the site or neighbouring property;
 - ii) it would not cause local environmental harm;
 - iii) it would not have a significant adverse effect on the flow of traffic or road safety.

NON OPERATIONAL PARKING LEVELS BY LAND-USE TYPE

A.1 SHOPS

1 car space per 20 sq. metres gross floor-space.
1 cycle space per 200 sq. metres gross floor-space.

A.2 FINANCIAL AND PROFESSIONAL SERVICES

1 car space per 20 sq. metres gross floor-space.
1 cycle space per 200 sq. metres gross floor-space.

A.3 FOOD AND DRINK (excluding associated residential accommodation)

1 car space per 6 sq. metres gross floor-space.
1 cycle space per 60 sq. metres gross floor-space.

B.1 BUSINESS

(i) Administrative Offices/Research and Development

1 car space per 35 sq. metres gross floor-space.
1 cycle space per 350 sq. metres gross floor-space.

(ii) Industry Suitable to a Primarily Residential Area

1 car space per 50 sq. metres gross floor-space.
1 cycle space per 500 sq. metres gross floor-space.

B.2 GENERAL INDUSTRIAL

1 car space per 50 sq. metres gross floor-space.
1 cycle space per 500 sq. metres gross floor-space.

B.8 STORAGE OR DISTRIBUTION

1 car space per 200 sq. metres gross floor-space.
1 cycle space per 2,000 sq. metres gross floor-space.

C.1 HOTEL, MOTEL, BOARDING OR GUEST HOUSE.

1 car space per guest bedroom
1 coach space per 50 guest bedrooms
1 cycle space per 10 guest bedrooms

Note: where the premises are open to non-residents for conferences/functions the appropriate amount of additional parking space shall be separately assessed in relation to the guidance for such uses.

C.2 RESIDENTIAL INSTITUTIONS

(i) Nursing, Rest and Care Homes

1 car space per five residents.

(ii) Residential Schools, Colleges or Training Centres and Halls of Residence

1 car space per bedroom in buildings proposed/designed for adults on short courses.

1 car space per 2 bedrooms in buildings proposed/designed for young students on full-time courses.

1 cycle space per 10 bedrooms.

(iii) Hospitals

2 car spaces per 5 bed-spaces.

1 cycle space per 30 bed-spaces.

C.3 DWELLINGS

Having regard to the advice in PPG13: Transport, and that parking guidance is more likely to influence modal choice rather than car ownership rates, it is not considered appropriate to set 'maximum' or 'minimum' levels of parking space for housing developments. Rather, a flexible approach is advocated having regard to the anticipated car ownership rates of future occupiers and the need to provide high density development in areas of good access to other means of travel. The following broad guidance is offered as to the levels of parking which may be appropriate for various types of housing development.

Family Housing

2 car spaces per dwelling.

Single Bedroom Housing

1 car space per dwelling.

Sheltered Housing

1 car space per 3 dwellings.

D.1 NON-RESIDENTIAL INSTITUTIONS

(a) Medical/Health Services

3 car spaces per consulting room.

1 cycle space per 3 consulting rooms.

(b) Crèche, Day Nursery and Day Centres

1 car space per 25 sq. metres gross floor-space.

1 cycle space per 3 car spaces.

(c) Education:

(i) Primary and Secondary Schools

1 car space per classroom or alternative teaching area.

4 cycle spaces per classroom.

Note: The potential environmental and highway safety problems associated with on-street setting down/picking up of school children is acknowledged. However, it is not normally considered practical/desirable to make formal off-street provision. Nevertheless, careful consideration should be given to this issue at the planning and design stage to ensure that child and highway safety is not compromised.

(ii) Sixth Form and Further Education Colleges

1 car space per 35 sq. metres gross floor-space.

1 cycle space per 35 sq. metres gross floor-space.

(iii) Training and Conference Centres

1 car space per 35 sq. metres gross floor-space.

1 cycle space per 35 sq. metres gross floor-space.

(d), (e) and (f) Art Galleries, Museums and Libraries

1 car space per 30 sq. metres gross floor-space.

1 cycle space per 150 sq. metres gross floor-space.

(g) and (h) Public Halls, Exhibition Halls or Places of Worship

1 car space per 10 sq. metres gross floor-space.

1 cycle space per 50 sq. metres gross floor-space.

D.2 ASSEMBLY AND LEISURE

(Cinema, Theatre, Bingo Hall, Concert Hall, Casino, Dance Hall, Swimming Bath, Skating Rink, Leisure Centre, Gymnasium or other area for indoor sports)

1 car space per 15 sq. metres gross floor-space.

