RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO SPECIAL PLANNING & DEVELOPMENT COMMITTEE

Agenda Item No.

meeting date: WEDNESDAY, 4 APRIL 2012
title: CORE STRATEGY – A LOCAL PLAN FOR RIBBLE VALLEY 2008-2028
REGULATION 27 DRAFT
submitted by: CHIEF EXECUTIVE
principal author: COLIN HIRST – HEAD OF REGENERATION AND HOUSING

1   PURPOSE

1.1   To agree the preferred option and the publication of the core Strategy, Regulation 27
Draft for public consultation.

1.2   Relevance to the Council's ambitions and priorities:

- Council Ambitions – The Core Strategy is the central strategy of the Local
Development Framework. It will help in the delivery of housing, employment and the
protection and enhancement of the environment, ultimately presenting the delivery
strategy for implementing the vision for the Ribble Valley for the next 20 years.

- Community Objectives – As a tool for delivering spatial policy, the Core Strategy
identifies how a range of issues relating to the objectives of a sustainable economy,
thriving market towns and housing provision will be addressed through the planning
system.

- Corporate Priorities – The Core Strategy is the central document of the LDF and sets
the overall vision and approach to future planning policy which will aid performance
and consistency.

- Other Considerations – The Council has a duty to prepare spatial policy under the
Local Development Framework system.

2   BACKGROUND

2.1   The current approach to development plans requires the Council to develop a suite of
documents known as the Local Development Framework (LDF) that will replace the
adopted Districtwide Local Plan. The policies within the LDF must be informed by a
strong robust evidence base and over the past few years, work has been undertaken to
develop the evidence base, consult on options and to develop this current regulation 27
draft, which effectively represents the drawing together of a number of components that
have been previously worked upon.

2.2   As a consequence of the government's Localism Act with the abolition of Regional
Spatial Strategies, the Core Strategy will also provide the means by which Local
Planning Authorities establish strategic development requirements for such as housing,
employment land and a general pattern of development.

2.3 The Core Strategy will be the central document within the framework and will provide the vital policy tool with which to plan and manage development in the area. It will be the main defence against development proposals that are not viewed by the Council to be serving the interest of the area and where they would be out of accord with the Core Strategy policies. Consequently, it is important to have in place as soon as possible an up to date and robust development plan for the area.

2.4 The policies within the framework are informed by a strong, robust evidence base with work focusing over the past few years on creating the LDF base line, identifying issues and developing options. The Core Strategy has been progressively formulated from this baseline and is moving towards key stages in its development. An extensive set of reports has been previously considered by Members and are published on the Council's website, together with relevant background material and research, a compendium of these reports has been distributed to Members of Planning and Development Committee and a copy has been placed in the Members Room on Level D for reference.

3 PREVIOUS CONSULTATIONS

3.1 Consultation on issues to be considered in the Core Strategy has been taking place since 2006, albeit under previous forms of the regulations. Formal consultation was undertaken through questionnaires in 2007 in two rounds from which it was possible to formulate a draft consultation document under Regulation 25 of the current regulations. This consultation document contained a series of options for the spatial development strategy for the Core Strategy. It set out strategy options and illustrated general areas for development and the likely scale over the plan period. This was consulted on between August and October 2010.

3.2 A wide range of methods for promoting public involvement put in place to provide the opportunity for any organisation or persons in or out of the borough to submit representations into the Core Strategy process. The consultation reflected methods set out in our adopted Statement of Community Involvement and included:

- holding an 8 week consultation response period between the 25 August and 20 October 2010;

- distributing posters for local display;

- offering the opportunity for each Parish/Town Council to hold a meeting by members of the Forward Planning Team, providing the opportunity for local residents to attend these meetings and ask questions in an open forum approach. Meetings were held across the borough and included all parishes. Meetings varied from small discussion groups to large public meetings;

- making the Core Strategy report and response forms available at all libraries in the borough, the Council Offices, Station Buildings in Longridge and available for loan from Parish/Town Councils;

- publishing the report and both a downloadable response form and electronic submission form on the Council's website and the Pennine Lancashire Wide Feedback Website;

- producing an explanatory booklet on the Core Strategy setting out the main principles and ways to respond making these available at the venues listed above and some other locations in the borough such as shops, gymnasiums, post offices to help broaden accessibility and promotion;

- inserting 11,000 copies of the explanatory booklet into the Clitheroe Advertiser and Times and the most widely circulated local newspaper in the borough (that would accept inserts);

- publishing numerous press releases in the local press including the Clitheroe Advertiser and Times, Longridge News and the Lancashire Evening Telegraph;

- attending workshops, including running a session at Ribchester C of E Primary School following a request, running stalls at open house roadshow meetings in Chipping and Salesbury and running a drop-in session just outside the borough following a request from a neighbouring Parish Council.

3.3 The level of response to this consultation was very encouraging, with just under 4,000 comments or representations submitted into the consultation process by just under 750 bodies/consultees. New contacts were added to our contact list for future consultations.

3.4 Consultation on the initial options identified a number of issues but did not establish a definitive approach to the development strategy. It was considered that further options should be presented for consultation and therefore between June and August 2011, an additional consultation featuring alternative options including potential scale and patterns of distribution was consulted upon. The approach to consultation once again was aimed at encouraging as broad a response as possible including the following measures:

- Holding a six-week consultation response period between 29 June and 12 August 2011.

- Running a drop-in day which was advertised in the press between 10am and 7.30pm on the 27 July 2011 offering the opportunity for all interested parties to speak one-on-one with members of the Forward Planning Team and ask questions. This was very well attended.

- Making the "generation of alternative development strategy options" report available at all libraries in the borough, the Council Offices, Station Buildings in Longridge and available for loan from Parish Councils.

- Publishing the report and both the downloadable response form on the Council's website and creating a summary and link from the Pennine Lancashire Wide Feedback website.

- Producing a poster to advertise both the consultation and the planning drop-in day with information on how to get involved in the consultation process.

- Producing a poster to advertise both the consultation and the planning drop-in day, with information on how to get involved in the consultation process.

- Publishing numerous press releases in the local press, including the Clitheroe Advertiser and Times, Longridge News and the Lancashire Evening Telegraph to give details on both the consultation itself and also the planning drop-in day.

- Writing to all Parish/Town Council Clerks in and adjacent to the borough, all borough members and to all contacts on the LDF consultation database (over 2,000 contacts).

- Sending out notices informing local residents of the consultation via a Royal Mail postal drop. This reached approximately 90% of all households in the borough and was undertaken in response to comments about publicity arising from the previous consultation.

3.5   As with the 2010 consultation, interest and involvement in the Core Strategy consultation remained high. Formal representations were received from 1,150 bodies/individuals, containing a total of 2,807 representations. When compared to the 2010 consultation it was evident that although around 400 more individual letters and response forms were submitted at this alternative option stage, it generated 1,113 fewer separate representations or "issues". In reviewing the responses it was considered that this reduction in reps or issues relates to a high number of people submitting a highlighted preferred option rather than listing why no development should happen in the borough at all.

4   THE CORE STRATEGY

4.1   The draft Core Strategy is attached at Appendix 1, and represents in effect the consideration of the work so far to draw together a preferred approach to setting the development strategy for the area. If agreed the document would represent the publication stage of the LDF process (Regulation 27) and is really the first time that the preparation of the strategy comes together in a composite form as the Council's preferred plan rather than as a series of options and components. Under Regulation 27 the strategy is published for consultation as part of the statutory process. Alongside the Sustainability Appraisal is also published for consultation together with the infrastructure plan.

4.2   As Members will note the Core Strategy is a strategic planning document that establishes a vision for the area and objectives to help attain that vision. It sets the framework for how much development should take place and where development and investment should be directed. To deliver this approach, as part of the implementation mechanism, the Core Strategy sets out a series of topic related key statements to guide the Council's response to development and a series of development management policies that can be used to help determine planning applications. Collectively the Core Strategy policies, key statements and development management policies will bring the existing saved Local Plan up to date and set the strategic context at the local level provided previously through National, Regional and former County Structure plan policies. In this regard the process enables the Local Planning Authority to establish its priorities and preferences within a national context but being decided at the local level.

4.3   The main Development Strategy establishes the pattern of development, particularly for housing and employment growth and the approach to controlling the scale of

development overall. The Development Strategy also indicates the general approach to development being focussed into existing settlements where there are regeneration benefits, identified local needs or where development has been promoted through the emerging neighbourhood planning legislation. In addition key topic areas are covered in relation to the environment, housing and economy to provide the main framework for delivering the vision and objectives.

4.4   Clearly the area that has generated most issues is that of housing development. This is in terms of both the overall amount and distribution. In addition, ensuring the pressures and demands for affordable housing can be met in balance with market housing is an approach to the amount of housing overall required has been informed by an extensive evidence base and specialist consultancy advice, whilst the approach to distribution has sought to respond to the strong desire to see a fairer approach to development balanced against the need to recognise existing facilities and infrastructure, coupled with the opportunity to sustainably plan for infrastructure growth to meet the needs of new development.

4.5   The strategy includes detailed consideration of housing growth and its distribution across the area. In doing so the need to focus on the larger settlements that can offer supporting facilities and infrastructure opportunities are considered against the reality that historically a large amount of development exists across a wide range of settlements with a significant population resides outside defined villages. Principles of sustainability would not support widespread development outside established settlements, not least because of the impact sporadic development would have on the countryside and the wider landscape. It is important however to recognise that in some locations there are opportunities for brownfield development that could occur and may be appropriate to bring forward in the future consequently this has been taken account of in drawing together the model for distributing housing.

4.6   The Core Strategy has recognised the importance of the recently designated Lancashire Enterprise Zone and the opportunity for wider economic growth in the local economy that this presents. The strategy also recognises the limited number yet vital opportunities that the borough's main existing employment site offer as a key component for ensuring the economic vision for the area can be achieved. Similarly the approach to implementation seeks to maximise opportunities to facilitate economic growth, balanced with environmental protection through supporting economic development in relation to housing growth and the need to protect our economic development assets.

4.7   What is important to bear in mind is that the Core Strategy has the principal role of establishing the general approach to development although it does need to put in place the mechanisms for implementing the strategy. It does not set out detailed allocations for land use which would lie to be delivered through other development plan Documents and supplementary guidance for more detailed policy interpretation. The Core Strategy does not in general therefore set out detailed allocations. The Council would produce a separate DPD in due course to carry out this work. A Core Strategy can however set out, as an allocation, those sites which are considered strategic sites, the delivery of which are fundamental to the successful delivery of the Core Strategy overall. The strategic site located south of Clitheroe at the Standen Estate is included in the Core Strategy because of its strategic significance. Similarly the Council has recognised both the Enterprise Zone at Samlesbury and the Barrow Brook Employment Site as being of importance to the delivery of the Core Strategy vision.

5   STRATEGIC SITES

5.1   A strategic site at Standen, to the south east of Clitheroe, is proposed to be developed in a comprehensive and sustainable manner as a mixed site. The range of uses will include housing (including affordable housing), employment, community uses, local retail and service provision to serve the site, open space and recreational uses.

5.2   The Core Strategy identifies the site in principle and the precise mix of uses, developable areas and development requirements will be determined in more detail in subsequent Development Plan Documents Supplementary Planning Documents and through the Development Management process. It would be intended to control development by way of an overall master plan and specific guidance and controls on design, structural landscaping and infrastructure delivery.

5.3   The proposed gross site area has been identified to enable adequate scope to achieve the highest quality design, layouts and planting across the strategic site. The site in intended to make a significant contribution to meeting the Borough's overall housing provision in the plan period with a total of 1040 dwellings proposed.

5.4   Key sites are also noted at Samlesbury in relation to the Lancashire Enterprise Zone, together with Barrow Business Park which is viewed as a key component to deliver the economic aspirations of the Core Strategy.

6   INFRASTRUCTURE PLAN

6.1   In preparing the Core Strategy and considering the level and distribution of development, it has always been recognised by the Council that supporting infrastructure will be needed either as new or upgraded facilities. The draft Infrastructure Plan is intended to inform this process and identify the nature of existing infrastructure, what gaps are anticipated and how they will be expected to be addressed to ensure that development can take place in a co-ordinated way. A copy of the draft infrastructure plan is attached at Appendix 2 for Members of the Planning and Development Committee, and will be published alongside the Core Strategy for comment. A reference copy has been placed in the Members' Room and the report is available on the Council's website.

7   SUSTAINABILITY APPRAISAL

7.1   The development of the Preferred Option or Publication version of the Core Strategy has been informed by the Sustainability Appraisal (SA) process. The SA has been undertaken alongside the preparation of the Core Strategy as required by the Planning and Compulsory Purchase Act and in accordance with the Strategic Environmental Assessment Directive and associated Regulations. The SA assesses the social, economic and environmental impacts of the emerging Core Strategy.

7.2   To date the SA process has involved: preparation of the SA Scoping Report (and consultation with statutory consultees); assessment of strategic spatial options; and assessment of the preferred strategy option, Key Statements and Development Management Policies and draft Core Strategy Document. The process and outcomes to date are set out in the SA report, which will be published for consultation alongside the Publication version of the Core Strategy.

7.3   In brief, the SA process has identified key sustainability issues for the Borough and from these developed 23 sustainability objectives.   The Spatial Vision and the strategic objectives of the Core Strategy have been assessed against the SA Objectives and a number of recommendations made to improve them. The eight strategic spatial options (and a further option of "do minimum" i.e. a continuation of the Local Plan strategy) were also subject to SA; their strengths and weaknesses identified and recommendations made.   These included some recommended high-level spatial priorities which are required to contribute towards a sustainable development pattern.

7.4   Whilst each option had its own strengths and weaknesses and some performed more strongly than others.   No single option however stood out against all others in addressing the sustainability objectives.

7.5   Following the SA of the options, consultation and further analysis the Preferred Option has been developed which is essentially a hybrid of strategic options B and D, drawing on the strengths and seeking to avoid negative outcomes. This has also been subject to SA along with the Key Statements and Development Management Policies.   Key strengths and weaknesses, potential areas for improvement, mitigation measures and recommendations to minimise adverse impacts and maximise benefits have been made from the SA process.

7.6   All recommendations from the SA process have been considered with a view to improving the sustainability of the Core Strategy. Some have already been taken on board and any outstanding ones will be addressed in refining the Publication version and where necessary the SA report will be updated.

8   IMPLICATIONS OF THE NATIONAL PLANNING POLICY FRAMEWORK

8.1   Members will be aware of the intention to publish the National Planning Policy Framework following consultation in 2011. In preparing the Core Strategy regard has been given to the draft proposals however it will be necessary to ensure that the final version of the NPPF is reflected in the Core Strategy policies. In view of the fact that the NPPF is due to be published around the time of this report, Members will be provided with an update at the Committee meeting. As currently drafted, the approach in the Core Strategy is one to manage and support economic growth in line with the Government's intentions and at this stage there are no immediate conflicts identified with the draft NPPF.

9   NEXT STEPS

9.1   Following the 6 week consultation, it is currently programmed to report the outcome back to the Planning and Development Committee to consider and agree the issues arising and if necessary any further amendments that may be judged to be required. It is then anticipated that the Core Strategy will be considered at a meeting of Full Council either on Tuesday, 10 or Tuesday, 17 July. At which point Members will consider if the Core Strategy is to be formally submitted to the Secretary of State.

9.2   Submission of the Core Strategy under Regulation 30 of the Planning Legislation triggers the Public Examination stage when the Secretary of State will appoint an Inspector to examine the soundness of the strategy. The examination is expected on

this programme to be held in the autumn. Subject to the Inspector's report, the adoption of the Core Strategy would be anticipated by the end of this year.

10   RISK ASSESSMENT

10.1   The approval of this report may have the following implications

- Resources – Members have agreed a budget to progress the Core Strategy.

- Technical, Environmental and Legal – The council has to follow the statutory regulations in preparing the Core Strategy.

- Political – There is significant public interest in the Core Strategy.

- Reputation – Decisions taken in connection with the core Strategy will help demonstrate the Council's obligations to fulfil its statutory duties and meet its objective of being a well run Council.

11   **RECOMMENDED THAT COMMITTEE**

11.1   Endorse the draft Strategy and agrees to its publication for a six week statutory consultation period, authorising the Head of Regeneration and Housing to prepare the necessary supporting material and documents required to meet the regulations.

11.2   Ask that the response to the public consultation is reported back to this Committee together with any proposed changes to the draft Core Strategy as soon as practicable.

CHIEF EXECUTIVE

For further information please ask for Colin Hirst, extension 4503.

For information on the Infrastructure Plan please contact Phil Dagnall, extension 4570.

Ribble Valley Borough Council

Local Infrastructure Plan

RibbleValley
Local Development Framework

CONTENTS

INTRODUCTION

This document forms the collective evidence base on infrastructure for Ribble Valley Borough Council. It brings together the baseline infrastructure information that was collated for RVBC in early 2009[1] and augments this with further detail collected in 2011 and 2012. It outlines the infrastructure implications of emerging Core Strategy development options as a preferred option is developed.

The report covers the following areas:
- Policy and Legislative Framework, including a summary of current Infrastructure Planning
- Physical, Social and Green infrastructure- existing provision, known planned provision and expected future requirements
- How future infrastructure requirements will be addressed in general terms and whether any significant shortfalls in future provision exist in relation to proposed development options ..

This infrastructure plan has been used to assist with the formulation of the chosen, preferred Development Strategy option for Ribble Valley. As required provision was uncertain in the early stage of Core Strategy production, an approach was used where by a range of potential scenarios were formulated. These were based upon the anticipated impacts on infrastructure under each potential Development Strategy option presented at the Regulation 25 stage and also on the outcomes of the regulation-25 Core Strategy consultations. The main themes of these were brought together within the Summary of Representations document, published by Ribble Valley Borough Council in March 2011. For each scenario, it was considered how the overall objectives would be achieved and the implications of the different levels of development taking place over the Core Strategy period, and beyond where necessary. Further consultations on an additional set of options took place in summer 2011and were reported to the council later that year.

INFRASTRUCTURE PLANNING POLICY FRAMEWORK

In formulating an infrastructure plan, it is essential that the broader policy and legislative framework within which Local Planning Authorities are required to produce an infrastructure plan is adequately considered.

NATIONAL GUIDANCE

The 2001 Planning Green paper marked the start of the process to reform the planning system along spatial planning lines, a key element being infrastructure planning. The Planning and Compulsory Purchase Act 2004 provided the statutory framework within which LPAs were required to operate in relation to infrastructure planning.

---

[1] This work was undertaken by Planning Master course students from Manchester University.

Subsequent policy reviews including The Barker Review of Housing Supply, 2004; the Barker Review into Land Use Planning, 2006; the Lyons Enquiry into Local Government, 2007; and the Local Government White Paper, 2006 all illustrate and reinforce the importance of infrastructure plans within the context of spatial planning.

The culmination of this work is Planning Policy Statement 12: Local Spatial Planning (PPS12). This document states that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking into account its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided.

The general aim of this work is to give a degree of certainty to communities and investors by giving a guide to where long term investment in infrastructure should be made.
PPS12 sets out that the infrastructure planning process should identity, as far as possible,

- Infrastructure needs and costs
- Phasing of development
- Funding sources
- Responsibilities for delivery

In identifying these, the test should be whether there is a reasonable prospect of provision. Where provision is uncertain, contingency planning, which shows how the objectives will be achieved under different scenarios, may be necessary. At this strategic stage it has not been possible to identify exact costing for future infrastructure changes. This information will be provided as the plan develops.

This infrastructure plan has been prepared following the production of a baseline report undertaken prior to the Regulation 25 stage consultation, which took place between August and October 2010, and subsequently further regulation 25 consultation in 2011 and prior consultation on the Regulation 27 Core Strategy document. As part of the Core Strategy process, it is vital that infrastructure is considered to ensure that any proposed development is deliverable and would not be restricted by insufficient infrastructure.

Initial work began on the Ribble Valley Infrastructure Plan in 2009 highlighted the areas where there were information gaps on provision and made recommendations for moving forward the infrastructure plan project.

To ensure the Core Strategy complies with PPS12 this infrastructure plan has moved this work forward and looks not only at the existing provision, but also the known and expected future provision and how this will be delivered.

The stages of Core Strategy production are illustrated below.

STAGES OF CORE STRATEGY PRODUCTION

Questionnaire considering issues and potential scenarios for the Core Strategy to consider. **6 week Consultation: October – December 2007**	Accompanying this document was a Sustainability Appraisal Scoping report, which set out the baseline information prior to testing options.

Change in legislation

Regulation 25 Core Strategy: Considers a range of issues facing Ribble Valley and a number of potential Development Strategy options relating to where development may be focused in very general terms **8 week Consultation: August – October 2010**	Accompanying this document was a revised Sustainability Appraisal Scoping report, which set out the baseline information prior to testing options. This document was revised following the change in legislative regulations

Still Reg 25: Additional consultation stage on Alternative Options and Key Statements and Development Management policies

6-week consultation: June –August 2011

**Sustainability Appraisal Workshop **

We are here

Publication and consultation on the Regulation 27 Core strategy, presenting a preferred Development Strategy option. **6 weeks consultation anticipated Spring 2012**	Publication of the Sustainability Appraisal, incorporating the Strategic Environmental Assessment requirements

Submission to Secretary of State **Anticipated Summer 2012**	Submission of full SA/SEA report to SoS.

Examination in Public **Anticipated Autumn 2012**	No further stages

Anticipated receipt of Inspector's Report **Anticipated Autumn 2012**	No further stages

In 2011, the coalition government announced a reform of the planning system and is about to publish a finalised new National Planning Policy Framework (NPPF). When adopted, it will replace PPS12. NPPF states that LPAs should work with other authorities and providers to:

- Assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecasts and demand.
- Take account of the need for nationally significant infrastructure within their areas.

Other than the NPPF, the other major changes announced is the introduction of the Localism Act which, among other provisions, gives local communities the opportunity to produce neighbourhood plans for additional development, over and above that set out in the Local Planning Authorities' LDFs. Despite these two new publications however the approach to infrastructure planning remains largely unchanged.

Planning Advisory Service (PAS)
The Planning Advisory Service has produced a number of documents relevant to infrastructure planning process. These are:
.
PAS (2008) Implementing your LDF: the integration of infrastructure and development in plan making: London. - Briefing notes from seminars.
The Introduction to Infrastructure Planning and Delivery - PowerPoint Presentation from seminars.
Participants Resource Book, (Nov-December 2008)
Updates in 2009:
        - Planning Together (CLG)
        - Steps Approach (PAS)

National Infrastructure Plan
The National Infrastructure Plan was published in October 2010 and updated Nov 2011 and sets out a plan for delivering major infrastructure over the next 5 years. This included details of pubic and private sector funding and covers a range of infrastructure including energy, transport ICT, flood, and water/waste management. An overall aim of the plan is to identify the legislative and regulatory changes required in order to assist investment in infrastructure across the country. Currently there are no nationally important infrastructure projects within the Borough.

LINKS WITH OTHER INITIATIVES

Local Strategic Partnership:
The Ribble Valley Local Strategic Partnership (LSP) was established in 2002, but underwent a restructuring in 2005 to ensure that it was fit for purpose to deliver the objectives of the last Community Strategy. The LSP includes representatives from the community, businesses, the voluntary and faith sector, elected members and service providers of the Borough and County Council, the Primary Care Trust (PCT) and the Police. Within the partnership there are many thematic task groups, which involve an even wider number of people who are working to make Ribble Valley a better place to live in. The Sustainable Community Strategy (SCS) is a key document produced by the LSP and is the over-arching document that should inform the work of partners within the District, including the Borough and County Councils as well as the PCT and Police. The SCS provides baseline data and information revealing the current state of the District, a vision outlining the aspirations for the borough

and includes actions and projects that implement that vision. The Core Strategy is designed to be the spatial interpretation of the SCS and it is therefore a valuable document in considering infrastructure requirements. Working closely with the LSP allows for the planning and delivery of infrastructure to be adequately addressed and ensures that all the necessary partners are considered.

The SCS report can be found here on electronic versions of this report.

North West Utilities Infrastructure Study: This report was produced by EKOS with Utility Consulting and Engineering (UCE) on behalf of the NWDA and the Environment Agency. The overall aim of the work was to identify the issues and constraints relating to utilities infrastructure and supplies in the region. This sets out how resource allocation is procured, sets out the role of key stakeholders, establishes how the resource allocation processes can be influenced and identifies specific and/or geographical constraints and issues that are, and can, impact upon the economic development of the North West.   This report forms a useful part of the infrastructure planning evidence base.

The report can be found here on electronic versions of this report.

Lancashire Green Infrastructure Study: This report was produced by Ectoec Research and Consulting and was led by the Lancashire Economic Partnership. It forms a strategy based upon a clear understanding of Green Infrastructure, and its potential to contribute to social and economic regeneration, whilst simultaneously creating an improved natural environment in urban and rural settings based upon investment in the creation and maintenance of high quality, networked, multifunctional green spaces and green assets.

The report can be found here on electronic versions of this report.

SUMMARY OF EXISTING INFRASTRUCTURE PROVISION IN RIBBLE VALLEY

Existing infrastructure has been broken down into groups. These are as follows:
- Public transport
- Road
- Cycle and pedestrian facilities
- Energy
- Water and drainage
- Waste
- ITC
- Public realm
- Historic legacy
- Open space
- Rivers
- Historic landscape
- Affordable housing
- Education
- Employment
- Benefits/Tax
- Children's services
- Health
- Gypsy and travellers
- Post Offices
- Community services

- Culture
- Leisure

From these groups, there are a series of further sub-groups, which are set out under each of the group headings.

As much information as possible has been collated for each of the infrastructure groups to provide an indication of the existing infrastructure provision within the Ribble Valley. This helps to clearly identify if there are any areas where provision is lacking, ultimately assisting in highlighting the infrastructure requirements that are needed and whether this will be met by the known planned provision, or if additional infrastructure is need above and beyond this.

In late 2011 a Topic paper entitled Discussion on the Approach to the Preferred Option was produced which set out, in strategic terms a likely preferred development option for the Borough. This was then circulated for initial comment to many of the infrastructure providers and within the Council. In this document it is referred to as the "2011 Topic Paper" in illustrating infrastructure provider response.

SUMMARY OF KNOWN PLANNED PROVISION

Population Patterns (2009):

The Core Strategy sets out the parameters for growth over the plan period (2008-2028). In terms of housing development, this requirement was re-examined by NLP consultants in late
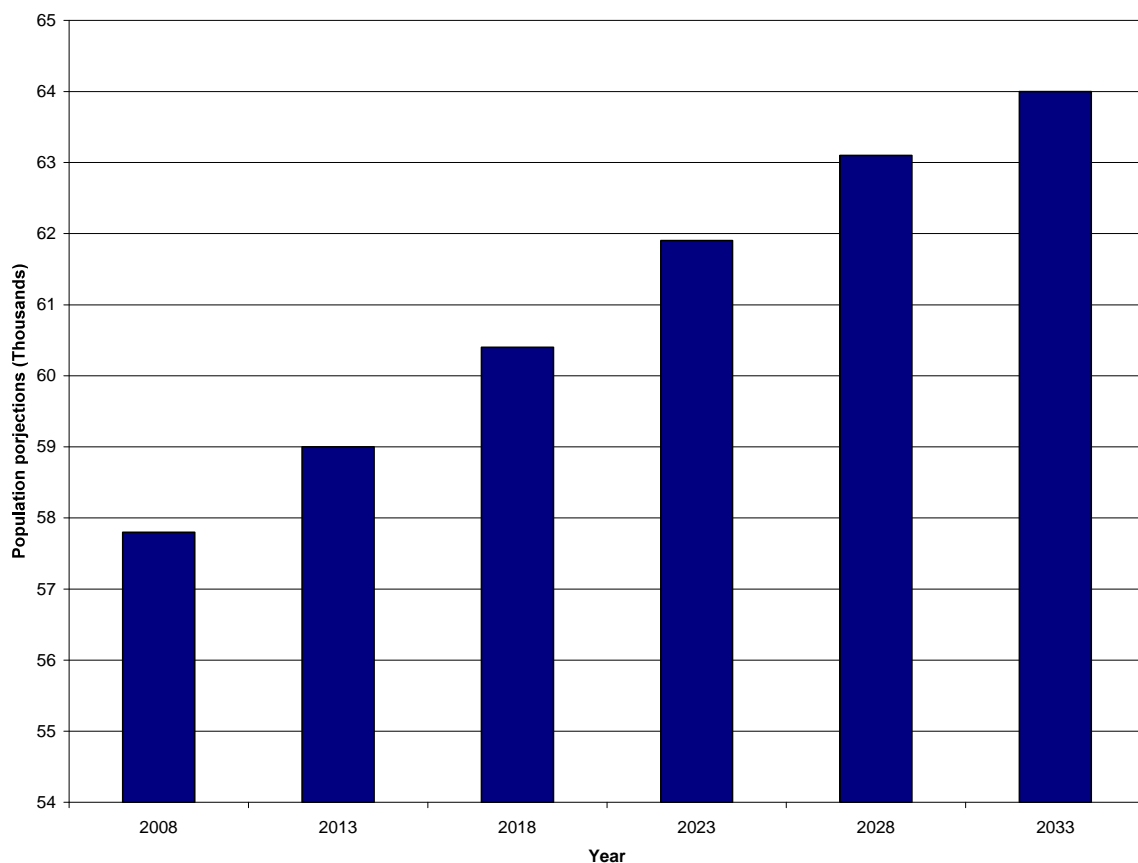
2011 and a figure of 4000 new dwellings for the plan period was agreed based on updated ONS population estimates. This is an uplift on the predictions outlined in the 2011 Topic Paper.

The 2011 Census has now taken place and early, indicative results are expected in mid-2012. This information will be extremely useful in providing an updated, factual population number, which can be compared with previous census data, allowing for more specific projections.

As this information is therefore not yet available, the 2001 Census and mid-year population estimates have been used in the production of this plan. However, the Core Strategy (and subsequently this delivery plan) is a constantly evolving document.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. Money from the levy can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. CIL came into effect in April 2010 and was amended in April 2011 following the formation of the coalition government.

As set out by the Planning Advisory Service, the levy works as follows:
- The levy's rates should be based on evidence of the infrastructure needed. In reality, it is likely that viability will set the level. It is helpful to remember that the levy is not intended to be the main source of finance for infrastructure.
- The levy is considered to be more transparent and straight forward than using planning obligations to fund infrastructure, especially large infrastructure projects.
- CIL payments will be indexed.
- In setting a charging schedule there is a consultation requirement and the schedule will be independently examined. Councils will be required to correct charges that the examiner considers to be unreasonable.
- Differential rates can be set based on uses and/or area.
- The levy can be paid in kind (land and any existing buildings)
- The levy is charged per square metre of net additional increase of floorspace on most buildings that people normally use, not just new housing.

Ribble Valley Borough Council has not yet introduced a CIL charging schedule. Further work on the benefits of this potential approach will be considered prior to any decision being taken on whether a CIL will be introduced.

THEMATIC AREAS OF INFRASTRUCTURE

This section will look in detail at a range of provision, covering physical, social and green infrastructure, and includes information on existing provision, known planned provision and the implications for the Development Plan as outlined in the Topic paper of December 2011 and where possible an indication of the sources of funding for each of these specific infrastructure areas.

TRANSPORT INFRASTRUCTURE

This chapter sets out the key findings for transport infrastructure provision within Ribble Valley and provides a comprehensive listing of transport infrastructure provision in the borough.

Ribble Valley has good access to several nearby major cities such as Manchester, Liverpool, Leeds and Birmingham via the M65, M6 and M61 motorways. In addition, the A59 provides a major route through to Liverpool, Harrogate, York and Leeds. Additionally, there are good road and rail links to both Manchester International Airport, Blackpool Airport and Leeds Bradford Airport.

PUBLIC TRANSPORT: Rail services

There are four railway stations within the borough all managed by Northern Rail: Clitheroe, Whalley, Langho and Ramsgreave and Wilpshire. These are all situated on the Ribble Valley Line.

Map 1 – Railway lines and stations in Ribble Valley

This line provides a service to Manchester Victoria, via Blackburn and Bolton, with trains departing on an hourly basis from Clitheroe. During peak hour, extra trains are provided. On Sundays in the summer a small number of trains provide a successful Dales Rail service from Preston, via Clitheroe, to Carlisle. Of the four stations in the borough Clitheroe station is the busiest with 235858 passengers in 2009 / 10, an increase of 4% on 2007. Whalley recorded a 10% increase, Langho a 22% increase and Ramsgreave and Wlipshire a 14% increase over the same period. In general patronage on the line has steadily increased in recent years (see Table 1 below).

The Clitheroe Community Rail Partnership (CLCRP) are currently working to improve the timetable and have recently negotiated with Northern Rail, the franchised rail operating company a 2324 departure from Clitheroe to Blackburn and are currently discussing an extension of the 2300 from Manchester Victoria to Clitheroe, which currently ends at Blackburn. The Clitheroe Community Rail Partnership works within an agreed Action Plan.

In recent years Network Rail has invested significantly in improving the line within Ribble Valley through track improvements, signalling upgrades, physical improvements to Whalley Viaduct and platform lengthening, all of which have created more freight and passenger capacity on the line and removed long standing speed restrictions on parts of the line. No new investment along this part of the line is anticipated in the near future and the new upgrading is anticipated to be able to accommodate likely additional need flowing from the 2011 Topic Paper development option

Negotiations, pressed through a variety of bodies such as the CLCRP, are continuing for lengthened trains especially during peak periods when over crowding can be a problem. A study of the viability of improving the physical infrastructure of the line between Blackburn and Manchester, which is also an important element of Ribble Valley's rail access to Manchester, is being pursued by Blackburn with Darwen Counci (BwD). This will be within the Network Rail GRIP analysis process and will be concluded in summer 2012. Also BwD are looking to refresh of the business case for such improvements, in conjunction with Transport for Greater Manchester and Lancashire County Council, and this work will be tendered later this year (2012.)

Map 2: Manchester to Blackburn and Clitheroe (Source: Northern Rail, 2008)

Station/Area	2004/2005		2005/2006		2006/2007		2007/2008		2008/2009	2009-2010
	Entries	Exits	Entries	Exits	Entries	Exits	Entries	Exits	Entries and Exists combined	Entries and Exits combined
Clitheroe	103,147	99,260	110,646	107,013	117,526	113,206	121,853	115,643	226,806	235,858
Langho	11,239	11,474	13,009	13,229	11,802	12,197	12,142	12,793	26,072	31,872
Ramsgreave and Wilpshire	23,595	24,341	26,034	27,240	28,421	29,822	32,414	33,682	67,156	76,840
Whalley	23,663	25,314	26,269	27,863	29,797	32,025	30,825	34,375	64,408	71,052
Ribble Valley (four stations)	161,644	160,389	175,958	175,345	187,546	187,250	197,234	196,493	384,442	415,622

Table 1: The number of passengers entering and exiting stations in the Ribble Valley Borough (Source: Lancashire County Council,)

http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/areas/transport.asp#transportrailstationusage

Table 2 Ribble Valley station usage 2004-2008 including projections of future growth based on growth to date
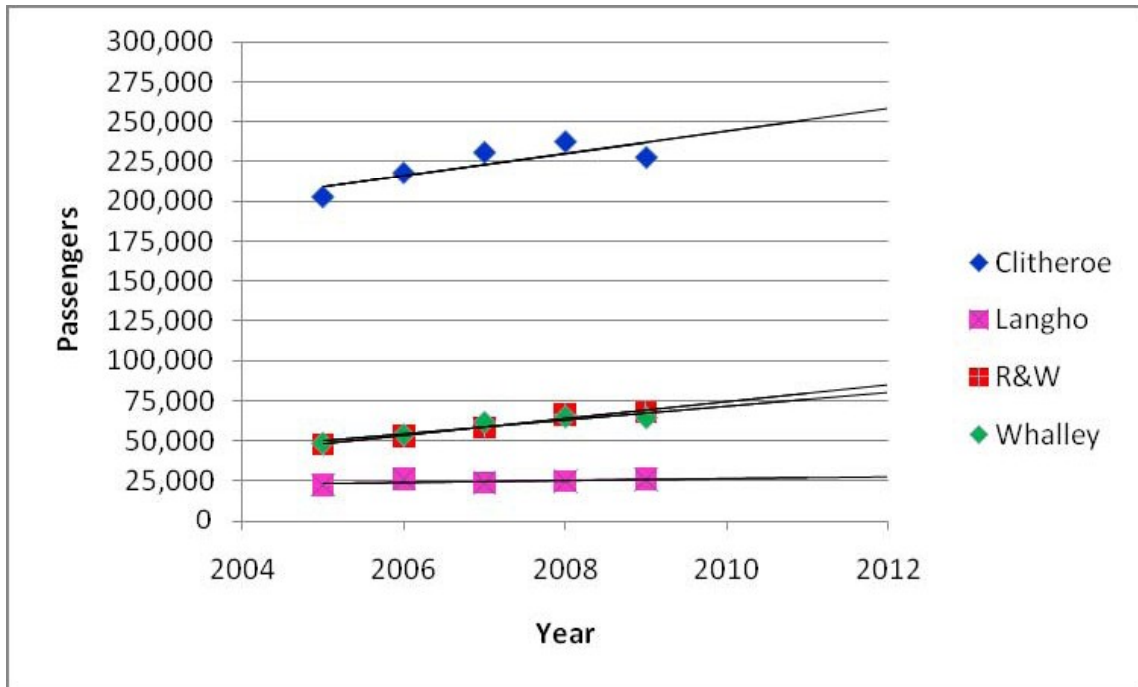

Figure 9A Source :
http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/areas/transport.asp#transportr
ailstationusage

The 2008 RVBC Annual Monitoring Report suggests that rail patronage levels will increase at the four stations by 75% from 2001 to 2016. Passenger numbers may drop as a result of the current economic downturn, conversely there may be an increase in commuters utilising the recently announced early morning train through Ribble Valley to Manchester.

PUBLIC TRANSPORT: Bus services

As can be seen from Table 3 below, bus services in Ribble Valley are fairly comprehensive for a borough with such a rural make up. This is made up of a combination of commercial services run by private companies such as Transdev and some routes which receive subsidy from Lancashire County Council (LCC) to recognise the social need for public transport, especially in such a rural borough.

Table 3 Bus Provision in Ribble Valley (2010)

Bus Service Number	Frequency	Operator	Origin	Via (if applicable)	Destination	Financial support from LCC?
C1	1 per hour	Stagecoach in Lancashire	Clitheroe	Henthorn, Low Moor, Peel Park	Clitheroe	No (apart from the 15:55)
C2	12 per hour	Tyrer Bus Ltd	Sawley	Chatburn, Clitheroe, Low Moor	Grindleton	Yes- all services
C4	1 per hour	Tyrer Bus Ltd	Clitheroe	Peel Park	Clitheroe	Yes- all services
C5	1 per hour	Tyrer Bus Ltd	Clitheroe	Waddington Hospital, West Bradford	Clitheroe	Yes- all services
C15	1 per hour	Tyrer Bus Ltd	Clitheroe	Waddington, West Bradford	Clitheroe	Yes- all services
C25	1 every two hours	Stagecoach in Lancashire	Clitheroe	Whalley, Brockhall	Blackburn	Yes- all services
5	1 every two hours	Stagecoach in Lancashire	Clitheroe	Whalley, Ribchester	Longridge	Yes- all services
B1	1 every two hours	Little Red Bus	Slaidburn	Settle	Horton-in-Ribblesdale	Yes- all services funded by LCC and North Yorkshire County Council
B10/B11	1 every two hours	Tyrer Bus Ltd	Clitheroe	Slaidburn	Clitheroe	Yes- all services
B12	1 bus every Thursday from May-Nov	-	Clitheroe	Chipping	Garstang	Yes
225	1 every 30 mins		Clitheroe	Whalley, Wilpshire, Blackburn, Darwen	Bolton	
280/X80	1 every hour	Lancashire United Ltd	Preston	Clitheroe	Skipton	Yes- all services
P70/71	1 every hour	Tyrer Bus Ltd	Clitheroe	Chatburn	Nelson	Yes- all services
231	1 every 2 hours	M &M Coaches	Clitheroe	Whalley, Great Harwood, Clayton-le-Moors	Accrington	Only Saturday services
241	1 every 2 hours	Tyrer Bus Ltd	Clitheroe	Whalley, Great Harwood, Rishton, Clayton-le-Moors, Accrington, Oswaldtwistle	Royal Blackburn Hospital	Yes- all services

LCC have designated certain bus routes across the county as 'Quality Bus Routes.' In the Ribble Valley Borough, routes C2, C3, C5 and C15 have been designated since August 2001. Quality bus routes usually incorporate some or all of the following features:

- Buses that are:
  Frequent
  Reliable
  Low floor and easy access

- Bus waiting environments with:
  New bus stops
  New bus shelters
  Named bus stops
  Better timetable information

- Bus priority measures with:
  Priority at traffic signals
  No parking at bus stops

Some of the bus routes in Ribble Valley are taking part in a 'Hail and Ride' scheme whereby people can simply flag the bus down anywhere along the route (as long it is safe). The services that offer this facility are B1, B10/B11, B12, P70 and P71.

Following recent budgetary cuts Lancashire County Council (LCC) have recently (early 2012) consulted on a variety of changes and amalgamations of a variety of subsidised services. The detail of these are set out within Appendix 2 of this report. LCC hope to implement these changes as of April – May 2012. The changes did not appear to radically alter current provision and do not affect current commercial services.

In terms of future provision in relation to the 2011 Topic Paper it is likely that additional services would be included within negotiations as a part of the development management process as future development proceeds through the planning system. There was no indication through previous consultations outlined above that the proposed development was badly related to current public transport provision and could not be sufficiently upgraded to take new development into account.

PUBLIC TRANSPORT: Flexible Transport/ Travel Management Infrastructure

In 2004, the Ribble Valley Rider, now re-named the Little Green Bus, was set up to improve accessibility for those in rural locations that are not served by conventional bus or car routes. The Little Green Bus does not adhere to a specific timetable or follow a specific route so that is has the flexibility to offer a 'door to door' service. In order to use the service, people must become a member of Ribble Valley Community Transport due to licensing restrictions. The bus has a low floor so that wheelchair users and people with pushchairs can board easily. The fares are similar to regular bus services and LCC concessionary passes and Ribble Valley Day Ranger tickets are valid to use on the Rider (LCC, 2009).

In 2010 LGB secured a 3 year contract from Lancashire County Council to continue its dial a ride service which is run together with a volunteer car scheme and group transport and minibus hire facilities. In the recent Local Transport Plan (LTP) LCC expressed continued support for flexible schemes such as LGB, which is specifically mentioned..
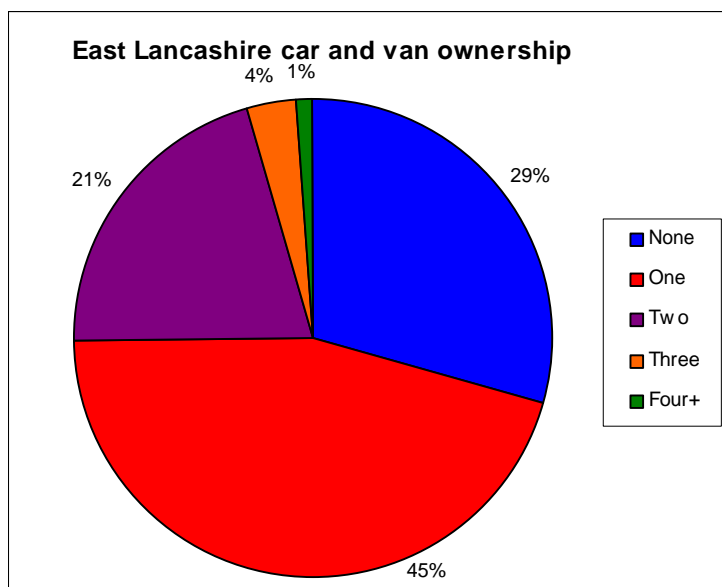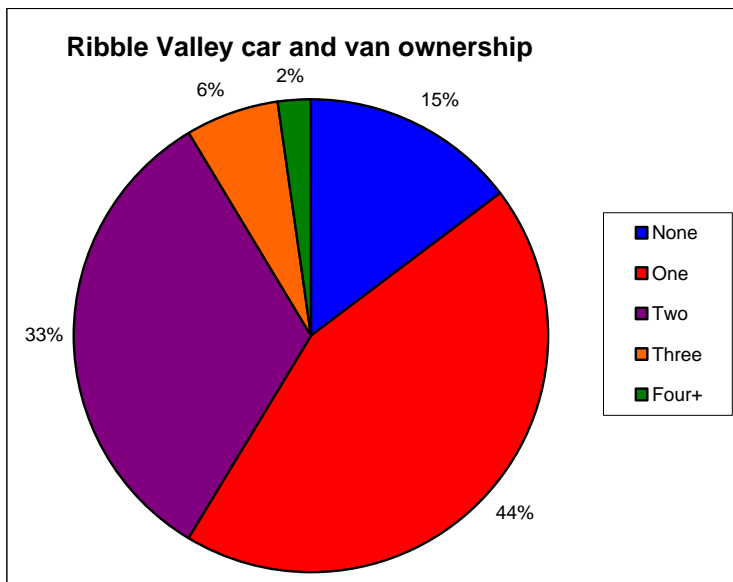
Hackney carriages (taxis) and private hire vehicles (minicabs) also play a part of the flexible transport agenda. As of March 2012 there are 53 Hackney Carriages and approximately 250 Private Hire Operators on the Ribble Valley licence register.

Provision continues to be made through established licensing arrangements.

ROAD: Private Car Ownership

The following charts use 2001 census information to compare car and van ownership between Ribble Valley and the wider East Lancashire. In both Ribble Valley and East Lancashire just under 50% of households have 1 car.