1 cycle space per 75 sq. metres gross floor-space.

OTHER USES (not mentioned in Use Classes Order)

E.1 CASH AND CARRY WAREHOUSES (for direct sales to Traders)

1 car space per 40 sq. metres gross floor-space.
1 cycle space per 400 sq. metres gross floor-space.

E.2 CAR SALES

1 car space per 50 sq. metres of display area (internal and external)
1 cycle space per 500 sq. metres of display area (internal and external)

E.3 FUEL-FILLING STATIONS

1 car space.

E.4 VEHICLE REPAIR GARAGES AND SERVICE STATIONS

1 car space per 50 sq. metres gross floor-space (for staff; all other parking would normally be considered operational).

OTHER USES

Parking provision for other land-use types shall be considered on their merits and in line with that set out in this guidance. The calculation of parking provision for mixed use developments will vary with the types of uses proposed. In cases where the mixed uses generally operate concurrently, it would be reasonable to require the provision levels applicable to all uses to be aggregated. Where the mixed uses generate demands at different times of the day it would be reasonable to require the provision of space on the basis of the development type which is dominant use of that specific site.

APPENDIX 4: RESIDENTIAL EXTENSIONS DESIGN GUIDE

Introduction

One of the goals of the South Ribble Local Plan is to ensure that the design and layout of new development is of a high quality and is not detrimental to the amenity of the local area. This goal translates into two objectives:

Objectives

- 1. To achieve high standards of design and appearance of new development;**
- 2. To avoid unacceptable impacts on neighbouring property, or the character of the area, particularly the appearance of the street scene.**

By far the most common form of development proposals are extensions to dwellings. This guidance attempts to balance the legitimate desire for people to alter or extend their property to suit their particular needs against the above objectives. There is public support for such an approach, with the majority of people concerned that the residential environment in which they live is not adversely affected by insensitive and inappropriate developments and extensions which detract from the standard of amenity they currently enjoy, or the character of the area generally.

However, what constitutes a good design and what is an acceptable level of amenity are questions which inevitably involve an element of subjective judgement. Opinions and expectations will clearly vary. It is not possible or indeed appropriate to establish hard and fast rules and policies against which all proposals to alter or extend domestic property may be judged. There is an infinite variety of circumstances involving factors such as site characteristics, character of the area and details of the particular scheme.

A strong case exists for establishing certain basic design principles which should generally be followed to ensure satisfactory standards of design, appearance and relationships to adjoining property. This design guide fulfils this role and sets out those parameters which can be taken to be generally necessary in order to secure acceptable developments. Such guidance has distinct advantages in that it ensures planning applications can be dealt with and processed in a fair and consistent manner. In addition the guide is intended to assist applicants and their agents in developing proposals whose design, appearance and relationship with adjoining property is more likely to be of a high standard and therefore acceptable. Finally, when appeals are lodged against refusals of planning permission, the guide will enable the Council to demonstrate that it is exercising its control over development within an established and generally accepted framework rather than on an ad hoc basis.

General Principles to be Applied

Extensions should:

1. Not dominate the existing building;
2. Be of an overall shape and size with fenestration and detailing that is in character with the existing building;
3. As far as possible appear integral to the original house and not appear as an unrelated addition;
4. Harmonise with any adjacent building;
5. Not create a massing of building near to any boundary with adjoining property which would appear unduly dominant to the occupiers of that property;
6. Not restrict to an undesirable extent sunlight or daylight to any neighbours windows or garden;
7. Not reduce neighbours privacy by introducing new windows which permit undue overlooking;
8. Not normally result in the distances to adjacent property being reduced below the minimum spacing standards which are generally applied in relation to new housing development;
9. Allow for the retention or car parking spaces on site to at least the established minimum of one resident and one visitor space;
10. Not involve an over intensive development of the plot whereby inadequate garden space is retained;
11. Utilise materials the same as, or as near as possible to, those used on the existing building.

Design Guidelines

Rear Extensions - Single Storey

The extent of the projection is a major factor in determining the impact on adjacent property. The longer the projection, the greater is the likelihood of adverse impact in terms of loss of light and aspects from the neighbours rooms and garden.

Guidelines for single storey rear extensions have been in operation since 1975, and have generally proved effective. They generally do not apply to extensions projecting less than 1.8m (6ft), since up to that distance a single storey extension is unlikely to have an adverse effect on either aspect from, or light to, neighbours windows. For extensions projecting more than 1.8m (6 ft) a "twice the distance" formula is applied. (See Diagrams 1 and 2).