Chart 1 Car and Van Ownership

Ribble Valley car and van ownership

- 15% None
- 44% One
- 33% Two
- 6% Three
- 2% Four+

Legend:
- None
- One
- Two
- Three
- Four+

East Lancashire car and van ownership

- 29% None
- 45% One
- 21% Two
- 4% Three
- 1% Four+

Legend:
- None
- One
- Two
- Three
- Four+

It is difficult to relate car ownership to highway infrastructure provision. For example, changes in rail and bus provision such as the recently introduced early morning commuter train service from Ribble Valley to Manchester could reduce the need for a car in the borough. Other factors such as economic conditions can also result in a change in levels of provision. For example increased fuel prices combined with less disposable income may have resulted, and continue to result, in a reduced level of private car ownership. Analysis of the 2011 Census will identify these issues.

The Local Transport Act 2008 requires that local transport authorities (in Ribble Valley's case this is Lancashire County Council (LCC)) produce a Local Transport Plan (or LTP). LTPs outline how the transport authority will maintain and improve transport in the area. The LTP comprises a Strategy, and a series of Implementation Plans that will outline how the Strategy will be delivered. These Implementation Plans will be on a rolling three year programme, updated annually. The current Plan runs from 2011 to 2014. The Strategy identified a vision for the area's transport, goals and outlined key priorities and their associated actions and has now been formally adopted. Programmes relevant specifically to Ribble Valley are mentioned in section 5.7 of the Plan. In terms of actual costings LCC estimates that £21.86 million will be spent on various aspects of transport provision in Ribble Valley, with £8.79 million on capital and £13.07 million on revenue.   There are no significant road improvement schemes within the Borough mentioned in the LTP.

 LTP gives support for local and regional rail infrastructure development around the Blackburn – Manchester corridor; will fund a Rail Scoping Study in relation to services around Preston and gives continued support for the Clitheroe Line Community Rail Partnership and support for flexible transport initiatives such as the Little Green Bus. Also since the Implementation Plan was introduced the County Council has clarified its position on local bus subsidies, (termed " Bus Prioritisation System " within the Plan), also mentioned above and within Appendix 1.

The Implementation Plan goes on to acknowledge that, despite relatively high rates of car ownership there are those in the area who are without a car and are vulnerable to isolation and states that it is targeting capital and revenue spending at reducing this isolation and also developing access to employment for those without a car. It also states that in predominantly rural districts public transport is vital to many residents and that this can be provided not only through regular services but through other, innovative solutions. The Plan also commits LCC to developing a travel smartcard scheme.

The Plan also mentions that there will be various sub-Lancashire Master Plans that will sit underneath the adopted LTP Strategy and guide future infrastructure planning.

With specific relevance to highways issues the Plan commits to the development of 20mph limits in all residential areas and outside schools, which is already underway in the Borough.

In rems of local highways provision, as mentioned above the LTP contains no significant highway improvement schemes within the Borough. However It is also important to consider that, while the Implementation Plan mentions schemes specific to Ribble Valley other highways schemes outwith the Borough may also be relevant to residents' and workers in the area as they travel into and out of the Borough for work and other needs. Within the LTP3 Capital Works (LTP Table 3) significant spending during the period is directed towards the A6 Broughton by pass, which relates to a significant congestion point to those travelling in the western part of the Borough. This includes £18 million with £5 million of County Council funding.

In terms of the various development options that have been presented for comment to the County Council, including details of the options that were subsequently presented within the

2011 Topic Paper the view is that the likely impacts of proposed new development would result in impacts on the existing network and that this would need to be carefully managed. In general terms the strategic site at Clitheroe would require significant infrastructure investment. There are at present no indications that this is a fundamental constraint.

ROAD: Parking Provision

Table 4. Existing levels of car parking provision in Ribble Valley

| CAR PARK	TIMES APPLICABLE	LENGTH OF STAY
SHORT STAY CAR PARKS.		
RAILWAY VIEW LOWERGATE MARKET	MON – SAT MON – SAT MON – SAT	Up to 1 hour Up to 2 hours Up to 3 hours Up to 10 hours
EDISFORD ROAD	MON – SUN	Up to ½ hour Up to 1 hour Up to 2 hours Up to 3 hours Up to 5 hours Over 5 hours
BARCLAY ROAD, LONGRIDGE	MON – SAT	Up to 1 hour Up to 2 hours Up to 3 hours Up to 10 hours
LONG STAY CAR PARKS.		
CHESTER AVENUE	MON – SAT	Up to 4 hours Up to 10 hours
HOLDEN STREET NORTH STREET WHALLEY ROAD MITCHELL STREET PEEL STREET	MON – SAT MON – SAT MON – SAT MON – SAT MON – SAT	Up to 4 hours Up to 10 hours
MARDALE ROAD, LONGRIDGE	MON – SUN	Up to 4 hours Up to 10 hours
SLAIDBURN & RIBCHESTER	MON – SUN	Up to 1 hour Up to 4 hours Up to 8 hours

Overview of Car parks provision 2005/6 (Source RVBC, 2009).

There are no plans for RVBC to increase large public car park provision at this stage although this position will be reviewed in the light of the development proposed in the 2011 Topic Paper. Car parking provision on other sites in the area will be dealt with on a site by site basis using relevant Development Management policies

Commuter transport flows are indicated by the percentage of people commuting out of the borough. As highlighted by the Ribble Valley AMR (2010 Table 5 below) evidence shows the percentage of economically active people who commute out of the borough to work. With 71% of people commuting out of the borough, the highest ward is in Wilpshire. The close proximity of Blackburn could account for this high percentage. The lowest percentage of out-commuting is from the Primrose ward with only 26% commuting out. The borough average is 47%, which shows that only 53% of all economically active residents actually work within the Borough.

**Table 5 - Commuting Patterns by Ward**
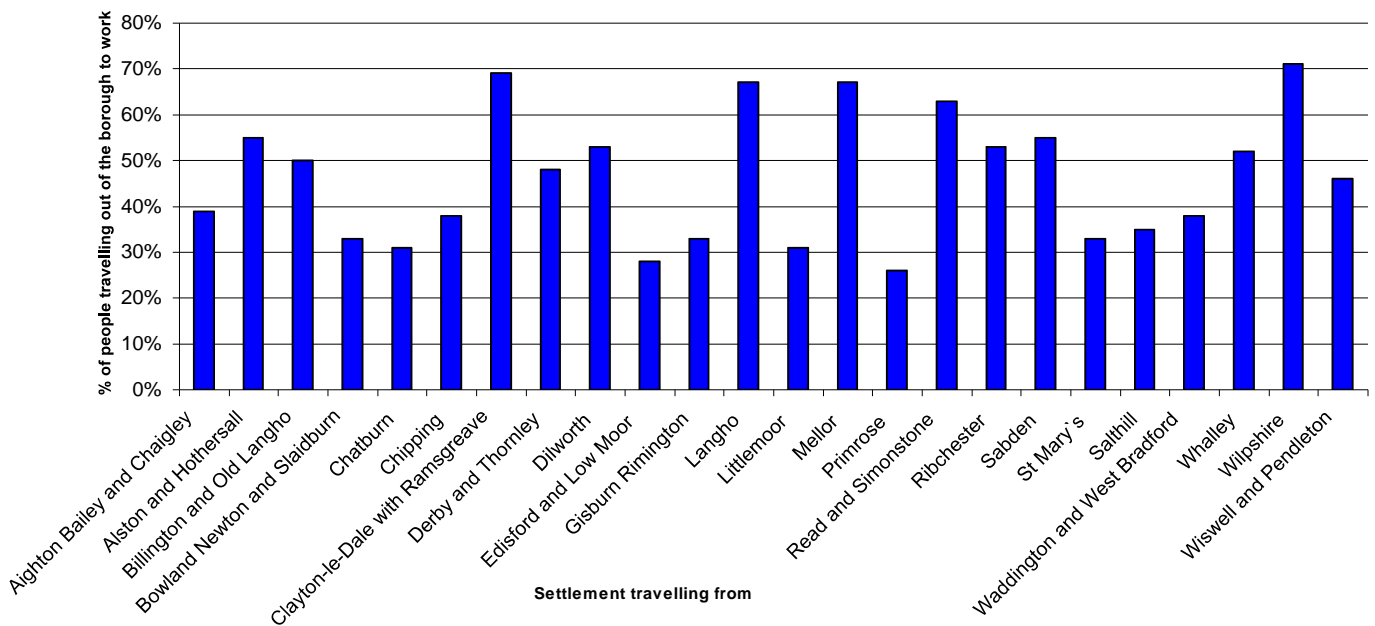
Map 3 - Commuting destinations

Source: 2001 Census and NLP Analysis
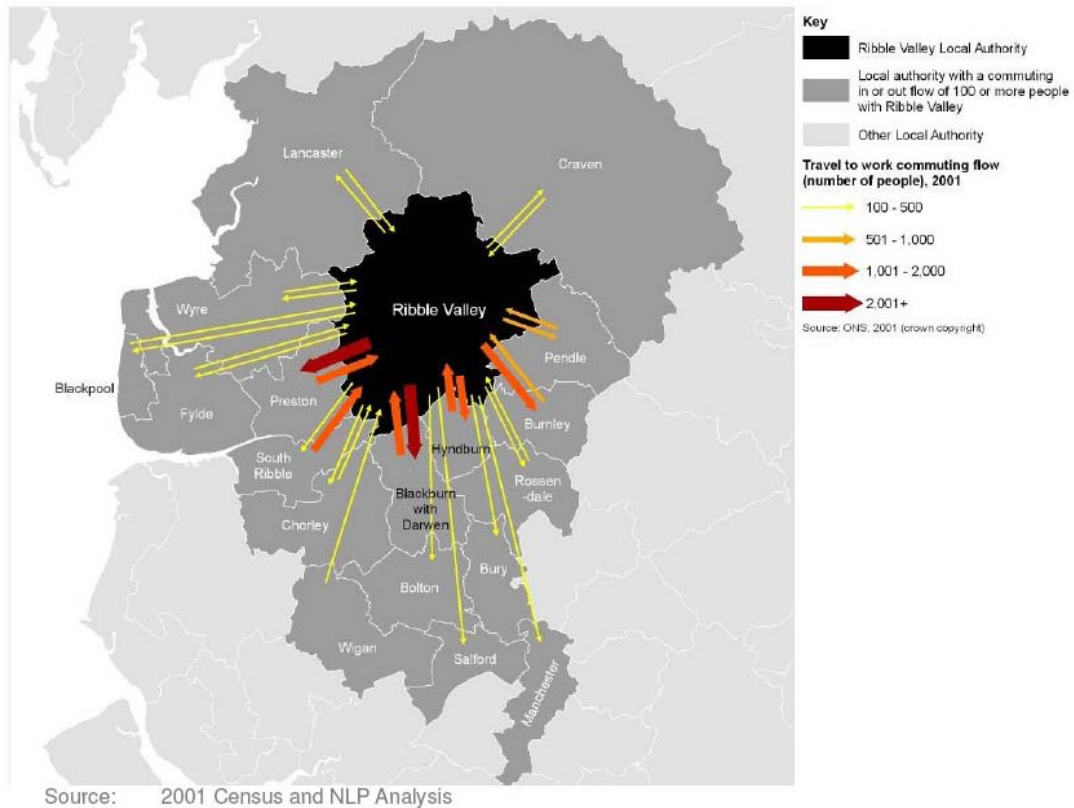
CYCLE AND PEDESTRIAN FACILITIES: Public Rights Of Way and Cycle Routes

Ribble Valley has a complex and extensive Public Rights of Way (ROW) network (see Figure 18). Highway maintenance (including Public Rights of Way maintenance) is the responsibility of Lancashire County Council (LCC) . RVBC retains maintenance responsibilities for the parishes of Aighton Bailey and Chaigley, Alston, Balderstone, Billington, Chatburn, Clayton le Dale, Clitheroe, Dilworth, Dinckley, Dutton, Gisburn, Great Mitton, Horton, Hothersall, Little Mitton, Newsholme, Mellor, Osbaldestone, Paythorne, Ribchester, Salesbury, Sawley, Thornley with Wheatley, Whalley, Wilpshire and Wiswell.

There are a number of recreational cycle routes throughout the borough which link into the wider East Lancashire network (see Map 5 below). This is considered to provide a significant leisure and recreation resource for new residents.
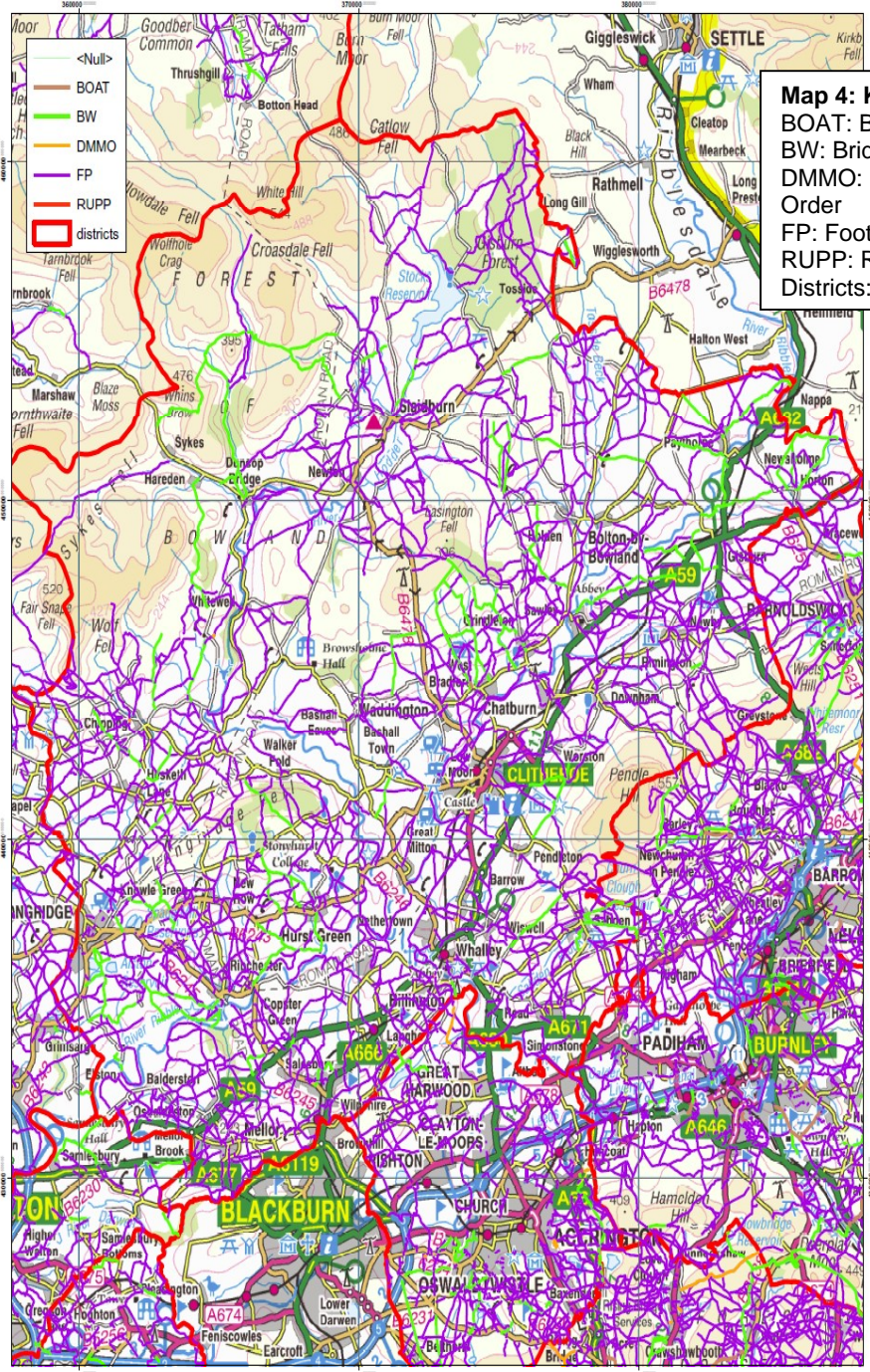
Map 4: Key
BOAT: Byway Open to All Traffic
BW: Bridle Way
DMMO: Definitive Map Making Order
FP: Foot Path
RUPP: Road Used as Public Path
Districts: Ribble Valley

Extract of the digitised version of the Definitive Map of Public
Rights of Way showing Public Rights of Way in the Ribble Valley

1:75,000

5

The digitised Rights of Way information should be used for guidance only as its accuracy cannot be guaranteed. Rights of Way information must be verified on the current Definitive Map before being supplied or used for any purpose.

Map 5 - Cycle Routes in Ribble Valley

Potential future cycle provision is being co –ordinated through Lancashire County Council and in RibbleValley focuses on the projects listed below:

LCC are working with officers at Ribble Valley Borough Council and local cycling groups in and around Clitheroe to develop and improve cycling links between residential areas and the town centre. It is hoped to develop a Cycle strategy for the town.

LCC are actively pusuing extending the Preston to Grimsargh cycle path with the intention to extend this in the future to Longridge along either appropriate roads or the disused railway line. This would link Longridge to Preston and the employment areas at Red Scar, link Grimsargh with Longridge's schools and services and provide a leisure route.

LCC are actively considering extending the cycle route that currently ends at Padiham through to Simonstone and the adjacent employment area and ultimately to continue the route further west over the Martholme Viaduct towards Blackburn, although funding for this latter extension is unclear. This would link the employment area at Altham in Hyndburn with

Simonstone and provide a high quality leisure route for this part of the Borough. It is anticipated that at a later date links to Read and Whalley could be developed.

LCC also intend to pursue improvements to the cycling facilities along the important A59 corridor, which includes the major existing and future employment site at BAe Samlesbury and also have aspirations to improve links along the A666,A671 and B6245 corridors, although no detailed plans or funding exists for these at present.

It should also be borne in mind that recently new and very successful mountain biking facilities have been constructed in Gisburn Forest with funding from the Forestry Commission and the Ribble valley Local Strategic Partnership.

ENERGY: Centralised Power Generation

There are no conventional large scale electricity generation facilities currently in the Borough. In terms of the transmission and distribution of electricity National Grid provide major transmission facilities at voltages of 275 and 400 Kilovolts but the distribution to built development in the area is through Electricity North West. Gas distribution is by National Grid.

ENERGY: Transmission and distribution systems for gas and electricity

Electricity

In terms of the transmission and distribution of electricity National Grid provide major transmission facilities at voltages of 275 and 400 Kilovolts from power generating stations outside the Borough but the distribution to built development within the area is through Electricity North West.

National Grid (NG)

To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the gas transmission network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers.

At present, National Grid has no planned development on the electricity or gas transmission networks in the area. National Grid's Seven Year Statement sets out the proposed enhancements to the electricity transmission network and can be found at the following link: http://www.nationalgrid.com/uk/Electricity/SYS/

National Grid's Ten Year Statement sets out the proposed enhancements to the gas transmission network available at the following link :http://www.nationalgrid.com/uk/Gas/TYS/

The electricity distribution company in the area is Electricity North West, and the gas distribution company is National Grid Gas Distribution. It will be these suppliers who will be able to comment

regarding constraints and opportunities that the distribution networks may have on specific sites and growth in the area.

Contact details for Electricity North West and National Grid Gas can be found at www.energynetworks.org

In addition to the above in relation to electricity transmission National Grid are currently considering, on a North West Regional basis, the implications of various new generating capacity upgrades at the Sellafield nuclear facility and possible future renewable capacity such as offshore wind-farms. A part of this work involves an on going study of potential powerlines upgrades which may involve transmission lines through the Borough. Work is on going and RVBC are regularly up dated on progress. There have been no indications so far that this work will influence electricity provision within the Borough and much of the upgrades appear to relate to power being transmitted through the region to other parts of England.

Electricity North West (ENW)

In response to the Topic Paper of 2011 ENW stated that, assuming that the proposed future housing requirement has a historically typical requirement for electricity and that the properties have gas central heating; It is not anticipated that there will be an atypical requirement to reinforce the electricity distribution network in the vicinity. There will be a normal requirement to provide local distribution substations to supply the housing but this can be provided within timescales appropriate for the developments. However, if the specification for the housing includes electric heating (traditional, or heat pump type), electric vehicle charging, photovoltaic cells etc then this may lead to an increased requirement to reinforce the electricity distribution network.

Gas

National Grid Gas Distribution

National Grid Gas Distribution in commenting on the Topic paper of 2011 stated that none of the proposed development areas mentioned in the Topic paper create a fundamental issue and go on to state that, as a part of NG's agreement with its regulator, the implications for provision and investment will be considered on a detailed site by site basis.

ENERGY: Decentralised and renewable or low-carbon energy

Micro Hydro power.

The Forest of Bowland has a number of fast flowing streams, rivers and reservoirs within its boundaries, and offers some potential for hydropower generation. A number of former mill sites both there and in adjoining Pennine Lancashire districts offer and in some cases existing infrastructure which could be modified to generate electricity. Micro hydropower generation has not been developed so far in the Ribble Valley, however feasibility studies have been undertaken and studies are on going at the following two sites

Waddow Hall, Waddington, Lancs BB7 3LD
A well-maintained weir on the Ribble was originally to divert water to mills in Low Moor, Clitheroe. There is a fish pass and electricity generated would be linked to the Girl Guide Centre at Waddow Hall.

Whalley Weir
The weir at Whalley is in good condition and a community group has formed to promote the site for the generation of electricity

<u>**Solar Power**</u>

In relation to the solar panel approvals it is difficult to calculate the power output or number of panels in developments already granted permission however the combined permissions are listed below. In addition, future renewable energy provision within new development will be managed through relevant Development management policies (eg DME5, which, among other matters sets a 10% renewable or low carbon energy provision on developments over a set threshold).

Recent (1-1 2009 to 1-1 2012) renewable energy approvals are:

<u>Solar</u> - 36 approved with conditions
<u>Air source heat pumps</u> – 1 approved with conditions
<u>Ground source heat pumps</u>. – no decisions

Recent studies done within the CLASP (Climate Change Local Area Support Programme) commissioned by Lancashire County Council indicate there is further potential within the area for a variety of renewable energy provision, subject to a variety of constraints. At present the future development of renewables is anticipated to happen through the management of   individual applications using established policies.

<div style="background-color:navy; color:gold; padding:10px;">

ENERGY: Wind Power

</div>

The current and potential development of this energy resource in the Borough is at present e derived from recent planning approvals and applications. The current pattern of proposals occurring via individual planning applications and being decided through the development management process is anticipated to continue and be the basis of future provision.

Recent permitted applications are:

9 wind turbine applications approved from 1 Jan 2009 - 1 Jan 2012 totalling 109KW

Recent applications are:

3 applications for 6kW turbines
1 application for 10kW turbine
1 application for 11kW turbine
2 applications for 15kW turbines
2 applications for 20kW turbines

WATER & DRAINAGE: Water Supply, Transmission, Treatment, Drainage

Water supply, transmission and treatment, and the drainage of waste water within RVBC is undertaken by United Utilities. Their comments below are based on the recently agreed total housing requirement of 4000 dwellings from 2008 to 2028 and 1000 already approved or built, therefore 3000 new builds and assuming average annual build rates of c. 200 units/yr and 1000 units planned for strategic site near Clitheroe.