The guidelines are intended to safeguard aspect from, and light to, adjoining habitable room windows. Most rooms in dwellings are habitable. They include living rooms, kitchens and bedrooms; but not halls, landings, bathrooms, WC's, utility and store rooms. Other factors such as massing near to the boundary, over-development of the site, and the presence of existing structures or landscaping already restricting light to neighbours windows also need to be taken into account. (See Diagrams 3 and 4).

Diagram 1

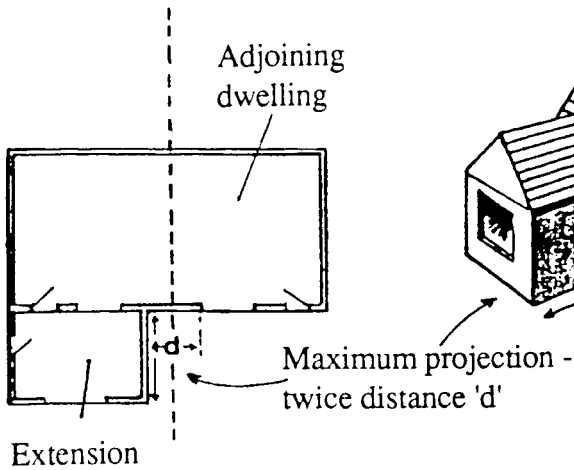


Diagram 2

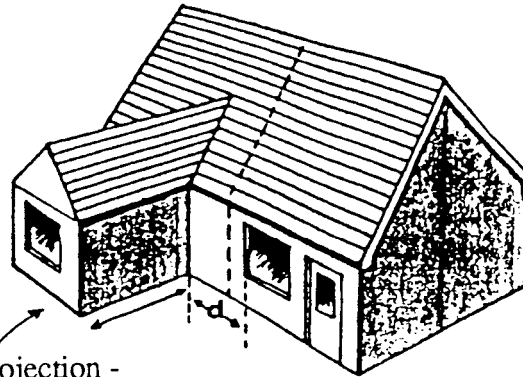


Diagram 3

Undesirable Tunnel Effect

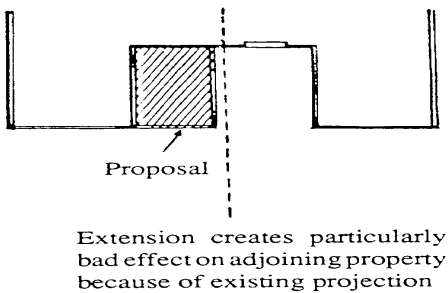
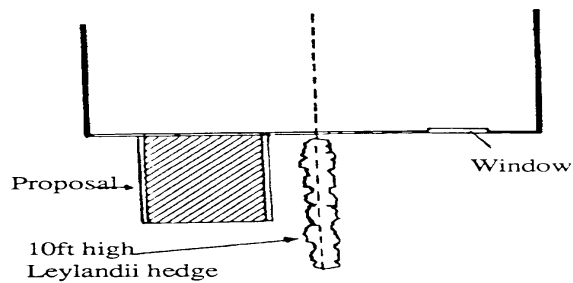


Diagram 4

Existing Landscaping can reduce impact of an extension



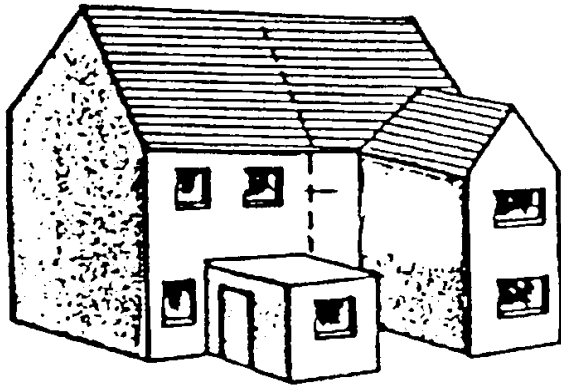
Rear Extensions - Two Storey

As a result of their generally greater massing, the impact of such extensions on adjoining property is potentially greater than with similar single storey extensions. It is not considered appropriate to operate a formula on the same basis (but with different parameters) to that operated for single storey extensions.

However, the distance from adjoining habitable room windows will clearly need to be greater than with a similar depth single storey extension. There is only limited scope for two storey extensions to terraced and semi-detached houses where the adjoining property has habitable room windows near to the common boundary.