United Utilities PLC supports Ribble Valley Borough Council's development proposals highlighted in the 'LDF Core Strategy – Outline Approach' (Topic paper of December 2011) United Utilities PLC confirms it has the water supply and wastewater treatment work's capacity and to support the levels of development defined by the Council but further investigation will be required to determine the detailed network connection and capacity constraints.

This view is subject to the following comments:

No surface water is discharge directly and/or indirectly into the public foul and/or combined sewerage network [see Surface Water comments below]. Also that United Utilities PLC will determine the location of the foul connection points and their discharge rates. It is essential that this is defined within the Councils' planning policy documents and planning application conditions.

Reinforcement of the public sewerage and water supply network may be required before a live connection is made to public assets; phasing of development will be essential if reinforcement is necessary.

Continued liaison is required with the Council to develop the Council's Site Allocation and to ensure the timely delivery of sustainable infrastructure before planning application approval; fail will affect the quality of life for the existing community, the service to United Utilities PLC's customers and the environment.

Water and wastewater services are vital for the future health and well-being of the community and the protection of the environment. When developing the Local Development Framework [LDF] and future policies the LPA should consider the impacts on the health and well-being its community, environment and ensure infrastructure capacity is available. If infrastructure deficiencies cannot be addressed, an alternative location and/or timescale should be sought where infrastructure capacity is available and it meets the LPA's development needs.

Recent flooding events should highlight to the Council the importance of managing flood risk and the long-term impacts on the community; its health; well-being and its prosperity.

United Utilities PLC would seek the support of the Council in the LDF and planning application processes to protect/secure land for infrastructure use. Failure could mean United Utilities PLC cannot provide the additional capacity required to support your growth plans therefore a failed and/or undeliverable development plan.

In considering any application for planning permission, the LPA and/or the applicant must demonstrate that infrastructure capacity is available to serve the proposal. If capacity is not available, the application should not be approved

Suitable drinking water supplies are available in close proximity to all residential sites. Insufficient site information was available to determine employment sites.

WATER & DRAINAGE: Flood Defences

The management of flood risk from designated Main Rivers and the sea is the responsibility of the Environment Agency, who are also responsible for exercising a general supervision over flood defences. United Utilities are responsible for sewer flooding and these are addressed through their requirements regarding sewer capacities (see waste water and related drainage matters above)

The Council has prepared a Strategic Flood Risk Assessment (SFRA) (Level 1) which provides detailed information regarding areas which may flood and how new development should be guided in relation to potential flooding, including those sites which would require a specific Flood Risk Assessment to accompany any planning application. The SFRA will be used as a guide within later site allocations planning documents.

In commenting on the proposed development locations within the Topic paper of 2011 and specifically the strategic site EA emphasise that any development should not increase the risk of flooding downstream from both surface water and fluvial sources and on site attenuation measures may be needed such as sustainable drainage systems (SUDS), details of which are mentioned in the SFRA and would be delivered by the developer.

EA also make clear that, as regulators of foul discharges to surface or groundwater, if there are sewer capacity issues (which would be indicated by United Utilities see water treatment and drainage section above) any development would need to be phased to coincide with any necessary sewer improvements.

In terms of future potential additional provision Environment Agency have informed the Council that there are 3 opportunities for flood defence schemes that have been identified in the Ribble Valley area. These are as follows:

• Kirk Beck Flood Alleviation Scheme (FAS), Bolton by Bowland)
• Mearley Brook FAS, Clitheroe
• River Calder at Whalley FAS, Whalley

However EA stresses that these are potential schemes identified in a long list of proposals across the North West that could be delivered up to 2016. None of the above have been allocated funding as yet and there are no guarantees that public funding will be secured to deliver them and therefore they may never come to fruition, unless other sources of funding are identified, such as developer contributions. If these schemes were ultimately delivered through public funds, it is also important to stress that they would be to protect existing properties and businesses, and would not be built to facilitate new development in areas considered to be at risk of flooding.

WASTE: Collection and Disposal

Waste management within the Ribble Valley Borough is divided between county and borough control; Lancashire County Council (LCC) responsible for the disposal of waste and is the relevant waste planning authority, with Ribble Valley Borough Council responsible for waste collection and recycling.

Ribble Valley as the collection authority also operates a waste transfer station at its Salt Hill Depot where waste collected through the Council`s 3 stream refuse and recycling collection system is deposited. The individual waste streams are then loaded into bulk haulage vehicles for onward delivery to one the County Council`s contracted waste technology parks at Farington, Lancashire. Salt Hill Waste Transfer Station (WTS) is the only waste management facility owned and operated by Ribble Valley Borough Council. Salt Hill WTS has the capacity for dealing with the likely additional waste generated as a result of the planned growth in the number of residential properties to be built within the Ribble Valley over many years.

Also RVBC organises `bring site` locations where containers are provided for recyclable materials collection. The material recycling banks / containers are provided by third party merchants or charities who also service their banks and take the material direct to processing facilities. Whilst Ribble Valley Council continue to review the demand for such facilities the likely changes will be to include materials not recycled through segregated kerbside collection.

The number of household waste recycling centres (HWRCs) has only very recently been reduced from 3 to 2 sites (see map below) within RVBC and these are owned by LCC and are operated under contract for the County. The waste from these sites is taken directly to the markets or the landfill site. The loss of capacity in such facilities is a difficult concept to determine, but the continued reduction in such facilities against the growth in domestic properties would suggest that demand will outstretch available capacity. Currently, the residual waste collected in Ribble Valley is transported to landfill at Whinney Hill.

As the Waste Planning Authority for the area LCC has recently adopted a Minerals and Waste Core Strategy that sets out strategic future targets for all types of waste and a typical hierarchy of facilities to deal with them using detailed future projections of waste production. It does not indicate that there is the need for any future landfill facility within Ribble Valley. The Waste Planning process has now moved towards developing an allocations document (Site Allocations and Development Management Policies DPD) which is currently (Feb 2012) consulting on proposed major changes following an Examination in Public. This document proposes that a site in the Salthill Industrial Estate near Clitheroe be allocated for a future non- strategic built waste facility with a capacity of 50,000 tonnes a year. This facility would be intended to process local waste using a variety of technologies. This particular allocation is not included within the major proposed changes discussions mentioned above and therefore remains the intended policy. Such a facility would be developed by the private sector and be subject to all existing planning and pollution and other legislation with the County Council making any relevant planning decision subject to consultation with the Borough Council.

In addition the proposed Minerals and Waste Allocations DPD also includes geographically wide ranging Minerals Consultation Areas (MCAs) in Ribble Valley within which there will be a presumption against development, subject to a variety of criteria .It does not appear that any of the specifically delineated areas proposed for development within the Topic Paper of 2011 fall into these zones and no comment has been received from the relevant authorities concerning

MCAs and the various development scenarios set out in recent various Core Strategy Issues and Options consultations.

Currently RVBC operates within the framework of the Joint Lancashire Minerals and Waste Development Core Strategy DPD, and therefore consideration of future proposals must be in accordance with its policies. However, new developments (notably those of substantial size) do potentially pose pressure on existing waste management facilities. A framework currently exists for obtaining planning obligations to offset the impact of such development on waste management infrastructure provision where planning conditions attached to development approvals would not sufficient or appropriate. It is recommended that, prior to the instigation of the Community Infrastructure Levy (if that is to be the situation); links between RVBC and the Property Assets Team of the Property Group of LCC should be nurtured and strengthened. As time is frequently a major consideration when preparing planning obligations, RVBC should actively highlight suitable planning applications to the Property Asset Team at LCC, enabling maximum process time and ensuring the proposals are received by RVBC before the planning applications are determined

Map 6 - Household waste recycling and recycling centres (2009)

(Note that the Petre Arms Recycling Facility near Langho on the A666 has now been closed)

Household Waste Recycling Centre ⬤

Recycling Points ⬤

ITC: Broadband , Wireless and Public Phones

There is a good distribution of public pay phones in Ribble Valley, with phone booths in many of the villages. Where usage is decreasing, attributable to increased personal mobile phone use over the past few years, some of the actual booths have been 'adopted' by the Local Parish Council. This allows the booth to be retained despite it being no longer financially viable for BT to continue operating the payphone.

Information provided by BT indicates that there are over 60 public payphones in Ribble Valley. BT have recently announced plans to close phone boxes in the following locations:

O/S The Bridge Inn Shawbridge Street Clitheroe
Junction Of Stanley Street Turpin Green Lane Leyland
Kiosk Rear 57 Stanifield Ln Stanifield Lane Farington Leyland
Opp Of 220/222 Liverpool Rd Liverpool Road Penwortham Preston
Junc Darkwood Crescent Ribble Lane Chatburn Clitheroe
Outside Village Hall Trough Road Dunsop Bridge Clitheroe

Mobile Phones

In terms of mobile phone provision most residential parts of the area have reasonable reception, however in the more rural parts of the Bowland Uplands it is difficult to obtain a signal. In terms of future planning all Local Authorities are sent an annual prediction by operators of intended future development and a list of current provision through the Mobile Phone Operators Association. However this is only a prediction and should not be taken as a commitment to any particular development.

Broadband Internet

In relation to digital connectivity, there is now a move in Pennine Lancashire, including Ribble Valley, towards providing "Next Generation Access" (NGA), or high-speed digital connectivity rather than first generation broadband. However operators will only deploy NGA if there is a viable business case. It is considered that NGA is of high importance to meet both economic and social objectives[2]. Currently there are several private sector operators that, using a variety of technologies, provide this service in the area including BT and some smaller operators.

Recent evidence from Lancashire County Council indicates that within Lancashire, broadband speeds are highest, (over 20 Mbits per second or between 8 and 20Mbit/s) in urban areas with 30% of households in postcodes with internet connection speeds over 8mbits per second. 60% of households in Lancashire are in postcodes with a broadband speed of between 2.0 and 7.9mbit/s. Broadband access is non-existent or low in most rural areas and market towns. There is an access issue in these areas around physical infrastructure provision but there are other barriers including technological knowledge and skills, basic skills and access to and the costs of IT equipment, particularly for older people, that will still need to be addressed.

A recent study by Analysis Mason (2010) indicates that that Ribble Valley, being predominantly rural, will have significantly less NGA coverage than surrounding areas. Breaking this down, this shows that as of 2010 there were 20,888 premises in Ribble Valley with no NGA coverage. This is in contrast to neighbouring areas such as Burnley where there will be no premises without NGA.

In addition the Pennine Lancashire Strategic Action Plan for Digital Connectivity which also indicates the need to upgrade broadband in the area. See

---

[2] Analysys Mason (2010) Strategic action plan for digital connectivity: Report for Pennine Lancashire Chief Executives (PLACE).

http://www.penninelancsplace.org/Shared%20Documents/Pennine%20Lancashire%20Digital%20Strategy.pdf

Lancashire County Council has recently committed itself to a £32 million programme aimed at bringing faster broadband (speeds greater than 30Mbps) to the remaining parts of the County that do not currently have this provision. As a part of this project a £3 million fund will be established to enable small and medium sized businesses to connect to have faster broadband facilities and a £500 000 fund aimed at bringing this provision to remote properties. This latter project is currently at pilot stage. More detail in general on the broadband issue in Lancashire including current broadband speeds can be found at:

http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/main/internetconnections.asp

By the end of March 2012 it is anticipated that Clitheroe's exchange will be fibre enabled allowing local residents and businesses to access high speed ADSL2+ broadband, allowing existing broadband users upto 20 Mbps. There is also currently commercial broadband available in the west of the Borough but the north east of the area has poor coverage.

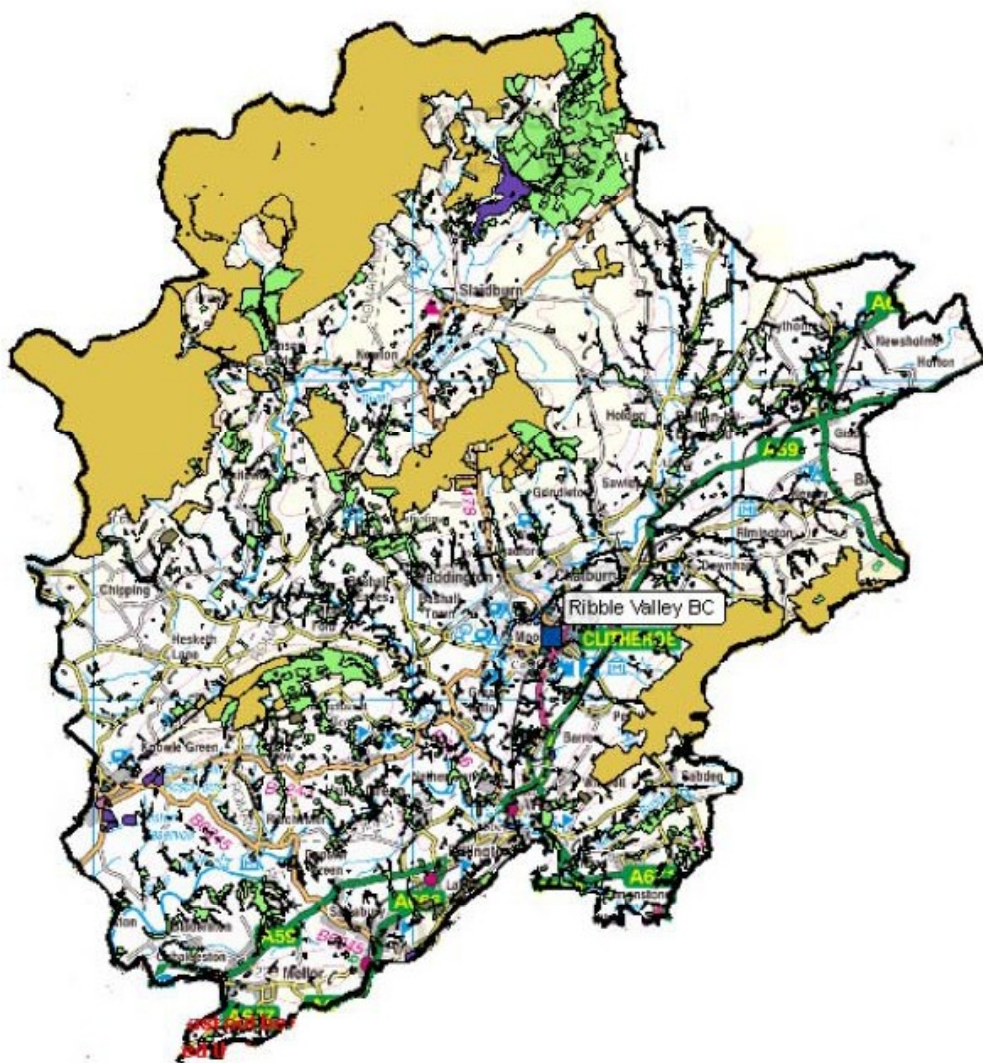**Map 7 - BWG map for Pennine Lancashire (Source: Analysys Mason)**
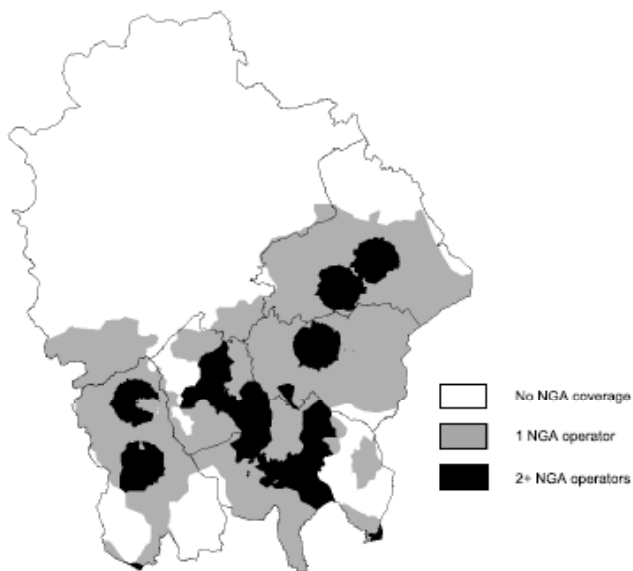
No NGA coverage
1 NGA operator
2+ NGA operators

[1] Analysys Mason (2010) Strategic action plan for digital connectivity: Report for Pennine Lancashire Chief Executives (PLACE).

Map 7 - Green Infrastructure

Green Infrastructure

- Allotments
- Cemeteries, Church Yards, Burial G
- Derilict Under Utilised and Neglecte
- Open Access
- Outdoor Sports Facilities
- Parks and Public Gardens
- Verges of transport corridors
- Waterbodies
- Woodland

As can be seen from the above map this predominantly rural area, with a good footpath network has a wide variety of green infrastructure. Some elements of the above provision eg cemeteries, are specifically mentioned in other parts of the plan. These represent assets which would be available to new residents.

There are currently over 1000 Listed Buildings in the Borough. 17 of these are grade I listed and 43 are grade II* listed.

Map 8 – Listed Buildings

Multiple Listings
Listed Building (Grade I)
Listed Building (Grade II)
Listed Building (Grade II*)
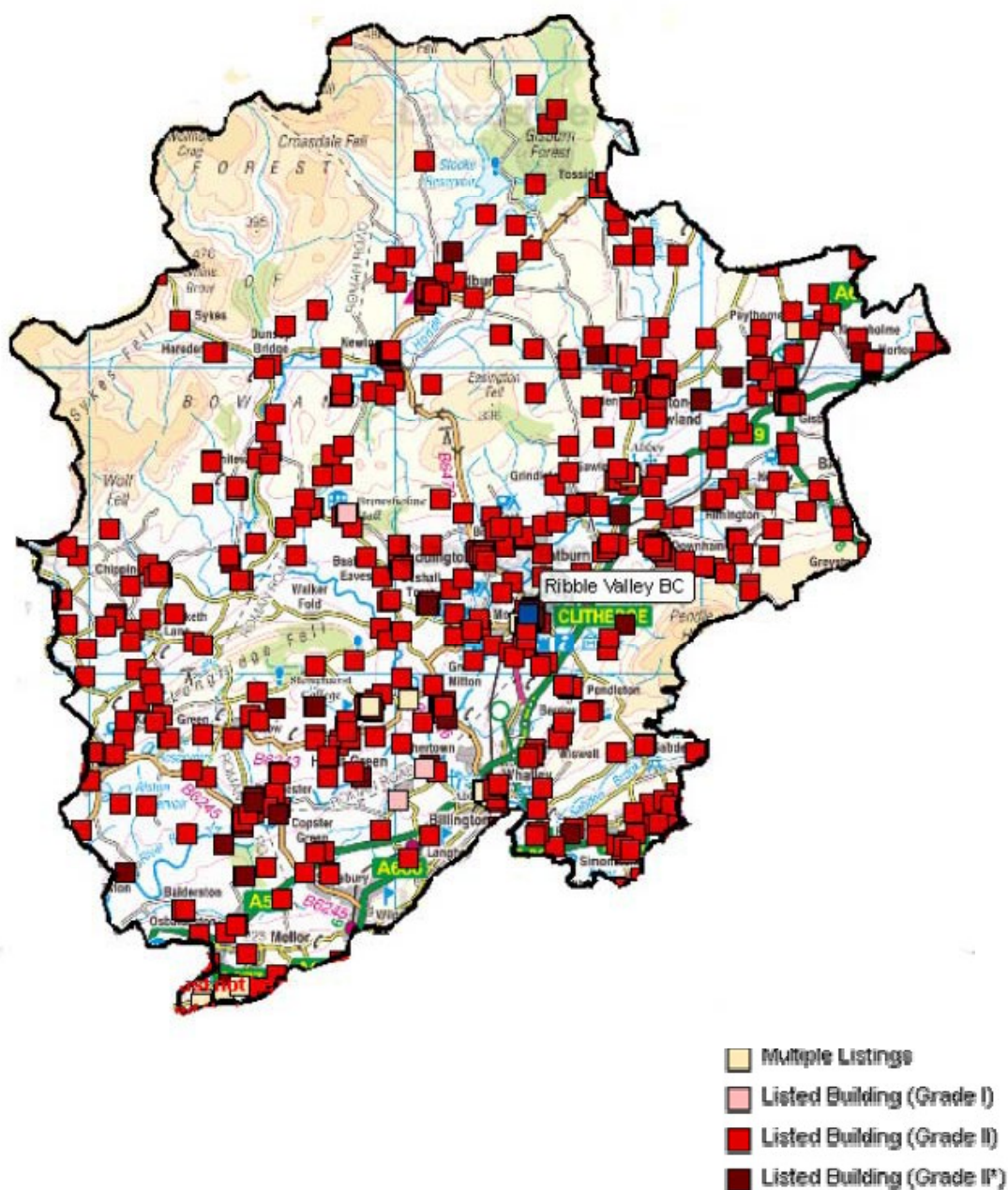
OPEN SPACE: Parks

Brungerly Park, which was established in 1876, is a park situated north west of Clitheroe off Waddington Road and follows the banks of the River Ribble. It is a very well used park, particualrly busy on Bank Holidays, and encorporates a nature and sculpture trail.

There is also park land in the grounds surrounding Clitheroe Castle, which was bought by the people of Clitheroe by subscription in 1920, and declared a memorial to the men who lost their lives in the Great War. The park land contains rose gardens, play areas, a skate park and a bowling green.

Also in Clitheroe on Edisford Road is Edisford Park which allows footpath access along along the banks of the River Ribble. This contains a playground, a narrow gauge railway, a cafe and a picnic, site. Edisford is also a good location for anglers. In Longridge there are parks at Kestor Lane Recreation Ground, John Smith's Park and at Mardale Road Playing Fields. There are no formal parks in Whalley.

Current provision in terms of formal parkland is considered to be adequate in relation to the level of potential future development indicated in the Topic Paper.

OPEN SPACE: Children's Play Areas

The provision of children's play areas is handled by the Borough, Town and Parish Councils. Play areas tend to be neighbourhood/village based and focus on the under 8's. It is considered that, geographically, provision has been adequate for the needs of this age group although there are some concerns over the quality/play value of some facilities. It is expected that any significant development, such as the strategic site at Clitheroe, would require appropriate provision for this age group, among other issues and would be dealt with through detailed negotiations within the development management process guided by national and local planning policies, some of which are within the Core Strategy.

There is a lack, generally, of play facilities for older young people. Whilst it is recognised that such provision is not feasible at the same level as for the under 8's there is a need for a network of such facilities, reflecting the main population centres across the Ribble Valley.

OPEN SPACE: Sports Pitches & Courts

The area has good general provision across most sports, although the borough has no specific athletics facility. There are outdoor sports pitches in the three main settlements of Clitheroe, Longridge and Whalley, some maintained within formal parks and other attached to various local secondary schools and often available to the public.   There are also a number of single play facilities within local villages. Provision is through a variety of public facilities, including several local school facilities that are open to the public outside school hours, local sports clubs who lease facilities from the local authority and private membership facilities.

The Council has recently produced a Playing Pitch study that assessed current provision in terms of quantity and quality. In the light of this evidence it is considered that current provision, while adequate for current needs, would need to be augmented to address the level of future development proposed in the Topic Paper.

This augmentation would be in line with need criteria based on the Sport England Facilities Planning Model. It is considered that suitable sites for additional facilities do exist in the key service centres.

The provision of artificial pitches in the borough is adequate, with locations in Clitheroe, Longridge and other outlying areas. However there is the distinct lack of an artificial surface in Read, Simonstone and Whalley.

Also in general terms, while provision for under 8 group is considered adequate more over 8 play provision is considered necessary

OPEN SPACE: Country Parks and Green Public Realm

There are no country parks in the borough. However, Stonyhurst college has extensive gardens, which are grade II*

The creation of more general open space, landscaping and planting, such as that within residential developments, as well as the preservation of existing provision is considered as part of any development scheme of an appropriate scale and is managed through the development management process.

OPEN SPACE: National Parks and Nature Conservation Areas

There are no National Parks in the Ribble Valley. Seventy percent of the borough however falls within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The AONB is managed through a Management Plan which includes a variety of conservation projects.

Areas of Nature Conservation

- There are currently 4 Local Nature Reserves in the district totalling 52.6 hectares these are located at Crosshills and Salthill, Clitheroe and Moor Piece located in the Forest of Bowland AONB to the north of Bashall Eaves. Wildlife Trust for Lancashire manages these sites. In addition a new RSPB wetland area has been created at Alston, near Longridge. In due course a proposed new local nature reserve at Primrose in Clitheroe will increase the area of nature reserve in the district to 61.6 hectares.

- There are currently 297 Biological Heritage Sites located in the Ribble Valley

- There are currently 13 SSSIs

- There are 116 Sites of Ancient Woodland

- There are 3 major wildlife corridors

HISTORIC LANDSCAPES: Historic Sites

There are currently 23 Scheduled Ancient Monuments in the borough.
There are four in each of the following parishes: Aighton, Bailey and Chaigley; and Whalley
There are three the parish of Newsholme. The remaining parishes have one site each:
Bolton-by-Bowland, Bowland Forest Low, Chipping, Clitheroe, Easington, Gisburn Forest,
Horton, Mellor Newton, Ribchester and Sawley.

There are 76 sites of Ancient Woodlands in the borough and 18 Regionally Important
Geological sites in the borough.

AFFORDABLE HOUSING: Social Rented/intermediate

The detail of the Council's position on the provision of future affordable housing is set out in
the recently updated and adopted Addressing Housing Need document, which includes
definitions of affordable housing, relevant thresholds and position relating to tenure and
house type.

Recent Affordable Housing Completions in Ribble Valley:

2006/7 - 26
2007/8 - 41
2008/9 - 49
2009/10 - 65
2010/11 - 65

The tenure split of existing provision is approximately 118 share ownership units and the
1742 remaining total units are social rented. Of the rented units 598 are sheltered and the
remaining are general needs units.

The funding available for affordable housing delivery from the Homes and Community
Agency reduced considerably in 2011 with the introduction of affordable rent product funding
future development schemes. The bidding process is now set out in a 4 year plan with the
current round 2011-2015, therefore the funding allocations are fixed within this period not
allowing for any unplanned delivery within this time frame. Working with the Registered
Providers the Council looks to ensure that the sites with allocated grant funding proceed and
deliver affordable units. The Council invest £100,000 annually into affordable housing
delivery and use this funding to develop private rented affordable housing through a capital
grant scheme.

In terms of future planned provision- RVBC have agreed to an annual target of affordable
housing delivery of 60 units.

There are a number of nursery and pre-school centres within Ribble Valley, including some crèche facilities within the Sure Start centres in Clitheroe and Longridge. There is also significant provision in surrounding towns outside the RV area (see map below). Apart from the Sure Start centres all provision is privately operated and future delivery is anticipated to be by individual application from a variety of developers.
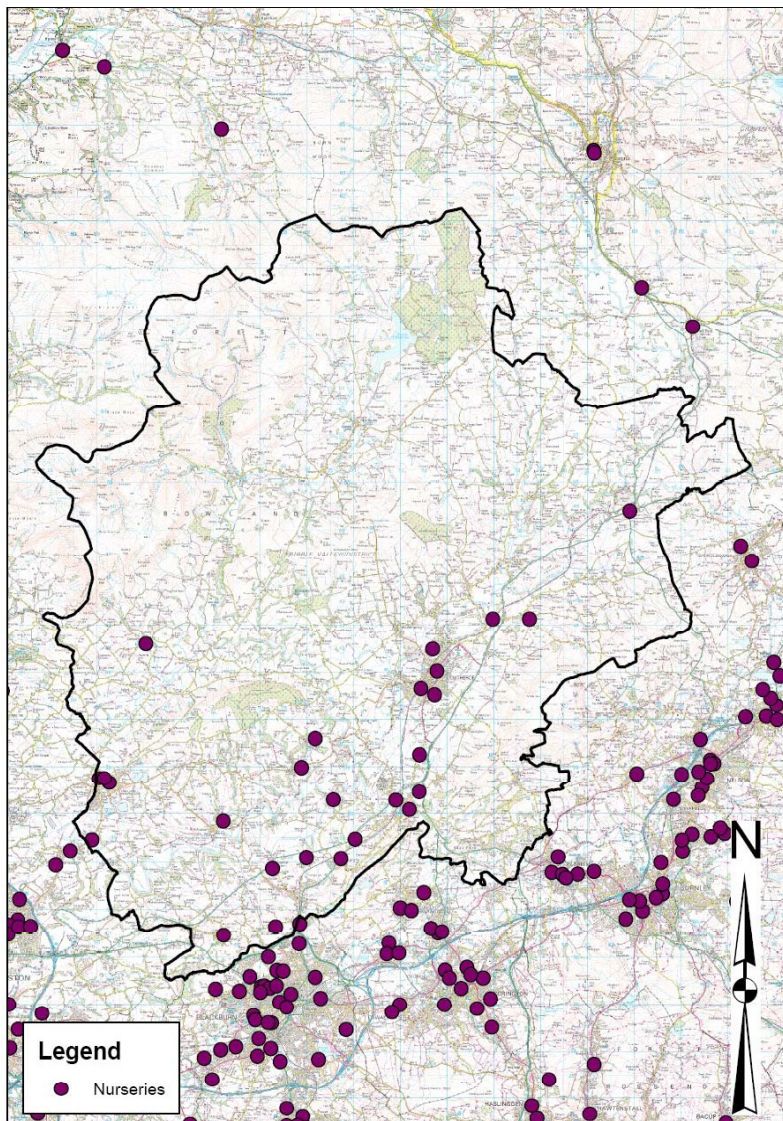
Map 9 -
Current Nursery Provision in the area and surroundings.

Map to show dental surgeries in Ribble Valley (Source: Office for National Statistics)

Legend
● Nurseries

EDUCATION: Primary and Secondary

Primary Schools

There are numerous primary schools within the borough (see Map 10 below). These serve the whole borough and the residents of Ribble Valley with a variety of choices. The County Council holds the responsibility for providing adequate school places in relation to future development.

There are 4400 children living within the Ribble Valley area that are of an age for secondary education (11-16)

Secondary Schools.

There are 4 state run secondary schools within the Ribble Valley area (see Map 11below). These are Bowland County High School, Longridge High School, Ribblesdale County High School and St Cecilias R C High School. In addition there is Clitheroe Grammar and a variety of private provision.

In addition to the secondary schools there are 2 further education colleges in Ribble Valley. These are Oak Hill College and Stonyhurst College, 423 16-18 year olds were entered for Level 3 qualifications (A-Level) in the Ribble Valley region. Performance within the borough was well above the national average, with Ribble Valley students achieving an average total of 861.1 points as opposed to the national average of 712.1 and regional average of 726.

In addition, there are numerous secondary schools found within the surrounding towns with the scope to serve additional Ribble Valley residents.

Below is Table 5 that summarises the provision of education for both primary and secondary schools for the areas identified in the Topic paper of December 2011. This gives information of the current numbers on roll, the capacity of the schools, the pupil yield from each of the areas of strategic development areas in the Topic Paper and the impact of the proposed strategic areas in terms of the number of school places that will be needed by 2027.

These show the need for additional primary and secondary places generated by in all three key service and significant implications for the strategic site adjacent to Clitheroe.

Please note that the Table contains both a 5 year and a 15 year forecast for each of the strategic areas. In normal circumstances only 5 year forecasts would be provided, which are calculated using known birth rates and housing data from the Housing Land Supply, in addition to any subsequent approved developments. In order to provide future forecasts to 2027, as it is not possible to anticipate the birth rates beyond 2016, an assumption has been made that birth rates would remain the same. This uncertainty about projections beyond 5 years means that it is important that these projections are revisited at a later date.

In terms of school funding, this is provided for each child of school age from Central Government based on actual numbers on roll. If additional school places were needed in an area this would be regarded as Basic Need funding. The Government have experienced a great deal of demand for this budget as a result of the increases in birth rates over recent years. The birth rates increases in some areas of Lancashire have been significant and this has meant that there has been significant demand on the Basic Need budge, providing a serious challenge to the County Council which Government is aware of. However the County Council is unable to provide greater detail of what funding will be available as this is calculated based on demand, and through the provision of a Capital budget, which provides funding towards school expansions or new schools. The latest Capital Investment Strategy, which is due to be submitted for Cabinet approval on the 6th March 2012, only provides

details of funding until 2014, because future funding has not yet been determined by the Government.

Funding towards additional school places would also be sought from developers through Section106 agreements or the Community Infrastructure Levy, where a planning application identifies that there are not enough school places available to meet the pupil yield from a development. Further information about the process in provided in Lancashire County Council's Planning Obligations Policy Paper - http://lccintranet/corporate/atoz/a_to_z/service.asp?u_id=2839&tab=1

It is also important to be aware that the funding from Central Government through the Department for Education needs to be supplemented with contributions from developers towards the provision of additional places necessitated by housing development.

· Also the figures provided in the forecasts take into account any other developments which have come forward outside the 5 year housing land supply. As specific planning applications are submitted the education assessment that the County Council would carry out would also take into account any planning approvals which have come forward outside of the 5 yearr housing land supply, and assess the potential impact of these developments. These are outlined in the table below.

**Table 5 – Primary and Secondary School Place Estimates (next page)**

Primary

Location	Current NOR	Current Capacity	5 Year Forecast	Places in 5 Years incorporating Approvals not included on Housing Land Supply	Dwellings Proposed	Yield from Strategic Sites (places needed)	Places available in 5 Years, including this development	Forecasted Places available in 15 years, including this development
Clitheroe	1160	1295	-40	-49	75	27	-76	-324
Longridge	833	1060	207	201	454	159	42	74
Whalley	643	669	177	175	141	50	125	-18
Standen Estate	1289	1414	-49	-60	1040	364	-424	-671
Other Settlements					200	70		

Secondaryy

| Location	Current NOR	Current Capacity	5 Year Forecast	Places in 5 Years incorporating Approvals not included on Housing Land Supply	Dwellings Proposed	Yield from Strategic Sites (places needed)	Places available in 5 Years, including this development	Forecasted Places available in 15 years, including this developemnt
Clitheroe	3102	3167	789	770	75	19	751	73
Longridge	1194	1274	114	109	454	114	-5	-20
Whalley	1091	1025	-24	-24	141	36	-60	-44
Standen Estate	2551	2642	804	785	1040	260	525	-232
Other Settlements					200	50		

Map 10 -distribution of Primary Schools in Ribble Valley (2009)

(source Office for National Statistics)
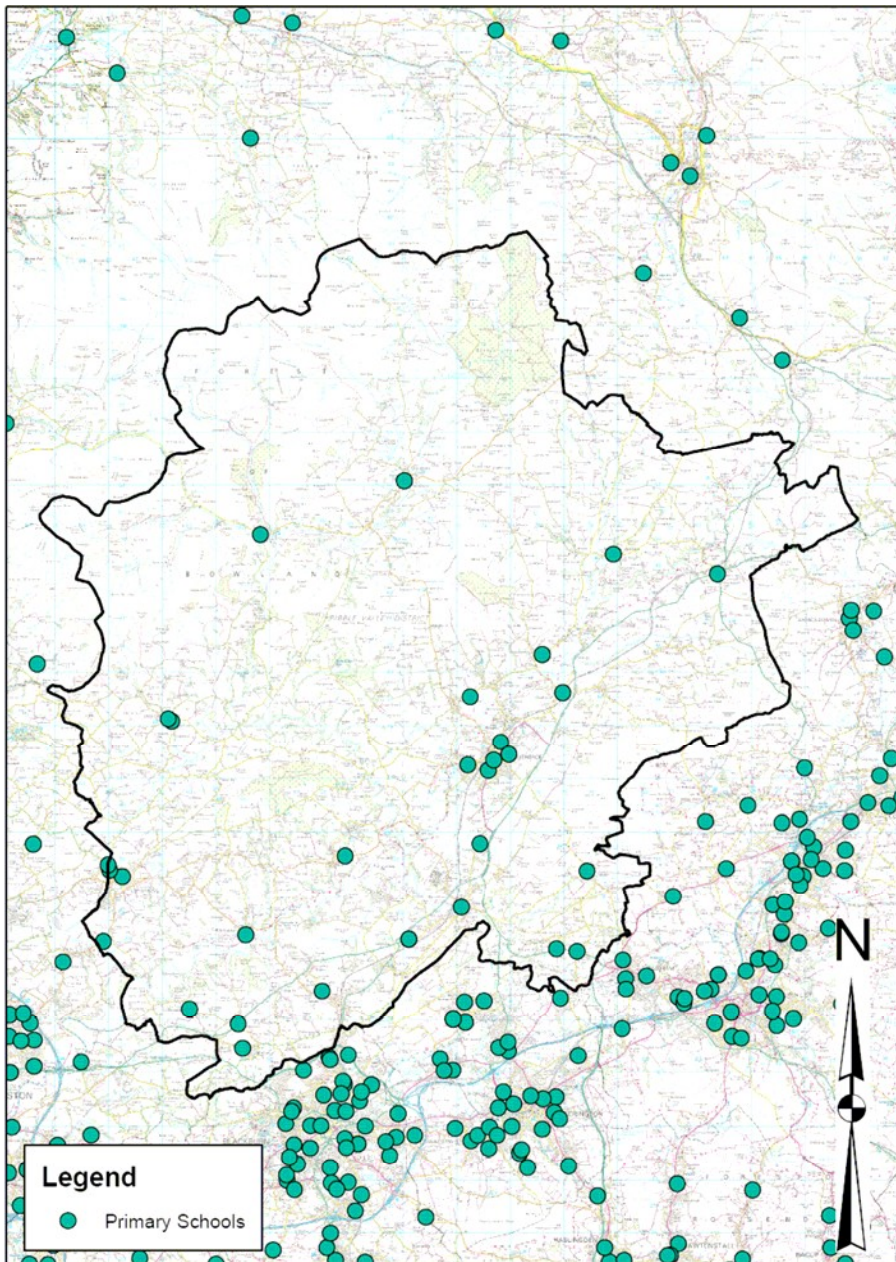
Map 11 - Secondary Schools in Ribble Valley (2009)

(Source: Office for National Statistics)
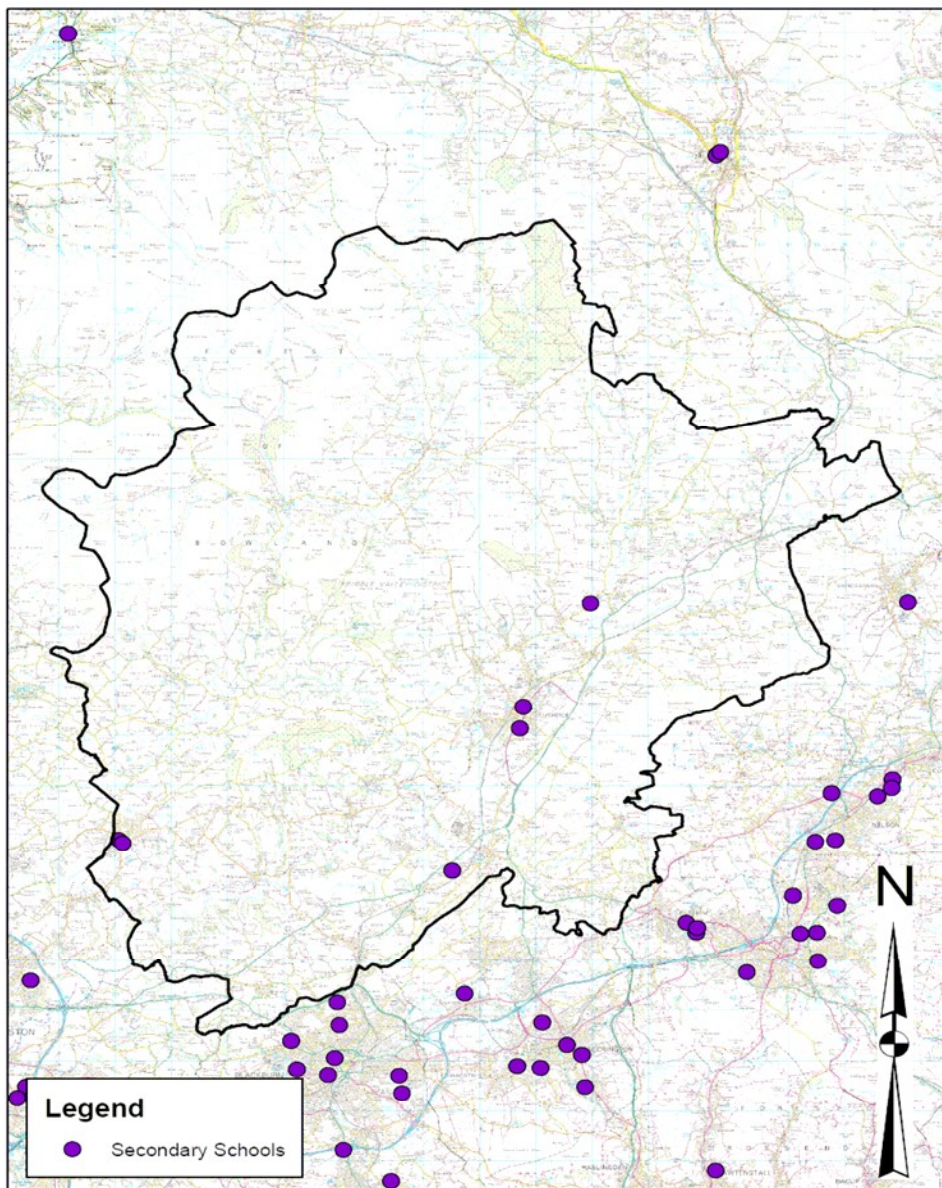
EDUCATION: Higher Education

There are currently no facilities that offer higher education in the Ribble Valley. Students travel to a wide variety of facilities within and outside the region.

EMPLOYMENT: Job Centre Plus

There is only one job centre in the Ribble Valley, the Jobcentre Plus facility based in Clitheroe. Jobcentre Plus provides a range of information and services, including benefits, loans and grants, as well as help with finding a job. There is no indication nof any change in this provision or any indication that it is not adequate given future possible development.

BENEFITS/TAX: Local Offices

The Council Tax Office for the borough is based at the Council Offices in Clitheroe and can be paid by direct debit, in person, telephone and online.

The Benefits office, which pays Housing and Council Tax benefit is also based at the Council Offices in Clitheroe. Housing benefit can be claimed by:
- Council Tenants
- Those paying rent to a private landlord
- Housing Association tenants
- Those living in a hostel
- Those paying for board and lodgings.

There are major changes proposed to Housing and Council Tax benefit that are going to take place over the next few years it is not anticipated that they will impact significantly in terms of the provision of this service locally.

<u>**Hospitals**</u>

There are currently two NHS hospitals in Ribble Valley:
- Clitheroe Hospital
- Longridge Community Hospital

There is also a private hospital in the borough, which offers NHS services. This is:
- Abbey Gisburn Park Hospital

There is public support for NHS East Lancashire to upgrade and develop health services at Clitheroe Hospital and initial plans for a purpose built new hospital on land adjacent to the existing facility were withdrawn, due to the economic downturn. Currently new plans for a new facility are being drafted to be presented to the NHS Lancashire Board together with an accompanying funding assessment. In addition, with the phasing out of the Primary Care Trusts in 2013 as a part of the fundamental reorganisation of the National Health Service, the development would then have to be approved by the NHS Lancashire cluster board and the new North of England Strategic Health Authority.

It is also worth noting the presence of Calderstones Partnership. This is a centre, often referred to locally as Calderstones Hospital, that provides a specialist service to people with a learning disability including in-patient assessment and treatment and community based services across the North West.

In terms of recent planning applications there is an extant permission for a 25 bed low secure unit with an associated day unit and administration facility at the Calderstones Hospital, and also a current application (currently subject to an Appeal) for a 270 housing development at Henthorn Road, Clitheroe which involves developer funding towards a GP and pharmacy facility.

General Health Provision

In general terms the planning of new provision of the wide variety of health provision in the area is currently being re organised as a part of the Coalition Government's Health Service reforms. New shadow health planning bodies are currently being set up to take over from the existing structures in 2013 – 14.

Indications from current local health planning professionals are that in general terms the various health services would be capable at this stage of catering for the additional needs that the development proposed in the 2011Topic Paper would bring.

They have also stated that the proposed development would imply the expansion of current local facilities. Specifically there will be a need for an additional two full time GPs plus support staff, one to be based in Clitheroe and an increased need for nursing staff based in the community. They have emphasised that the health provision implications of new development should involve continued and detailed consultation with the new health planning functions to ensure that new provision is adequately timed to new development.