The formula guideline may be applied in cases where the adjoining property has an existing single storey extension. The impact of a two storey proposal can then be assessed on the first floor windows of the adjoining property. (See Diagram 5).

Diagram 5



Side Extensions

Two storey side extensions can appear excessive and change the character of the street by "linking" semi-detached properties to form an undesirable terraced effect. (See Diagrams 6 and 7).

Diagram 6

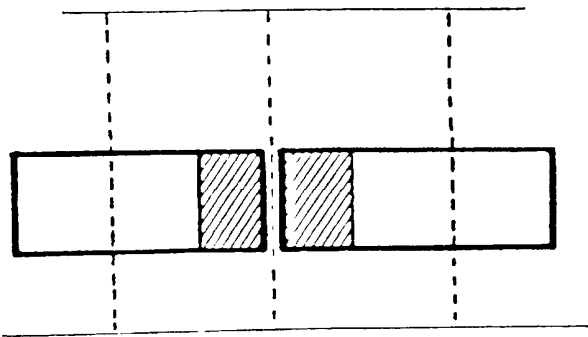
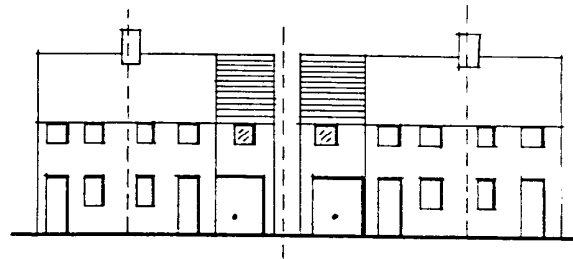


Diagram 7



Where space permits, the setting off of an extension from the boundary by, say 1m (3'3") and/or setting back from the front elevation may avoid a potential terracing effect. The situation will often arise, however, where a two storey side extension is not acceptable because of excessive massing near to the boundary which, because of the limited width of the adjoining driveway, unduly impacts on the neighbouring property. Problems will also be compounded where the neighbouring property has habitable room windows or an entrance door located on the side elevation. This factor alone may also preclude a side single storey extension to either a two storey dwelling or bungalow.

Roofs

A two storey extension to a house should always be built with a pitched roof (preferably with a similar pitch to the existing house roof), and be of a design and with materials to match the existing house. Where appropriate the eaves line should be carried through. (See Diagrams 8 and 9).

Diagram 8

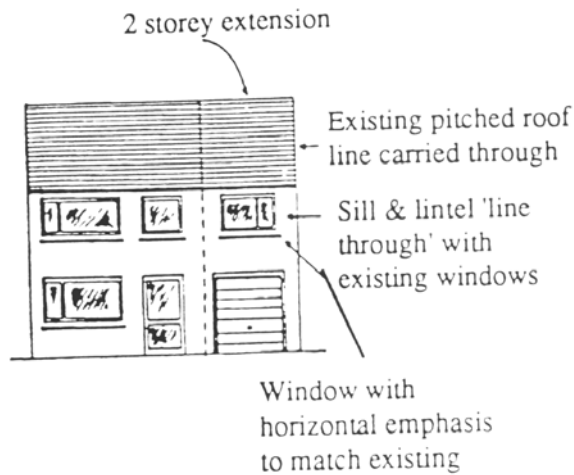
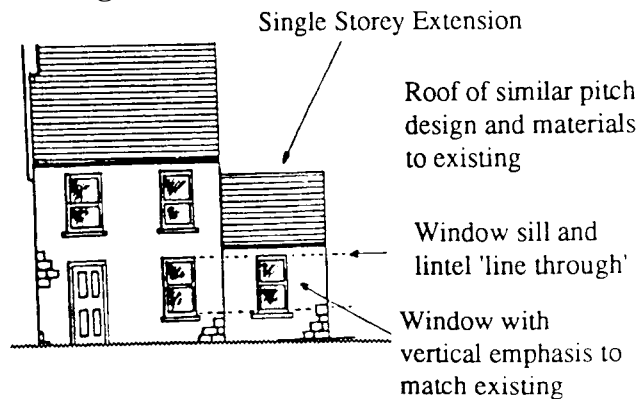


Diagram 9



Single storey extensions, including attached garages should be similarly designed where they will be visible from the street or other public place. Flat roofed single storey extensions may be permitted where they are to the rear of a property and not visible from the street or other public place. Detached garages which would be widely visible or prominent in the street scene should also be constructed with a pitched roof. Only exceptionally will flat roofed single storey extensions which are visible from the street to other public place be permissible. In such circumstances convincing evidence will be required to show that the design of the existing dwelling, and/or existing extensions, prevents the achievement of a satisfactory pitched roof design.

It should be noted that the life of a flat roof is much less than that of a pitched roof. Furthermore, the maintenance costs on a flat roof can in the longer term be much higher. The disturbance and inconvenience associated with the maintenance and periodic renewal of a flat roof should also be taken into account.

Windows and Doors

To preserve neighbours' privacy, windows in the side of extensions which directly face and overlook adjacent property will not be permitted. Privacy may be adequately safeguarded in respect of ground floor windows by the incorporation of screen fencing proposals as part of the scheme. The use of frosted or opaque glass to rooms other than bathrooms and toilets to maintain privacy is not considered to be an acceptable design solution. The use of high level windows of "velux" type roof lights where the sill height is a minimum of 1.67m (5'6") may provide an acceptable means to safeguard privacy.

In the design of new windows and doors the proportions and vertical or horizontal emphasis of the existing house should be retained. Sills and lintels should wherever possible "line through" with existing window and door openings. Architectural features and details in the existing houses can often be repeated in the extension so that a better integration of "old" and "new" is achieved. (See Diagrams 8 and 9).

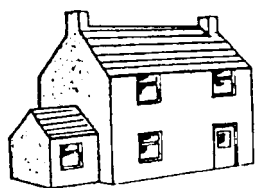
Materials

Wherever possible materials should be used which match the existing dwelling. An otherwise well designed extension can easily be marred by the use of an inappropriate facing brick or roofing material which results in a poor integration with the existing dwelling. The use of constructional details which are in sympathy with the existing dwelling will also enhance the integration of the extension. Where a differing material is used this should blend attractively with the texture and colour of the materials used in the main building.

It is preferable to set side extensions back by approximately 300mm (1ft) from the existing front wall of the property. (See Diagram 10). Prominent "toothed" bonding should be avoided so that any variation in materials appears less noticeable.

The use of imitation stone cladding is not recommended since it will invariably be out of character with the dwelling, and particularly in the case of semi-detached and terraced dwellings appear incongruous in the street picture.

Diagram 10



Dormers

They should not be so large that they dominate the existing roof, but rather be of a scale where they remain subordinate to the present appearance of the roof. Areas of roof should remain to the side and front and also preferably above the dormer. Dormer extensions should not exceed the height of the roof ridge of the original dwelling. Where possible a dormer should preferably be located at the rear of the property.

The overall design of a dormer should respect the design of any satisfactory existing dormer built in the roof of an adjoining property to maintain symmetry.

Where possible the window(s) in a dormer extension should "line through" vertically with any existing window or door openings below.

It is preferable for dormer cheeks and other cladding to match the materials used on the main roof. This will assist in the extension appearing as an integral part of the original house and not as an unrelated addition. (See Diagrams 11, 12 and 13).