Map 12 – Dental Service provision (2009) (Office for National Statistics**)**
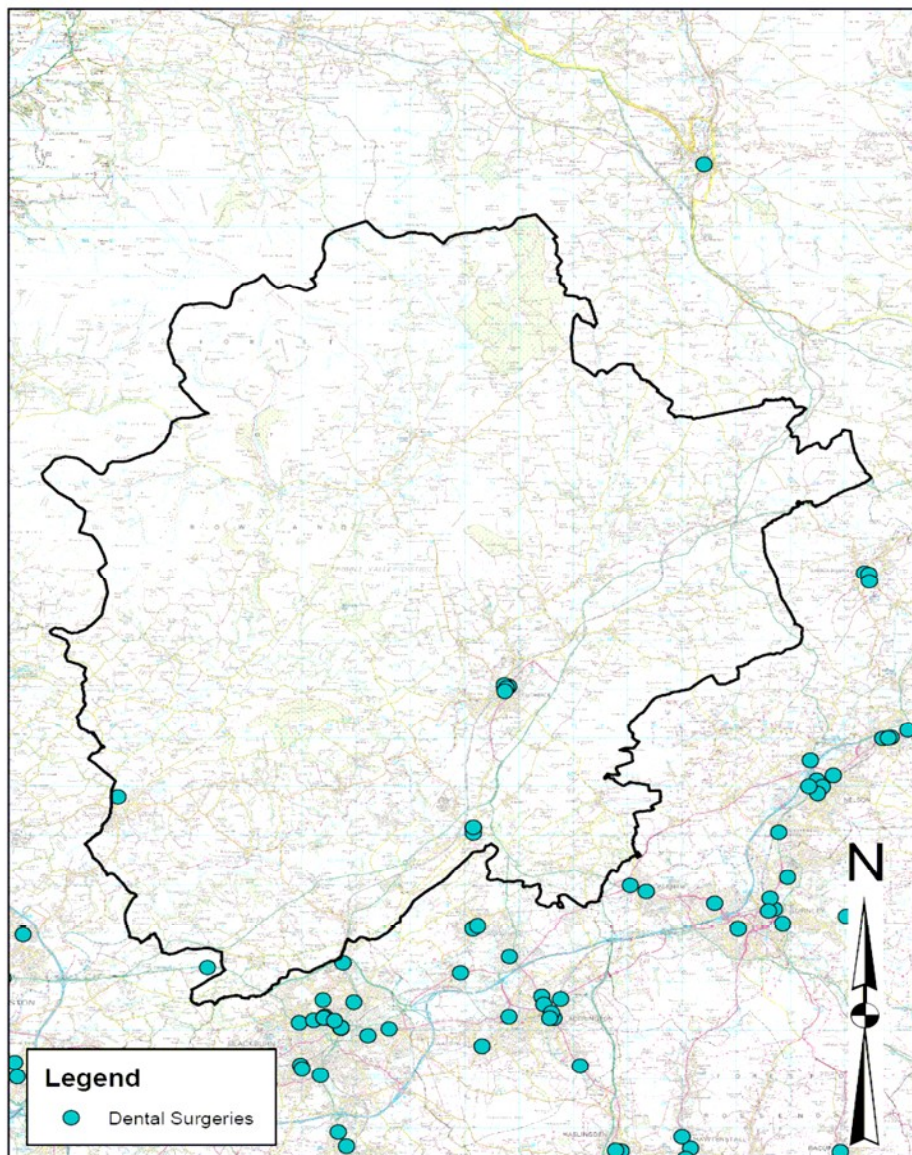
Ribble Valley sees a concentration of dental surgeries in Clitheroe, and also 3 individual surgeries located in the west of the borough (Longridge) and to the south of the borough. There are large numbers of dental surgeries in the nearby big towns of Blackburn, Accrington and Preston, which border the borough.

Map 13 - General Doctors Surgery Provision (2009) (office for national statistics)

There are 10 GP practices in the Borough and further provision in the
urban areas to the south. Due to the rural nature of the area,
surgeries are more widely spread in the north of the Borough.

Legend

● General Doctors' Practices
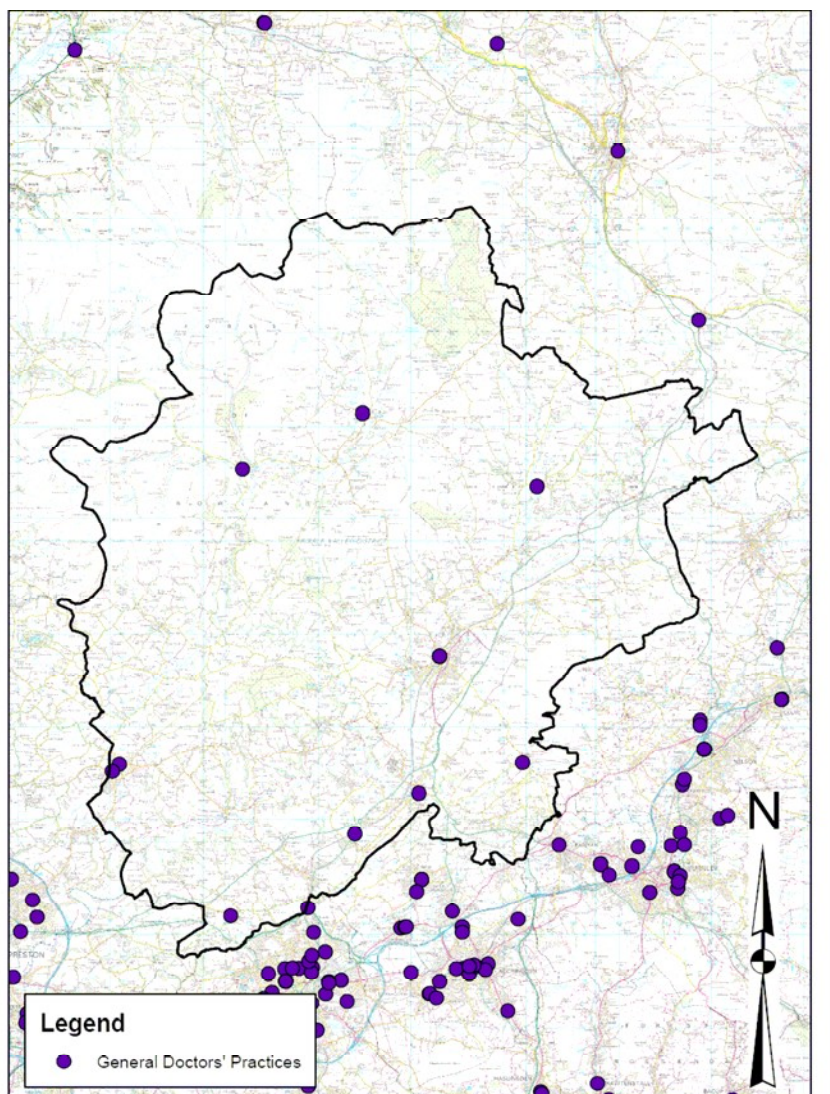
Map 14 – Opticians (2009)

Opticians follow a similar pattern to those of other services within the borough. Clitheroe sees the highest concentration', with others located to the east and south of the borough (see Figure 29). The surrounding towns again see a large number of optician services and as such offer the people of Ribble Valley services within reasonable travelling distance.

(Source: Office for National Statistics)
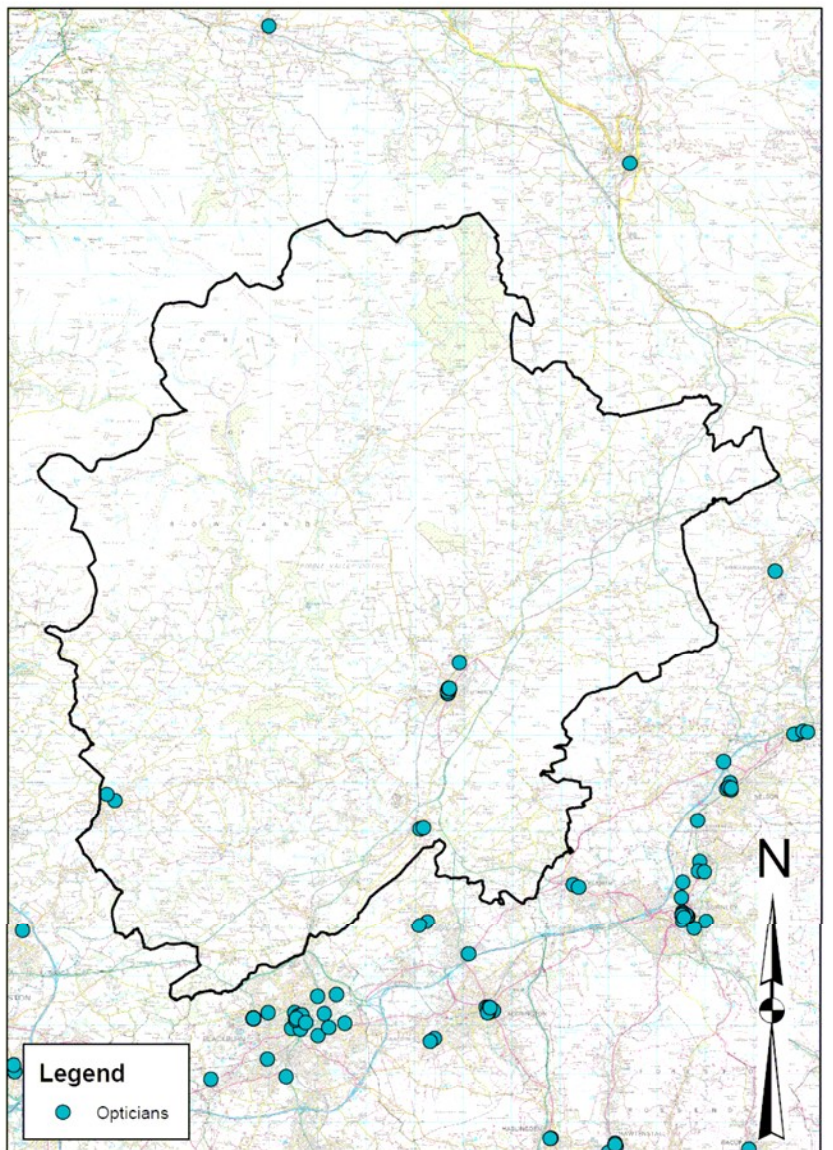
Map 15 –Pharmacies (2009)
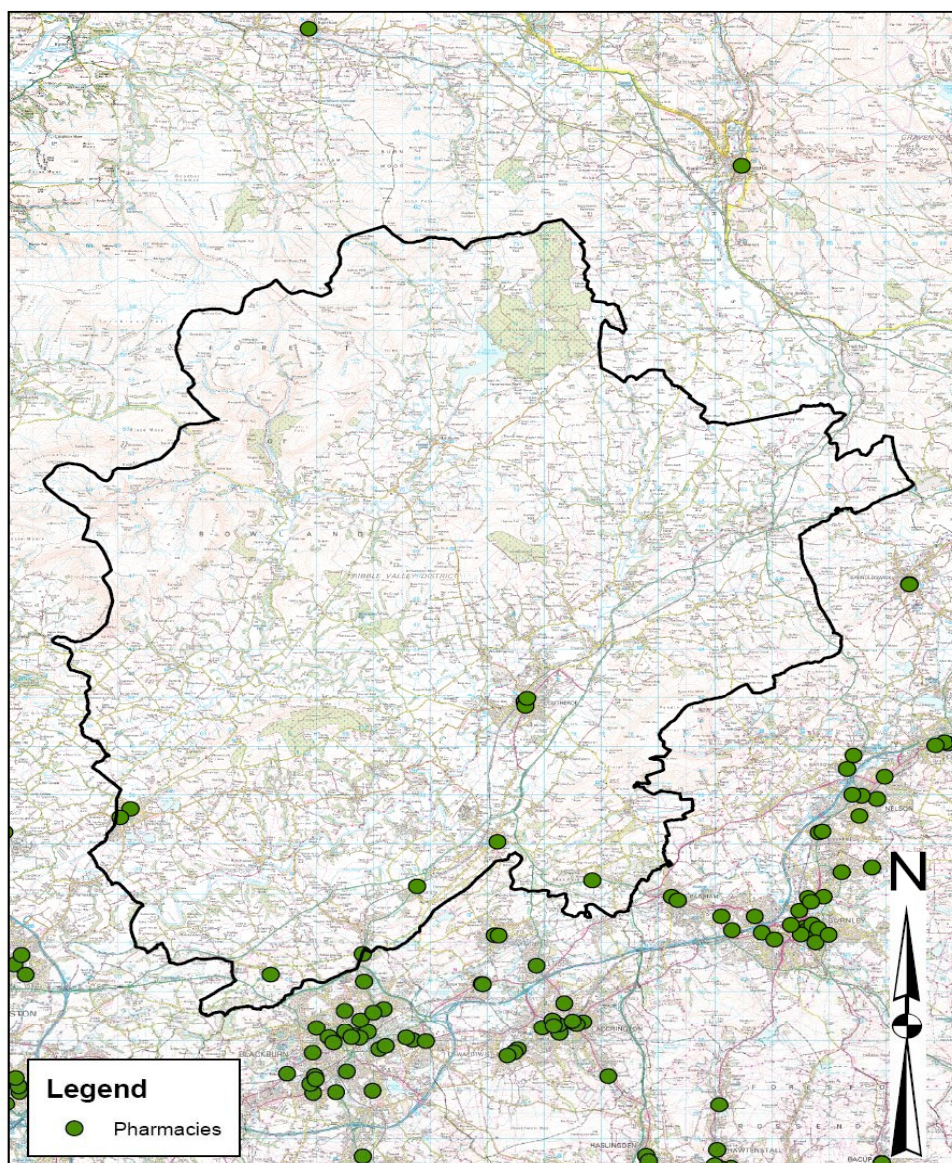
There are 9 pharmacies within Ribble Valley, all of them located within the south of the borough. There are no pharmacies serving the north of the borough, with the nearest being around Settle, to the north (see Figure 30).

(Source: Office for Nation Statistics)

GYPSY AND TRAVELLERS: Sites and Facilities

There is currently one private gypsy site at Acorn Lodge, Clayton-Le-Dale, which provides 16 units. There is a requirement under the Housing Act (2004) to identify and include for the provision of sites for Gypsy and Traveller accommodation within the Local Development Framework. Policies and Key Statements have been included in the Core Strategy that address this issue. Specific sites will be considered and identified where necessary as part of the Housing and Economic Development DPD.   The Gypsy and Traveller Accommodation Assessment produced by Salford University (2008) indicates the need to allocate land for 6 additional residential pitches to 2016 and additional transit provision for 6 caravans. This assessment will be updated as necessary.

POST OFFICES: Main, Sub, Sorting Offices & Parcels

The map shows that post offices are fairly evenly distributed across the borough although there are a higher number of offices in and around the larger settlements such as Clitheroe. Post Office Ltd has recently put in place a Network Change Programme to rationalise provision and this saw the closure of some local offices and the establishment of some on an "outreach " basis.

Post Office Ltd. indicated in 2011 that there are no planned changes to the local network in the foreseeable future.

In March 2012 Post Office launched a £1.34 billion branch network investment and support programme as a part of the government's commitment to no further programme of branch closures. Currently a pilot programme will be run until the summer when a full roll out will occur to be completed by 2015. Branches will operate either under a main style option for larger branches or a local style. The latter, which seems to relate to many of the Ribble valley branches, will combine Post Office and normal retail services. Post Office are currently discussing details with sub postmasters.

Map 16 – Post Offices

Post Office locations

COMMUNITY SERVICES: Libraries

There are 6 public libraries in Ribble Valley which are located in the following settlements (
see map below):

- Clitheroe
- Mellor
- Read
- Chatburn
- Whalley
- Longridge

In addition to these however, there are a significant number of mobile library stops across
the borough, helping to serve the more rural areas of Ribble Valley.

Longridge Library was refurbished in 2011 but apart from this there are no further planned changes to either buildings or services.

Map 17 – Mobile Libary Stopping points (2009)

Mobile Library Stops
- 🔴 Monday
- 🟢 Tuesday
- 🔵 Wednesday
- 🔵 Thursday
- 🟤 Friday

Map 18 – Village Halls and Community Centres

Community
Centres

Village Halls

There are currently 26 village halls within the borough, which can be found at the following locations:

- Bashall Eaves
- Bolton by Bowland Village Hall
- Chipping Village Hall
- Downham Village Hall
- Dunsop Bridge Village Hall
- Gisburn Festival Hall

- Hurst Green Village Hall
- Knowle Green Village Hall
- Mellor Village Hall
- Newton in Bowland Village Hall
- Pendleton Village Hall
- Read St Johns C of E School
- Read United Reformed Church
- St Marys Church, Sabden
- Salesbury Memorial Hall
- Slaidburn Village Hall
- Sawley Village Hall
- Simonstone School Hall
- Sabden St Nicholas Church Hall
- St Wilfrids Parochial Hall, Ribchester
- Thornley with Wheatley Village Hall
- West Bradford Village Hall
- Worston Mission Room
- Wilpshire Methodist Church
- Waddington Methodist Church
- Whalley Village Hall

Local village halls host a variety of events and facilities and many have been recently upgraded through a variety of funding sources. Initiatives to further develop local halls emerge from the communities themselves, through community development trusts, as proacative individual proposals to a wide variety of relevant funding bodies, including the local Council. Local provision is regarded as good and suficient for development proposed in such locations in the 2011 Topic Paper.

COMMUNITY SERVICES: Children's Care Provision

Head of Children's Social Care does not envisage any major concerns in the proposals in the 2011 Topic Paper with respect to demand upon Children's Social Care Services and has confirmed that there are no plans to develop any further services in the Ribble Valley area.

The Ribble Valley is presently served via the Children's Social Care Offices from the Globe in Accrington and the Child and Parenting Support Services unit again in Accrington. It is regarded as difficult to predict from the proposed 3,000 extra units proposed how many of these will be family households with children under 18, but it is felt that any increase in request for a children's social care service will be manageable.

It should also be noted that the Ribble Valley Children and Young People's Trust Board also play a significant role in developing services to children, young people and their families across the Ribble Valley and they will continue to look at present services being delivered across all agencies and how best these can be integrated. This may result in the utilisation of existing premises and at this time in is thought that there are no plans for any new developments.. The Board does consist of representatives from the District Council, Health Education (Schools), Police, VCFS etc and any increase in the child population will have an impact of universal services which will be considered in any future proposals.

COMMUNITY SERVICES: Social Services/ Adult Social Care -Over 50s/ Support

In terms of adult social care, which is the responsibility of Lancashire County Council (LCC), the overall response from the relevant commissioning body to the potential future development outlined in the 2011Topic Paper was that provision could be upgraded to accommodate the increased levels of need implied. In general terms the longer term strategic intentions of adult provision are to more closely integrate social care with health and public health and also anticipates a greater involvement from the third sector. This will involve the joint commissioning of support for hospital avoidance and a variety of intermediate care services that will allow people to be independent within their own homes for as long as possible. This will include housing related support.

It was also pointed out that funding allocations in future years are uncertain and given that the national and local trend toward an ageing population will mean an increase in demand for services. It was also stressed that, as the Borough's future development plans become more detailed, LCC commissioners for Adult and Community Services will wish to input further to the emerging LDF on matters such as house type, sheltered and adapted housing facilities and in general to enable residents to access appropriate local accommodation and related transport arrangements.

Locally the "Healthy Valley" Project also works to tackle health and social care inequalities and support community ventures and social enterprises working from village halls. In some parts of the area a local enabler has been funded to help develop local voluntary opportunities including luncheon clubs and more leisure orientated initiatives.

COMMUNITY SERVICES: Police

Overall, crime in the Ribble Valley is below that of the Lancashire County average and has, over the last three years, remained relatively consistent compared with the County's generally rising trend line. The biggest form of crime is criminal damage, followed by violent crime. Primrose and Salthill wards suffer the greatest amount of crime overall, but are still below the County average. Victims of crime are predominantly white males aged between 30 and 55years.Residents in the Ribble Valley are less likely to become the victim of a crime than elsewhere in Lancashire, with the typical offender being a young, white, male, travelling criminal.

The distribution of Police Stations and services within Ribble Valley reflects its rural location with stations located in the main settlements.ions. The current police provision is monitored on a daily basis across the borough; the police stations operate on a fluid basis whereby officers from one station can be relocated to support another station.

Recent changes to police provision planning have meant that all rural beats have been declared as surplus and therefore the rural beat houses will be sold off. The following beat houses will be sold by 2013 – 14: Hurst Green, Gisburn, Ribchester, Billington, Chipping and Newton. In addition the Police Station in Whalley will be closed leaving two remaining stations at Longridge and Clitheroe.

This revised provision is anticipated to accommodate the needs of future development as expressed in the 2011Topic Paper.

Map 19 – Police and Fire and Rescue Provision (2009)

Key : Brown symbol I- Fire Station
      Green symbol - Police station

COMMUNITY SERVICES: Fire

The map above indicates the locations of fire stations in the Ribble Valley district. The distribution of fire stations is coupled with high density population areas. Responses from relevant officials indicate that there is no need for an additional station.

Lancashire Fire and Rescue Service review the provision of emergency cover every three years. In brief, the review takes the form of a detailed analysis of risk across the county and within the operational boundaries of all fire stations, alongside an in-depth look at the level and type of emergency activity. The data is then used, alongside professional judgement to decide if the level of emergency provision at each fire station is adequate or not. The last full emergency cover review was carried out in 2009 and LFRS are currently working on the next review which is due to be completed later in 2012.

Current Provision

Emergency cover for the Borough of Ribble Valley is provided from a number of fire stations as summarised in the table below.

Station and Address	Resources	Staffing
E59 – Longridge Whittingham Road Longridge PR3 2AB	1 x Fire Engine	Retained
E71 – Blackburn Byrom Street Blackburn BB2 2LE	2 x Fire Engine	Wholetime
E72 – Great Harwood Queen Street, Great Harwood BB6 7AL	1 x Fire Engine	Retained
E91 – Clitheroe Princess Avenue, Clitheroe BB7 2AL	2 x Fire Engines	Retained
P92 – Padiham Station Road Padiham BB12 8EA	2 x Fire Engines	Retained
P93 – Barnoldswick Wellhouse Rd Barnoldswick BB8 6DB	1 x Fire Engine	Retained
P94 – Nelson Bradley Road Nelson	2 x Fire Engines	1 x Wholetime, 1 x Retained

Risk and Demand
Lancashire Fire and Rescue Service assess risk at Lower Level Super Output Area (LSOA) level of geography. Risk is assessed annually using a 3 year rolling data set. The last assessment of risk saw Ribble Valley assessed as predominantly low risk with some areas of medium risk. Levels of demand in the area are also low.

Staffing
Wholetime staff are those whose primary employment is with the Fire and Rescue Service and fire engines staffed in this way are available to provide an immediate response 24 hours a day , 7 days a week.
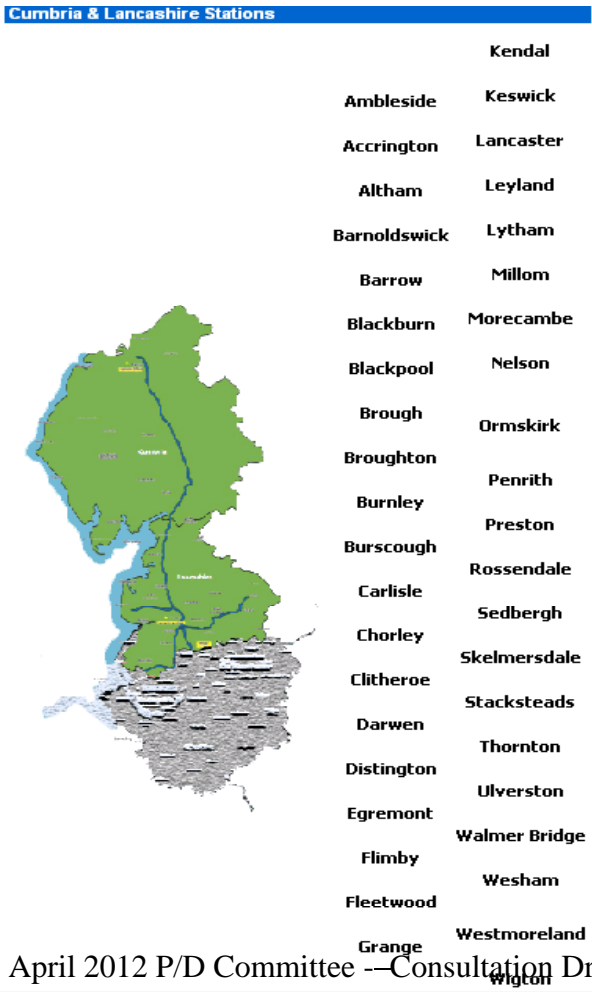Retained – staff whose primary employment is not with the fire and rescue service but who agree to provide a pre-determined number of hours cover per week to staff the fire engine. Staff respond as required but must live or work within 5 minutes of the fire station

Forward Predictions
The Fire and rescue Authority is currently in the process of carrying out a review of emergency cover and this is due to report to the Combined Fire Authority in July 2012 this year prior to being subject to extensive consultation. At the moment work is ongoing and no conclusions have been reached regarding changes to emergency provision.

COMMUNITY SERVICES: Ambulance

Within Ribble Valley there is currently one emergency ambulance operating as a 24 hour – 7 day a week resource. In addition there are other ambulances based within East Lancashire, though not within Ribble valley, that can also be deployed. Ambulances are operated on a dynamic deployment basis and therefore are not specific to just one location. An Emergency Control Centre deploys the nearest vehicle to any emergency. No changes to this provision are anticipated although, as mentioned below, a review is currently underway.

Cumbria & Lancashire Stations

	Kendal
Ambleside	Keswick
Accrington	Lancaster
Altham	Leyland
Barnoldswick	Lytham
Barrow	Millom
Blackburn	Morecambe
Blackpool	Nelson
Brough	Ormskirk
Broughton	
Burnley	Penrith
Burscough	Preston
Carlisle	Rossendale
Chorley	Sedbergh
Clitheroe	Skelmersdale
Darwen	Stacksteads
Distington	Thornton
Egremont	Ulverston
Flimby	Walmer Bridge
Fleetwood	Wesham
Grange	Westmoreland
	Wigton

Map 20 - distribution of ambulance stations across Cumbria and Lancashire (source North West Ambulance Service)

NWAS Estates;

North West Ambulance Service (NWAS) is currently reviewing its estates management policy which includes potential rationalisation of the number of ambulance stations and/or relocation of some of them. Historically and due to planned developments in the past the original stations have not been in the correct geographical area to support the NWAS performance targets of 75% of all Category A or Red (serious & life threatening) calls being responded to within 8 minutes of the address location being entered into the Control Centre software. Thus this strategy may involve both relocation and/or co-locating at, for instance Fire Stations, Healthcare premises for example. NWAS is

currently applying for Foundation Trust status which will if successful give more autonomy on strategic management of the service.

Capacity Planning;

The service has a Capacity Planning Manager and health informatics team that both weekly, monthly and annually monitor 999 calls within our regional foot print. This is used to highlight and rationalise commissioned ambulance services and allows the Trust to predict to a good degree of certainty peaks and troughs of calls in any one area. Ribble Valley is a good example of an area receiving tourism call activity in the summer months together with additional responses coming from the rising number of planned events that the area is attracting. The NWAS approach if there was a major increase in calls due to the increasing housing developments would be managed in the short term by increasing resources in the area, likely to be Rapid Response vehicles and use of the Community First Responder scheme but in the longer term additional targeted finance would be considered.

Clinical Pathways;

Historically NWAS sees year on year increases in emergency calls within the region but with the new Clinical Pathways initiative introduced over the last twelve months there appears to be a downward trend in the overall increase percentile. The Clinical Pathways scheme is designed to direct patients to the appropriate pathway of treatment, whereas in the past ambulances wouldl be automatically dispatched to ALL 999 calls, now the call taker will be directed to clinician (advance/senior paramedic) within the Control Centre who through a "hear and triage" system may offer alternatives such as advised to see GP or refer to out of hours Health community teams. Also the advancement of pre-hospital care by NWAS paramedics has increased skill levels which can reduce admissions. This will result in the appropriate pathway of care and consequently lessen the impact to NWAS of available ambulances and pressures of increasing admissions to the hospital emergency departments.

Future NWAS Strategy;

Looking at the above initiatives and depending on the demography of any new rise in population / housing developments with these systems in place it could well transpire that the RVBC Core Strategy may not affect NWAS services to the area and may be manageable via the new initiatives explained above but the activity will always be monitored and major changes would attract short and long term management.

The overall approach in general is to react to changes long term through finance and commissioning if needed along with NWAS policy of rationalising services to meet the appropriate demand and locations.

COMMUNITY SERVICES: Cemeteries & Crematoria

The only Council owned burial area in the Ribble Valley is the Waddington Road Cemetery in Clitheroe. The cemetery services provide for traditional burials, Muslim burials, woodland burials and the burial of cremated remains. There is also an arbotretum which has been created at Clitheroe Cemetery to meet increased demand for commemorative trees.

In October 2010 Ribble valley Borough Council acquired additional 9 acres of land at Waddington Road, Clitheroe adjacent to the existing cemetery. This is considered by the Council to be adequate for anticipated need well into the future and consequently no further provision is planned.

COMMUNITY SERVICES: Courts

There is no court within Ribble Valley. However, in each of the surrounding boroughs in Pennine Lancashire there are two courts, a County Court and a Magistrates' Court. These are in Accrington, Blackburn, Burnley, Chorley and Rawtenstall.

In Preston, there is a Preston Combined Court Centre, a Crown Court (Sessions House) and a Magistrates' Court. In Lancaster there is a County Court, a Crown Court, a Magistrates' Court and a Probate Sub-Registry. In South Ribble there is only a Magistrates' Court.

There are no planned changes to the above provision and no indication through general consultation responses that the current provision will be sufficient for the demands of the development proposed in the 2011 Topic Paper.

COMMUNITY SERVICES: Prisons

Although there are no prisons within the Ribble Valley itself, there are currently 17 prisons spread across the North West as follows:

Location of prisons	Number of prisons
Preston	1
Lancaster	2
Leyland	2
Kirkham	1
Rochdale	1
Wigan	1
Warrington	2
Salford	1
Liverpool	3
Manchester	1
Wilmslow	1
Millom (South West Cumbria)	1

The Ministry of Justice currently only has plans to build two new prisons at Featherstone in Staffordshire and Belmarsh (Greenwich). Neither are in the immediate area of the Ribble Valley therefore indications are that no new local prison development is planned.

COMMUNITY SERVICES: Hostels

Ribble Valley Borough Council has a hostel, which is located in Clitheroe. It has 7 units of accommodation, 2 of which are self contained the remaining 5 share facilities. Ribble Valley also used to have a hostel in Longridge, however this has been sold within the last five years. The Council leases 1 flat in Longridge from Ribble Valley Homes, the local Registered Social Housing Landlord. The Council has no current plans to add to the above.

COMMUNITY SERVICES: Places of Worship

There are a number of places of worship in the borough which are comprised of 76 churches (of all Christian denomonations) and one Islamic education centre.   Individual proposals to add to or change existing facilities are dealt with on their merits through the planning system. As is the nature of such facilities most chage will happen through individual proposals although the larger religious denominations may have organised programmes of building development or disposal.

CULTURE: Museums/ galleries

There are currently two museums in the borough. One is based in Clitheroe at the Castle and has recently seen significant investment, the other is at Ribchester and centres around the Roman history of the settlement.

The recent Clitheroe Castle Museum redevelopment project, including the North West Sound Archive (which is separate to the Museums Service), is a significant development, intended to provide a high standard museum service in the Ribble Valley for a number of years. Subject to ongoing funding agreement with RVBC this is set to continue.

In terms of Ribchester Roman Bath House the Museums Service is hoping to apply for grant funding to make some improvements to this small site so that it can be removed from English Heritage's At Risk Register. This is subject to the issue of bringing the whole site under one ownership being resolved, as part of the site is owned by Lancashire County Council, the other part by Ribble Valley Borough Council.

IN response to the 2011 Topic Paper Lancashire County Council's Museums Service has no plans to expand further in Ribble Valley in the foreseeable future.

Otherwise, the Museums Service will continue to provide advice and outreach services within Ribble Valley as it does in the rest of Lancashire, which do not involve building or site issues.

CULTURE: Theatres

Clitheroe host two performance venues which can cater for theatrical performances, the recently opened Grand facility and the St Mary's Centre, both in the town centre. In addition travelling professional theatrical performances and local amateur dramatics performances are hosted in many local village halls and also at the Civic Centre in Longridge. There are no indications of any additional future provision and this current provision is regarded as adequate in terms of potential future development outlined in the 2011Topic Paper.

CULTURE: Cinemas

Currently, the only cinema in Ribble Valley is The Palace, which is located at the Market Place in Longridge. Originally a weaving shed, the building has been used as a music hall, roller skating rink, cinema and bingo hall.   The nearest major cinema facilities are in Preston and Bury. The Council is not aware of any plans to upgrade local provision.

LEISURE: Sport centres and leisure facilities

The Roefield Leisure Centre in Clitheroe is a non profit Leisure Trust and offers a variety of indoor sports facilities. In addition Longridge Civic Hall offers some indoor classes. Also there are private gym facilities in Clitheroe and Longridge.

As mentioned above in relation to sports pitches many local secondary schools open their sports halls to the community after normal school hours and also some village halls cater for some sports provision. It is considered that the most likely impact of any increase in need flowing from new development could possibly be addressed by increasing supply from other school based resources as funding for a new publicly owned facility is considered to be unlikely.

As a part of the Healthy Valley initiative an Action Group has formed in Whalley to produce a feasibility study for a new community facility and multo sport changing rooms based at the Queen Elizabeth II Playing Fields.

Map 21 - Sports and Leisure Facilities

Sports and Leisure Facilitie
- Athletics Tracks
- Golf
- Grass Pitches
- Health and Fitness Suite
- Ice Rinks
- Indoor Bowls
- Indoor Tennis Centre
- Ski Slopes
- Sports Hall
- Swimming Pool
- Synthetic Turf Pitch

LEISURE: Swimming Pools

There is currently one swimming pool in the borough, Ribblesdale Pool on Edisford Road in Clitheroe, which is owned, managed and run by Ribble Valley Borough Council. The facility is well used. There are currently no plans to invest in significant upgrading of this facility but it will need significant maintenance within the Core Strategy plan period. While the proposed development outlined within the Topic Paper may indicate the potential need for another pool facility in the area it is considered that funding would be unlikely. The authority is aware of a potential new pool within proposals outside the Borough but close to Longridge that could help to address increased future demand within the area. There are many private swimming pools in the borough but public access to these is very limited.

LEISURE: Festivals & Town Centre Programmes

CLITHEROE: Clitheroe Town Centre Masterplan, which forms part of the LDF evidence base, was published in June 2010 to support the promotion and revitalisation of the Town Centre, helping it to fulfil its potential as an attractive, vibrant and successful location. Following this the Clitheroe Town Team was formed from original representatives of the consultation/ steering group to work as a committed partnership of individuals, identifying actions and giving direction to enable priorities to be set and early individual projects to be driven forward towards fulfilling the overall vision to maintain and enhance the town centres' environmental and economic vitality.

Through the Town Team approach, representatives from Ribble Valley Borough Council, Lancashire County Council as well as local businesses and the community such as Clitheroe Chamber of Trade and Clitheroe Civic Society bring together key delivery skills – such as economic development, property, design and project management, as well as developing links with stakeholders outside of the group, including key landowners, developers and businesses that can assist in the delivery, monitoring, reviewing and development of the plan.

Clitheroe Chamber of Trade membership continues to grow steadily with Chamber members being regularly updated and involved during the development of the Clitheroe Town Centre Masterplan, which was published in 2010, and a number of members of the Chamber are on the Town Team.

The continuing growth of the Chamber has also led to stronger partnership working with RVBC in activities to promote visitors.   Successfully, around 15,000 people visited the Clitheroe Fine Food and Crafts Street Market on 14th August 2010. Following its success, from this pilot event, a major opportunity has been identified for a Clitheroe Food Festival to become a regular, self-sustaining event which will be developed into an annual showcase event in the Lancashire calendar. The second Clitheroe Food Festival is due to be held on 13th August 2011.

LONGRIDGE: Longridge Town Team are continuing to move forward with a number of initiatives following the groups successful launch with around 100 people attending the Longridge Economy & Town Team Event on 15th September 2010, with local businesses

responding positively with a commitment to working together, and assist the progress of the action plan and create activities that will support its work. Key objectives of the Longridge Town Team include; reinforcing Longridge's identity as an independent thriving market town for services; reducing the need for residents to travel elsewhere; and improving the look and feel of the town.

A Longridge Development Appraisal is currently underway to provide an evidence base and it will identify the scope and potential for improvements to the town centre and will also assess other important business locations such as Shay Lane Industrial estate. This will provide the evidence base for a future planning / policy framework for the town centre. In order to give clear guidance and a positive policy framework for the design of new buildings, spaces and the refurbishment of existing ones, the appraisal will set out an analysis of the vitality and viability of the town centre's shopping functions, as well as recommendations for the enhancement of the town centre.

The Longridge Old Station Buildings are now fully operational following its extensive refurbishment, which was supported with an RVBC grant of £100,000 towards the total costs of the works. The facility is being branded and marketed to businesses as Workstation. Features are high quality meeting space, serviced office accommodation and a 'virtual office' facility with message and post handling. The building is now able to offer high-speed internet access and plans for 2011 include business start-up advice sessions and other business support workshops to be held in the building. A new website has been created at www.longridgestation.co.uk and the facility now also acts as a vibrant community hub including a heritage themed cafe, a town archive, meeting rooms, exhibition space and tourist information.

Longridge Business Group are steadily growing a robust structure and membership to help market Longridge as a leisure / shopping / business and visitor destination. This will assist partnership working to support and strengthen activities and events in Longridge (i.e. Big Weekend, Christmas Extravaganza). Amongst discussions to assist this, feasibility work is underway as to whether Longridge town centre could become a Business Improvement District (BID) – some of the financing issues such as the business group and local events and promotions could be assisted through the development of a BID for Longridge.

A Longridge Big Weekend is being planned for 2011 following the successful first event held in 2010. The weekend will celebrate all that is great about Longridge, Ribble Valley and Lancashire, especially food, drink, art, crafts, culture and music as a showcase event in the Longridge calendar, and following a very successful event this year the next Goosnargh & Longridge Agricultural Show is scheduled for Saturday 9th July 2011.

WHALLEY: The Economic Action Plan for Whalley sets out a number of actions following coordinated work between the RVBC Regeneration Team, Whalley Parish Council and Whalley Chamber of Trade which included consultation with local residents and businesses to determine the village's future needs. Many of the actions within the Whalley plan are being met from existing regeneration resources. More specific projects are also being developed from the programme and funding sources identified to co-ordinate and enable their delivery.

One such project is the Whalley Live Festival to be held on Saturday 18th and Sunday 19th June 2011. This event will feature a number of activities over various sites such as King Street and the main retail area, QE2 playing fields, Oakhill Academy and Whalley Abbey. This will feature music and family events, food and crafts market and a fun fair.

Whalley Chamber of Trade continues to be a strong group of businesses committed to the success of Whalley and the trading environment and the Regeneration Team attends the meetings of the Whalley Chamber of Trade to offer support wherever possible. New signage has been erected to direct visitors to the retail area supported with an RVBC grant and the group are working closely with the Regeneration Team to deliver the Whalley Economic Action Plan. Another project is Whalley in Bloom; the overall plan is to enter the Britain in Bloom competition for 2012 focussed around Vale Gardens, The Old Grammar School, River Calder and King Street.

LEISURE: Markets

The biggestr market within the Ribble Valley is held in Clitheroe on Tuesday, Thursdays and Saturdays. A regular market has been held in Clitheroe since the Norman conquest in the 12th century and it is important that this is maintained and a healthy balance of different lines of goods are presented, as well as ensuring competition. Clitheroe market offers the following:

- Fruit and Vegetables
- Bread and Cakes
- Cheese and Biscuits
- Fish
- Fresh and Cooked Meats
- Men's, Ladies and children's Fashion
- Underwear
- Craft Items
- Pottery
- Curtains and Fabrics
- Carpet & Rugs
- Towels and Household Textiles
- Plants
- Electrical Goods
- And Many More

The market site was completely redeveloped in 1995 to provide a modern and attractive facility with suitable and convenient car parking. The market was moved to the adjacent site of the old cobbled bull ring which was the centre piece of the old cattle market. The cattle market can now be found on the outskirts of Clitheroe on Lincoln's Way. The market redevelopment reflects the Council's commitment to the importance of the market and its role in the continuing success of Clitheroe as a shopping centre.

The Market area is included within the Clitheroe Town Centre Masterplan initiative mentioned under Festivals and town Center Programmes above.

Appendix 1 - Standen Strategic Housing Site

A strategic site at Standen, to the south east of Clitheroe has been included within the 2011 Topic Paper relating to the proposed preferred development option for the Borough. It is considered that it couldl be developed in a comprehensive and sustainable manner as a mixed site to meet a significant proportion of the Borough's housing requirement in the plan period. The range of uses will include housing (including affordable housing), employment, community uses, local retail and service provision to serve the site, open space and recreational uses.

The strategic site at Standen is central to the delivery of the Core Strategy. It is a large site of currently used for agricultural purposes and situated to the south east of Clitheroe, in close proximity to the town and all its amenities and the strategic highway network. It provides a major opportunity to develop a site for a mix of uses in a highly sustainable and comprehensive manner within a high quality landscaped setting. Uses will be predominantly residential (including affordable housing) but will also include employment (B1 uses), community and open space/recreational uses with new and enhanced provision for sustainable and active transport to maximise connections to the Clitheroe urban area. Land will also be made available within the site for a primary school within the site if this is required to meet the need for educational provision, taking into account the capacity of schools that would serve the development.

The site would make a significant contribution to meeting the Borough's overall housing provision in the plan period (almost one-third).

Work undertaken on infrastructure planning as part of the Core Strategy process outlined above has shown that in principle, there appear to be no significant barriers to the development and that the site is deliverable within the plan period. It is envisaged that the site will be accessed by a minimum of two access points from the existing local highway network with a through route for public transport. The development will also necessitate improvements to the strategic highway network at the A59/Clitheroe Road/Pendle Road Junction. Any development should take account of the presence of the line of the Roman Road which runs through the site, which is of archaeological and historic significance. There will be a need for high quality structural landscaping to contribute a good quality development and address the landscape impacts of a development of this scale.

The Core Strategy is seeking to identify the site in principle and the precise mix of uses, developable areas and development requirements will be determined in more detail in a subsequent Development Plan Document or Supplementary Planning Document and through the Development Management process.

<u>KEY CONSIDERATIONS FOR RIBBLE VALLEY</u>

<u>Commercial Services</u>

No proposed changes to any of these services.

<u>Subsidised Services</u>

There are a number of positive elements to these proposals, such as new travelling opportunities, better connections with other bus & rail services and significantly improved coordination between bus services along commons sections of routes. Please refer to full briefing note which details these proposals.

- The review proposes the introduction of new Monday to Saturday bus services for Rimington, Howgill and Todber.

All areas will continue to receive regular bus services with the exception of the following sections of routes:

- The section of West Bradford Road between Pimlico and West Bradford would no longer be served.

- The direct link between Waddington, West Bradford and Clitheroe Hospital would also no longer be available. There are approximately 600 annual passenger trips made on this section. This equates to on average around 12 passenger trips per week and 2 per day across 15 journeys.

- The merger of Services C1 & C4 around Peel Park would result in a small section of Hayhurst Street between Standen Road and Turner Street no longer being served. Customers would be required to board the service close to the junctions or on Mayfield Avenue.

Consultation on proposals to revise
Ribble Valley Subsidised Bus Services

Lancashire County Council subsidise the majority of bus services operating in the Ribble Valley.
Whilst the regular bus services from key Lancashire towns into Ribble Valley are run by bus operators on a commercial basis, the local town services in Clitheroe and the rural bus links across the Ribble Valley are all subsidised by Lancashire County Council.

To improve the future viability of the network, a full review of the subsidised routes has taken place with an emphasis on reshaping the network to ensure current resources are better utilised. A number of outstanding service requests have been taken into consideration in offering a more sustainable network of routes within existing funding levels.

Incorporated within the Ribble Valley bus service review are a small number of proposed revisions to subsidised bus services in neighbouring Hyndburn, Pendle and Preston, as well as Blackburn with Darwen.

Lancashire County Council would welcome your comments on these proposals to revise the routes and timetables which are designed to improve accessibility, reliability and overall sustainability of the subsidised bus service network within existing resources.

The proposed implementation date for any service revisions would be 29 April 2012. • 2 •

CURRENT POSITION

Commercial Services

Service 1 Longridge – Grimsargh – Preston

Service 1 is a wholly commercial service run by Stagecoach North West between Longridge and Preston.

The Monday to Saturday daytime frequency is at least every 10 minutes with a half hourly daily evening and Sunday daytime service. Additionally, on Thursday, Friday and Saturday nights there is an hourly service between 0100 and 0600.

Service 26/27 Clitheroe – Whalley – Padiham – Burnley (Mainline)

The Mainline Service is mainly a commercial service operated by Transdev Burnley and Pendle between Clitheroe and Burnley, with onward journeys to Nelson and Colne.

The Monday to Saturday daytime frequency is every half hour, with alternate journeys operating via Sabden between Whalley and Padiham. There is an hourly daily evening and Sunday service alternating two hourly direct or via Sabden. Lancashire County Council subsidise the daily evening service.

Service 225 Clitheroe – Whalley – Blackburn

Service 225 is mainly a commercial service operated by Transdev Lancashire United between Clitheroe and Blackburn, with onward journeys to Darwen and Bolton.

The Monday to Saturday daytime frequency is every half hour between Clitheroe and Blackburn. There is an hourly Monday to Saturday evening and Sunday daytime service. Lancashire County Council part subsidise the Monday to Saturday evening service and certain Sunday journeys.

Service 231 Clitheroe – Whalley – Great Harwood – Accrington

Service 231 is mainly a commercial service operated by M & M Coaches between Clitheroe and Accrington.

The Monday to Saturday daytime frequency is approximately two hourly between Clitheroe and Accrington. In conjunction with Lancashire County Council's subsidised Service 241 (see later in report for details), the Monday to Saturday daytime frequency is at least hourly between Clitheroe and Accrington.

Lancashire County Council subsidise the Saturday daytime service, which is operated by Transdev Lancashire United.

Fully Subsidised Services

Service 3/3A Longridge – Ribchester – Blackburn

Service 3 currently operates between Longridge and Blackburn via Ribchester, Salesbury, Wilpshire (Service 3A additionally serves Durham Road between 0930 & 1530) and Pleckgate.

The service runs every two hours in each direction on a Monday to Saturday daytime and evening basis between Longridge and Blackburn.

Service 4/4A Chipping – Longridge – Whittingham – Preston

Service 4 currently operates between Chipping and Preston via Longridge, Whittingham, Goosnargh, Broughton, Woodplumpton, Fulwood and Royal Preston Hospital.

This service runs hourly in each direction on a Monday to Saturday daytime basis between Chipping and Preston, increasing to two buses per hour between Fulwood and Preston in conjunction with Service 4A between Fulwood Janice Drive and Preston City Centre.

Service 5 Longridge – Ribchester – Clitheroe

Service 5 currently operates between Longridge and Clitheroe via Ribchester, Hurst Green, Great Mitton and Whalley.