Diagram 11

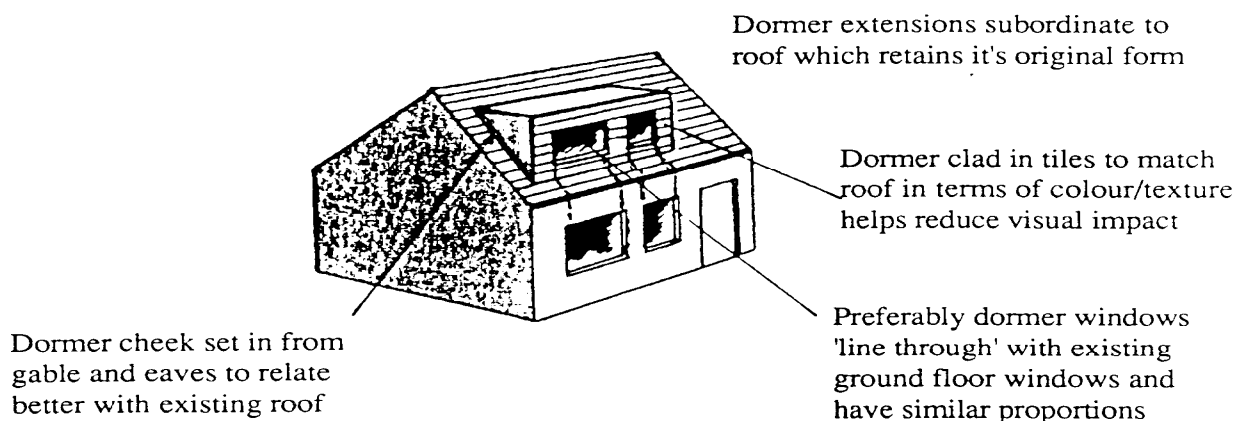


Diagram 12

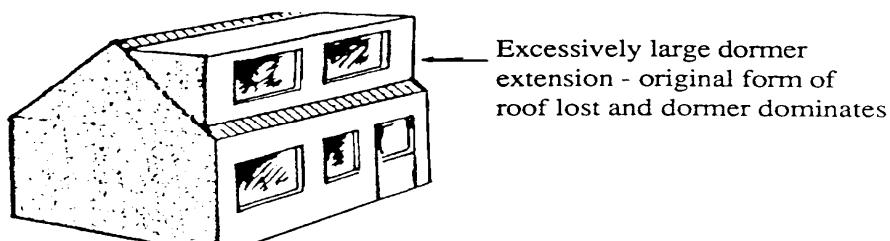
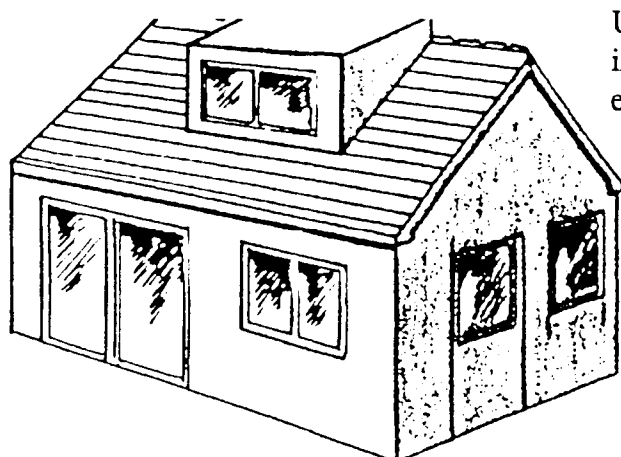


Diagram 13



Unacceptable dormer extension involving projection above existing ridge line of roof

Exceptions

The criteria and specifications outline in this design Guide should be adhered to in order to maintain a consistent approach towards the achievement of quality of design and for the guidance to remain credible. It is suggested however that there are two situations where some relaxation of the guidance may be considered when an adequate design solution is not possible.

1. Where the extension is specifically designed to provide improved facilities for a disabled person.
2. Where the proposal is to provide basic amenities in the dwelling (eg, bathroom, WC, food storage facilities) which are not available at present.

GLOSSARY OF TERMS

Affordable Housing

Housing which is accessible to people whose income does not enable them to afford to buy or rent appropriate for their needs in the free housing market. Planning obligations and planning conditions may be used to restrict the occupation of property to people falling within categories of need.

Agricultural Land Classification

The method of grading agricultural land devised by the Farming and Rural Conservation Agency to indicate the quality of farmland. Agricultural land is graded according to the degree to which its physical characteristics (particularly climate, relief and soil) impose long term limitations on the agricultural use of land. The best and most versatile agricultural land is classified as Grades 1, 2 and 3a.

Ancient Woodland

Areas of woodland which have been continuously wooded since 1600AD, and are valuable for their undisturbed drainage patterns, flora and fauna and diversity of trees and shrubs.

Biological Heritage Sites

These are non-statutory wildlife sites designated by the Lancashire Wildlife Trust. Sites are included because they are highly regarded by local naturalists and ratified by the Trust.

Business Use

Class B1 of the Town and Country Planning (Use Classes) Order 1987 defines 'business' as use for all, or any, of the following:

- a) as an office other than a use with Class A2 Financial and Professional Services;
- b) for research and development of products or processes; or
- c) for any industrial process;

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, ash, dust or grit.

Census of Population

The Census provides a comprehensive picture of the demographic, social and economic make up of an area. It is taken every 10 years, the last being in April 1991. The Census provides a comprehensive source of data from which effective policies and strategies can be formulated and monitored.

Commercial Use

Use with Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order 1987

Commission for the New Towns (CNT)

Government agency with the remit to manage and dispose of the land and property assets of the former New Town Development Corporation. In the plan area this is of the former Central Lancashire Development Corporation. The CNT has merged with English Partnership under the latter title.

Commuted Sum Payment

A payment required to meet the costs of providing a facility, usually public open space provision within housing developments. The commuted sum will be equivalent to 10 years maintenance costs of the facility.

Comparison Goods

Goods such as clothes and electrical equipment for which the consumer is generally expected to invest time and effort into visiting a range of shops before making a choice.

Conservation Area

An area designated by a local planning authority for preservation and enhancement because of the special architectural or historic interest of its buildings, or their arrangement and setting.

Convenience Goods

Goods such as food, newspapers and drinks which need to be purchased regularly and for which convenience of purchase is therefore a prime consideration.

Countryside Commission

A statutory agency which cares for the countryside of England and helps people to enjoy it. The Commission is an advisory and promotional body, which also provides grants and advice for projects which conserve the natural beauty of the countryside and make it more accessible for public enjoyment. The Commission also acts as the Government's advisor on countryside matters.

Countryside Management Area (CMA)

Area based countryside management schemes in urban fringe locations in which a joint approach between those with an interest in countryside recreation is to be adopted towards the provision and management of countryside facilities.

Derelict Land

Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

Development

Defined in Section 55 of the Town and Country Planning Act 1990 as "the carrying out of building, engineering, mining, or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land".

Development Brief

A summary statement of the Council's policy position on development matters relating to a specific site or premises.

Development Plan

Made up of statutory approved or adopted structure and local plans which indicate the manner in which Local Planning Authorities propose that the land in their area should be used in respect of development.

District Centre

An area identified in the Local Plan wherein there is a concentration of local shopping and service facilities.

Edge of Centre

For shopping purposes, a location within easy walking distance (ie 200-300 metres) of the town centre.

English Heritage

The name by which the Historic Buildings and Monument Commission for England is more popularly known. It is responsible for securing the preservation of England's architectural and archaeological heritage and for promoting the public's enjoyment and knowledge of this heritage through its management of monuments and buildings.

English Nature

This is a Government grant aided body set up by the Environmental Protection Act 1990 to replace the Nature Conservancy Council. It advises the Government on nature conservation issues and promotes the conservation of England's wildlife and natural features.

Environment Agency

The Government Agency responsible for nature conservation issues, the promotion of England's wildlife and natural features and for water resources, pollution control, flood defences, fisheries, recreation, conservation and inland navigation.

Environmental Appraisal

Process by which information about the likely environmental effects of the policies and proposals of the plan are assessed and taken into account by the local planning authority in formulating the Local Plan. Environmental appraisal involves identifying, quantifying, assessing and reporting on the environmental effects of these policies and proposals.

Environmental Assessment

A process by which information about the likely environmental effects of certain major development projects is collected, assessed and taken into account in deciding whether planning permission should be granted.

Existing Open Space

These are areas which are laid out and managed for active or passive recreational purposes, or for amenity uses.

Forestry Authority

The Government department responsible for forestry policy in Great Britain. It advises ministers about forestry policy, sets standards for the forestry industry, runs grant schemes to help private woodland owners, ensures compliance with the regulations for tree felling are complied with and carries out forestry research.

General Permitted Development Order

The Town and Country Planning (General Permitted Development) Order 1995 specifies various classes of development which may be undertaken without the need to apply for express planning permission. Such development is known as "permitted development".

Green Belt

Areas of land adjacent to, and between, urban areas where strict and permanent planning controls apply in order to; check the unrestricted sprawl of large built-up areas; safeguard the surrounding countryside from further encroachment; prevent neighbouring towns from merging into one another; preserve the special character of historic towns; and, assist in urban regeneration.

Hazardous Substances

Those substances identified in Schedule 1 of the Planning (Hazardous Substances) Regulations 1992.

Housing Association

The housing associations operating within the Borough are registered with the Housing Corporation, so entitling them to public funding. They are non-profit making organisations which provide and manage homes for people who cannot afford to buy their own home on the open market. Although their main task is providing homes for rent, associations also build homes for sale and shared ownership through special schemes to help people on lower incomes wishing to become home owners.

Housing Investment Programme (HIP)

The system by which Central Government allocates money to Local Housing Authorities. Every authority submits an annual programme and strategy to obtain resources from Central Government.

Infill Site

A small undeveloped gap within an otherwise built-up frontage.

Infrastructure

The distribution network of services necessary for site development such as roads, sewers, gas and water mains etc; and in the wider area, the provision of services such as schools, shops and public transport.

LAP

Local Area for Play.

LEAP

Local Equipped Area for Play usually including about five types of equipment and a small games area.

Listed Building

A building of special architectural or historic interest as listed by the Department of Culture, Media and Sport and subject to the imposition of special planning controls.

Local Centre

A small group of shops, typically comprising a newsagent, a general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature.

Local Nature Reserve

A site or area managed primarily for conserving and researching into features of wildlife, plant life, geology or physiography, and established by local authorities in consultation with English Nature.

Local Transport Plans (LTPs)

The Local Transport Plan sets out the County Council's five year integrated transport strategy and its bid to government for financial resources to implement it.

NEAP

Neighbourhood Equipment Area for Play usually including about eight types of equipment and a kickabout and cycle play opportunities.

Open Areas

Areas of countryside which has no guarantee of general access but is important for its intrinsic open character.

Park and Ride Facility

A facility for the exchange of transport mode from a car or motorcycle to public transport such as a bus or train, including parking provision for the original mode.

Pedestrianisation

The exclusion of traffic from streets so that the whole width of the street can be used by pedestrians. Exceptions are often made for service and emergency vehicles requiring access to premises, and occasionally for buses or disabled persons.

Planning Obligation

An agreement made under Section 106 of the Town and Country Planning Act 1990 which allows the local planning authority to restrict or regulate development of land or use in a manner beyond the scope of conditions attached to a planning consent.

Planning Policy Guidance (PPG)

Advice issued by the Secretary of State for the Environment, Transport and the Regions which sets out the Government's policies on different aspects of planning. They are to be taken into account by local authorities in the preparation of development plans and may be material to decisions on individual planning applications and appeals.

Policy

A statement of intended course of planning action which will contribute towards the achievement of a planning aim, and will provide guidance for the continuous process of making planning decisions.

Proposals Map

A map, on an Ordnance Survey base, illustrating the policies and proposals of a local plan and defining sites for particular developments or land uses and the areas to which specified development control policies will be applied.

RAMSAR Site

Wetlands designated as being of international importance especially as a water fowl habitat. They take their name from an international conference held in Ramsar in Iran in 1971 which established this international designation.

Regionally Important Geological Sites (RIGS)

Geological or geomorphological sites considered worthy of protection for their educational, research, historical or aesthetic importance.

Scheduled Ancient Monument

Monuments which are the subject to statutory protection as a result of their scheduling under the Ancient Monuments and Archaeological Areas Act 1979.

Site of Special Scientific Interest (SSSI)

Area of land considered by the Nature Conservancy Council to be of special scientific interest by reason of its flora, fauna, geological or physiographical features.

Substantial Retail Development

Large scale shopping development, generally requiring a large single floor area, which serves a wide catchment area. Such developments will normally involve a gross floorspace of 1500m² or more, but may be smaller relative to the size of the Borough's district centres. Developments which may be included in this definition include supermarkets, non-food retail warehouses such as DIY, furniture, carpets, electrical goods, etc, and non-food retail parks such as the Capitol Centre.

Sustainable Development

Development which allows the environment to be protected in such a condition and to such a degree that environmental capacities are maintained over time, and future generations can enjoy an equal measure of environmental consumption.

Traffic Management

Measures, such as speed humps, aimed at making more efficient use of existing roads by controlling the volume and speed of traffic. Such measures tackle a number of problems, including road safety and public transport penetration.

Transport Policies and Programmes (TPP)

An annual report submitted to the Department of Transport by the County Council justifying a transport budget for the following year against the background of a five year programme for spending on transportation. From 1999/2000 TPPs have been replaced by Local Transport Plans (LTPs).

Tree Preservation Order (TPO)

An order usually made by the Council which makes it an offence to cut down, lop, top, uproot, wilfully damage or destroy a tree without the planning authority's permission unless the tree is dead, dying or dangerous. TPO's are made to protect trees for the public's enjoyment.

Urban Village

A new settlement that is to be relatively self-contained, developed in a comprehensive way and containing mixed land-uses. It is a concept aimed at creating a better environment, reduced car use, a high quality of environment and community facilities.

Use Classes Order

The Town and Country Planning (Use Classes) Orders 1987-1995 group broadly similar uses of land and buildings into classes. Planning permission is generally required for changes of use between classes.

Utilities

Companies responsible for the supply of electricity, gas, water, sewerage and telecommunications.

Windfall Site

A site not specifically allocated for development in a local plan or which does not already have the benefit of planning permission for development, but which becomes available for development during the plan period and is granted planning permission. The term is usually used in relation to the supply of land considered available for housing development.