The service runs every two hours in each direction on a Monday to Saturday daytime basis between Longridge and Clitheroe.

Service 10 Clitheroe – Dunsop Bridge – Newton – Slaidburn – Settle

Service 10 currently operates between Clitheroe and Settle (in conjunction with Service 11 below) via Bashall Eaves, Cow Ark, Whitewell, Dunsop Bridge, Newton, Slaidburn, Tosside, Wigglesworth and Rathmell.

This service generally runs every two hours in each direction on a Monday to Saturday daytime basis between Clitheroe and Settle, with additional journeys at peak times between Clitheroe and Slaidburn.

This service is part funded by North Yorkshire County Council.

Service 11 Settle – Horton-in-Ribblesdale

Service 11 currently operates between Settle and Horton-in-Ribblesdale (in conjunction with Service 10 above) via Langcliffe and Stainforth.

This service generally runs every two hours in each direction on a Monday to Saturday daytime basis between Settle and Horton-in-Ribblesdale.

This service is part funded by North Yorkshire County Council.

Service 13 Mellor Brook – Mellor – Blackburn

Service 13 currently operates between Mellor Brook and Blackburn via Mellor, Ramsgreave and Pleckgate.

This service runs mainly hourly in each direction on a Monday to Saturday daytime basis between Mellor Brook and Blackburn.

Service 71 Clitheroe – Barley – Nelson (Pendle Witch Hopper)

Service 71 currently operates between Clitheroe and Nelson via Chatburn, Downham, Barley, Newchurch, Spenbrook, Roughlee, Blacko and Barrowford.

This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service 241 Clitheroe – Accrington – Royal Blackburn Hospital

Service 241 currently operates between Clitheroe and Royal Blackburn Hospital via Whalley, Great Harwood, Rishton, Accrington and Oswaldtwistle.

This service runs approximately two hourly in each direction on a Monday to Saturday daytime basis. In conjunction with M & M Coaches' commercial subsidised Service 231, the Monday to Saturday daytime frequency is at least hourly between Clitheroe and Accrington.

Service 280/X80 Skipton – Clitheroe – Whalley – Preston

Service 280/X80 currently operates between Skipton and Preston via Barnoldswick (Service 280), Gisburn, Chatburn, Clitheroe, Whalley, Mellor Brook and Samlesbury.

This is Lancashire County Council's core subsidised service through the Ribble Valley.

This service runs hourly in each direction on a Monday to Saturday daytime basis, alternating two hourly via Barnoldswick (Service 280) or direct via A59 (Service X80) between Skipton and Preston. There is also a two hourly Sunday daytime Service X80.

Service C1 Clitheroe Town Service (Low Moor & Peel Park)

Service C1 currently operates a circular town service between Clitheroe, Low Moor and Peel Park.

This service runs from Clitheroe twice an hour to Low Moor and hourly to Peel Park on a Monday to Saturday daytime basis.

Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

Service C2 currently operates a service between Low Moor, Clitheroe and Grindleton via Chatburn and Sawley.

This service runs hourly in each direction on a Monday to Saturday daytime basis, with an hourly Sunday daytime service between Low Moor and Clitheroe only.

Service C4 Clitheroe – Peel Park

Service C4 currently operates a circular town service between Clitheroe and Peel Park.

This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service C5/C15 Clitheroe – Waddington – West Bradford – Clitheroe

Service C5/C15 currently operates a circular service from Clitheroe via Waddington and West Bradford and back to Clitheroe. Service C5 runs clockwise and Service C15 runs anti-clockwise.

This service runs hourly in each direction on a Monday to Saturday daytime basis, with an hourly Sunday daytime Service C5.

Service C25 Clitheroe – Whalley – Brockhall – Blackburn

Service C25 currently operates between Clitheroe and Blackburn via Low Moor, Great Mitton, Whalley, Brockhall Village, Dinckley, Salesbury and Wilpshire.

This service runs every two hours in each direction on a Monday to Saturday daytime basis between Clitheroe and Blackburn.

Hyndburn Area

Service 2 Rishton – Dill Hall – Accrington

Service 2 currently operates between Rishton Eachill Gardens and Accrington via Clayton-le-Moors, Dill Hall and Accrington Asda.

This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service 9/19 Accrington – Barnfield – Laneside – Accrington

Service 9/19 currently operates circular between Accrington and Accrington via Barnfield and Laneside. Service 9 runs clockwise and Service 19 runs anti-clockwise.

This services run hourly in each direction on a Monday to Saturday daytime basis.

PROPOSED SERVICE REVISIONS

The proposed revisions to these services are split into separate packages as follows:

PACKAGE 1 – Longridge to Preston

Service 4/4A Longridge – Whittingham – Preston

The proposal for this service is to revise the route and timetable. Service 4 will no longer operate between Chipping and Longridge, which has been added to the revisions to Services 5 & 35 (see further in report for details). Instead it will loop around Longridge Town centre and Beacon Fell Caravan Park, which is currently served by Services 3 & 5. There are approximately 1,500 annual passenger trips made between Chipping and Preston across Longridge. This equates to around 30 passenger trips per week and 5 per day across 12 journeys. Connection opportunities in Longridge will be available from the revised Services 5 & 35, already used by some through passengers, with Stagecoach's frequent Service 1.

Service 4 will continue to operate between Longridge and Preston via Whittingham, Goosnargh, Broughton, Woodplumpton, Fulwood and Royal Preston Hospital. Service 4A will continue to operate between Fulwood Janice Drive and Preston City Centre.

The service will run hourly in each direction on a Monday to Saturday daytime basis between Longridge and Preston, improving to an even half-hourly service in conjunction with Service 4A between Fulwood and Preston City Centre.

PACKAGE 2 – Ribble Valley West Services

Service 5 Chipping – Longridge – Ribchester – Clitheroe

The proposal for this service is to revise the route and timetable by extending the service to/from Chipping. Service 5 will continue to operate between Longridge and Clitheroe via Ribchester, Hurst Green, Great Mitton and Whalley.

The service will run every two hours in each direction on a Monday to Saturday daytime basis between Longridge and Clitheroe.

Service 14/14A Chatburn – Clitheroe – Accrington – Royal Blackburn Hospital

The proposal for this service is to revise the route and timetable, renumbering from Service 241. Service 14/14A will operate between Clitheroe and Royal Blackburn Hospital via Whalley, Great Harwood, Rishton, Accrington and Oswaldtwistle. Certain journeys will operate beyond Clitheroe to Chatburn via Pimlico, maintaining a service for this area.

It is proposed to revise the route between Rishton and Accrington, serving Eachill Gardens in Rishton (Service 14A journeys during the day) replacing the withdrawn Service 2 from this area.

It is further proposed to revise the route between Rishton and Accrington to operate direct from Clayton Park via Dunkenhalgh Way and Asda creating new travelling opportunities, omitting Clayton-le-Moors. There are alternative services available for most affected passenger trips, however approximately 1,000 annual passenger trips are made between Clayton-le-Moors across Accrington to Royal Blackburn Hospital.

This equates to around 20 passenger trips per week and less than 4 per day across 7 journeys. Connection opportunities in Accrington are available from the frequent bus services through Clayton-le-Moors.

This service will be increased in frequency to run every hour (extended two-hourly through to Chatburn) in each direction on a Monday to Saturday daytime basis.

Service 15 Mellor Brook – Mellor – Blackburn

The proposal for this service is to revise the timetable, renumbering from Service 13. Service 15 will continue to operate between Mellor Brook and Blackburn via Mellor, Ramsgreave and Pleckgate.

The service will be increased in frequency to run every hour in each direction on a Monday to Saturday daytime basis between Mellor Brook and Blackburn.

Service 25 Clitheroe – Whalley – Brockhall – Blackburn
The proposal for this service is to revise the timetable, renumbering from Service C25.
Service 25 will operate between Clitheroe and Blackburn via Low Moor, Great Mitton,
Whalley, Brockhall Village, Dinckley, Salesbury and Wilpshire.
This service will continue to run every two hours in each direction on a Monday to
Saturday daytime between Clitheroe and Blackburn.

Service 35 Chipping – Longridge – Ribchester – Blackburn
The proposal for this service is to revise the route and timetable, renumbering from
Service 3/3A and extending the service through to Chipping. Service 35 will operate
between Chipping and Blackburn via Longridge, Ribchester, Salesbury, Wilpshire
(additionally serving Durham Road between 0930 & 1530) and Pleckgate.
The service will continue to run every two hours in each direction on a Monday to
Saturday daytime and evening basis between Chipping, Longridge and Blackburn.
Coordinated timetables
Currently services over common sections of route are disjointed, resulting in a lack of
coordination. With these proposed route and timetable revisions, the following
coordinated frequencies will be available.
Service 5 (Chipping – Clitheroe) and Service 35 (Chipping – Blackburn) will combine to
provide an even hourly Monday to Saturday daytime service between Chipping,
Longridge and Ribchester.
Service 5 (Chipping – Clitheroe) and Service 25 (Clitheroe – Blackburn) will combine to
provide an even hourly Monday to Saturday daytime service between Whalley and
Clitheroe.
Service 15 (Mellor – Blackburn), Service 25 (Clitheroe – Blackburn) and Service 35
(Chipping – Blackburn) will combine to provide an even half-hourly Monday to Saturday
daytime service between Pleckgate and Blackburn.
Service 25 (Clitheroe – Blackburn) and Service 35 (Chipping – Blackburn) will combine
to provide an even hourly Monday to Saturday daytime service between Salesbury and
Blackburn.
Connecting timetables
With coordinated timetables there will be better interchange opportunities at Longridge
and Clitheroe.
In Longridge, Services 5 & 35 will have improved connections with Stagecoach's
frequent Service 1 through to Preston.
In Clitheroe, Services 5 & 25 will have improved connections with Train Services and
other local bus services.

PACKAGE 3 – Ribble Valley East & Clitheroe Local Services

Service 2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

The proposal for this service is to revise the timetable, renumbering from Service C2. Service 2 will operate between Low Moor, Clitheroe and Grindleton via Chatburn and Sawley.

This service will run half-hourly, between Low Moor and Clitheroe (partially replacing Service C1), and continue hourly through to Grindleton in each direction on a Monday to Saturday daytime basis. There will also be an hourly Sunday daytime service between Low Moor and Clitheroe only. A new Sunday service for Grindleton will be provided by Service 7B (see below for details).

Service 4 Clitheroe – Peel Park Circular

The proposal for this service is to revise the route and timetable, combining part of Service C1 and the whole of Service C4. Service 4 will continue to operate a circular town service between Clitheroe and Peel Park.

This circular service will continue to run hourly on a Monday to Saturday daytime basis.

Service 7/7A/7B Clitheroe – Waddington – Chatburn – Barley/Rimington – Nelson

The proposal for this service is to revise the route and timetable, renumbering from Service 71. It is proposed to revise the route between Clitheroe and Chatburn via Waddington and West Bradford, to replace services C5 & C15, and also between Downham and Blacko on certain journeys to operate alternately via Barley or Rimington. Service 7 will operate between Clitheroe and Nelson via Waddington, West Bradford, Chatburn, Downham, Barley, Newchurch, Spenbrook, Roughlee, Blacko and Barrowford.

Service 7A will operate between Clitheroe and Nelson via Waddington, West Bradford, Chatburn, Downham, Rimington, Howgill, Todber, Blacko and Barrowford.

The service will run hourly in each direction on a Monday to Saturday daytime basis, with most journeys running as Service 7 and three journeys per day in each direction as Service 7A.

There will also be an hourly Sunday daytime circular service between Clitheroe, Chatburn, Grindleton, West Bradford and Waddington, numbered Service 7B.

Pimlico will be served by extended journeys of new Service 14/14A between Chatburn, Clitheroe, Accrington and Royal Blackburn Hospital.

Coordinated and connecting timetables

These proposed route and timetable revisions, routes from Clitheroe to Low Moor, Chatburn will have coordinated frequencies, and also enable surrounding villages to have improved connections at Clitheroe Interchange with train services and other local bus services.

The following subsidised bus services will be withdrawn and replaced as detailed:

Service C1 Clitheroe Town Service (Low Moor & Peel Park)

Service C1 will be withdrawn and replaced by new Services 2 & 4 (See above for details).

Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

Service C2 will be withdrawn and replaced by new Service 2 (See above for details).

Service C4 Clitheroe – Peel Park

Service C4 will be withdrawn and replaced by new Service 4 (See above for details).

Services C5/C15 Clitheroe – Waddington – West Bradford – Clitheroe

Services C5/C15 will be withdrawn and replaced by new Services 7/7A/7B (See above for details).

The section of West Bradford Road between Pimlico and West Bradford will no longer be served. The new Services 7/7A/7B will also result in the direct link between Waddington, West Bradford and Clitheroe Hospital being no longer available. There are approximately 600 annual passenger trips are made on this section. This equates to on average around 12 passenger trips per week and 2 per day across 15 journeys.

There are no proposed changes to the following subsidised bus services:

Service 10 Clitheroe – Dunsop Bridge – Newton – Slaidburn – Settle

Service 11 Settle – Horton-in-Ribblesdale

Service 280/X80 Skipton – Clitheroe – Whalley – Preston

PACKAGE 4 – Hyndburn Area

Service 2 Accrington – Dill Hall Circular

The proposal for this service is to revise the route and timetable. Service 2 will operate between Accrington and Dill Hall via Asda. Customers from Rishton Eachill Gardens will continue to be served by the revised Service 14 (see below for details).

This circular service will run hourly on a Monday to Saturday daytime basis.

Service 9 Accrington – Laneside Circular

The proposal for this service is to revise the route and timetable. Service 9 will operate between Accrington and Laneside. Customers from Barnfield will continue to be served by the revised Service 19 (see below for details). The section of route on Alice Street will continue to be served by Pilkington Bus' commercial Service 3/3A between Accrington and Huncoat.

This circular service will run hourly on a Monday to Saturday daytime basis.

Service 19 Accrington – Barnfield Circular

The proposal for this service is revise the route and timetable. Service 19 will operate between Accrington and Barnfield. Customers from Laneside will continue to be served by the revised Service 9 (see above for details). The section of route on Alice Street will continue to be served by Pilkington Bus' commercial Service 3/3A between Accrington and Huncoat.

This circular service will run hourly on a Monday to Saturday daytime basis.

RIBBLE VALLEY BOROUGH COUNCIL
CORE STRATEGY   2008 - 2028
A LOCAL PLAN FOR RIBBLE VALLEY
REGULATION 27 CONSULTATION DRAFT

APRIL 2012

FOREWORD

To be added…

Councillor Richard Sherras, Deputy Leader,

Chairman, Planning and Development Committee

April 2012

Table of Contents

How to use this document

The Draft Core Strategy is split up into sections. The first section looks at the policy context for the Core Strategy, how it conforms with other strategies and plans and the evidence base for the LDF that has informed the decisions that have been taken.

Following this the strategic vision and the objectives for the borough are set out, which are then followed by the delivery strategy.

The thematic policy of the Draft Core Strategy then follows, which forms the basis of the development plan. The themes that relate to the overall development strategy are as follows:

- Housing;
- The Economy;
- The Environment;
- Infrastructure.

More detailed Development Management Policies provide the basis of the implementation mechanism for the strategy.

1 INTRODUCTION AND CONTEXT

What is the Local Development Framework?

1.1 The plan making process has changed in recent years with a system that seeks to put in place a Local Development Framework that will provide the basis for guiding investment decisions, determining planning applications and managing how the local area will change over future years. All Local Planning Authorities (LPAs), like Ribble Valley Borough Council, have a legal duty to prepare a framework, and gradually as the LDF is put in place, it will replace the Districtwide Local Plan (originally adopted in June 1998). This system is different to the previous approach of structure plans (prepared by the County Council) and local plans (prepared by the LPA). It has different legal requirements that have to be met and is presented in a different way, as a suite of documents that together make up the LDF.

1.2 The Council, in preparing its LDF, has regard to policies set out in national Planning Policy Statements (PPSs) that provide government policy on a wide range of issues such as the environment, housing and so on. In addition Government has consulted on a new National Planning Policy Framework (NPPF) that will replace previous guidance. This draft plan has been prepared with the intention that this draft is consistent with the draft policy proposals. The Council will of course have to ensure, once the NPPF is formally published that our Core Strategy does not conflict with it.

1.3 Although the plan making system is different, it continues to maintain an approach that supports public involvement and community engagement. The Council has already undertaken a number of periods of consultation to inform our plan making and we are now moving towards some important stages with which you can get involved and contribute to planning for the area's future. Our current work is focusing upon the production of the Core Strategy, which this document deals with.

1.4 The Core Strategy is the central document to the LDF as it establishes the vision, underlying objectives and key principles that will guide the development of the area. Although it will be used to aid the assessment of planning applications its primary function is to set a more strategic level of planning policy for the area. Whilst the Core Strategy will identify broad locations and appropriate "strategic areas of development" detailed information on allocations of land

for development and other detailed policies and standards to judge specific developments will be set out in other documents within the LDF. However, the Council has included as part of the delivery mechanism incorporated key statements and development management policies that will be used to implement the plans, within a consolidated plan format.

1.5   There are a number of formal stages to the process of producing the Core Strategy, each governed by legal regulations. These key stages are set out in the Council's Local Development Scheme, however for reference they can be summarised as:

- Regulation 25 -evidence gathering, consideration of options and issues
- Regulation 27 - chosen option
- Regulation 30 - formal submission to Secretary of State
- Regulation 31 - Public Examination
- Adoption

Where are we now?

1.6   We are currently working at the Regulation 27 stage and from the above you can see there are a number of steps to go through before we will be in a position to finally adopt the Core Strategy. This draft brings together the work undertaken previously, drawing together the outcome of consultation and engagement on options and policy formulation to provide what is in effect the Council's statement of its proposals or preferred option/approach. This stage represents the Council's preferred option and is the strategy/plan the Council proposes to take forward and put into operation.
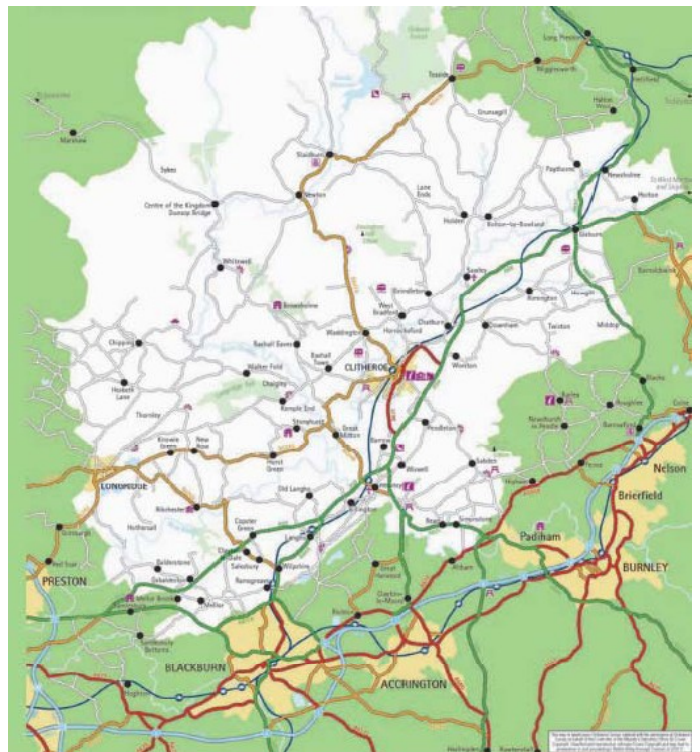
1.7 It is important to acknowledge that the Core Strategy sits within a context of many other policies and strategies in addition to national documents. Further information on these is set out in Appendix 1. The key relationship between the Core Strategy and the Council's Sustainable Community Strategy, which provides the umbrella document for the Core Strategy merits special mention. In effect, the Local Development Framework, and primarily the Core Strategy within it, should be the spatial representation of the Sustainable Community Strategy. It is intended that the Core Strategy will set out what the Sustainable Community Strategy is seeking to achieve in land use and development terms. The Sustainable Community Strategy can be viewed on the Council's website.

1.8 This Core Strategy document represents an important stage as it is the initial opportunity to see drawn together information from the evidence base, previous consultations seeking views on how the area should develop and what is important to local residents, and the views of the wider business community and other agencies and organisations that have a relationship with the area.

1.9 This report is still a consultation Core Strategy and represents the Regulation 27 stage in the Core Strategy process. It is published for a 6 week period of consultation and follows the rules and regulations set out for the process. It will be published for a statutory 6 week period. Following which representations and comments will be considered, if necessary changes made to the document before it is considered by the Council for formal submission the Secretary of State. The comments and representation received will be used to prepare an issues report for the inspector to consider as part of the statutory examination process.

1.10 The Core Strategy and the evidence base on which the Core Strategy has been constructed, has already been through numerous stages of consultation prior to this Regulation 27 stage. This involved a four-page questionnaire (see Development Strategy section) that asked for local people's views on topics such as housing, the economy, the environment and accessibility. Also as part of this, there was the opportunity to submit/ highlight sites that are potential sites for housing and employment land. Following this a consultation exercise took place in the borough at the Issues and Options[1] stage of plan production. This involved leaflets inserted into 11,000 copies of local newspapers and leaflet collection points throughout the borough. Leaflets were also downloadable online where it was also possible to fill these in.

1.11 The previous government's changes to the regulations meant that the Council had to alter how work progressed. The previous stages (undertaken under the original regulations), included consultation as part of developing an Issues and

---

[1] Unamended Regulation 25 Stage (2004 Regulations)

Options stage. This consultation did however generate an encouraging response and provided a lot of information to help inform on 'Regulation 25' stage.

The journey - involving Stakeholders in the consultation on the Regulation 25 Core Strategy

1.12 Consultation was undertaken on the Regulation 25 stage Core Strategy between August and October 2010. This set out a series of issues that the Core Strategy document was to cover and a set of potential Development Strategy options which gave three options for where development could be located in the borough, formulated from the evidence base work undertaken to date.

1.13 The results of this consultation indicated that no preferred option could be taken forward to the Regulation 27 consultation stage and that further work on additional, alternative options was necessary.

1.14 As a result a further 5 alternative Development Strategy options were developed, based upon ideas and information submitted into the Regulation 25 stage consultation. These options were set out, alongside the original 3 options, in a document titled 'Generation of Alternative Development Strategy Options'. Consultation was then undertaken on this document for a 6-week period between 29th June 2011 and 12th August 2011. Although this work and consultation was an additional stage of Core Strategy formulation, this still forms part of the Regulation 25 stage. It is a required element of the Town and Country Planning (Local Development) (England) Regulations 2004 that the Local Planning Authority notify and invite representations from those consultation bodies that they consider appropriate, or those that may have an interest in the subject of the proposed DPD, which in this case is the Core Strategy. The invitation to make representations relates to what the DPD ought to contain.

1.15 Ribble Valley Borough Council therefore provided the opportunity for any organisations or persons in or out of the borough to submit representations into the Core Strategy process by:

- opening a 6 week consultation response period between 29th June and 12th August 2011

- running a planning drop in day, which was advertised in the press, between 10am and 7:30pm on 27th July 2011 offering the opportunity for all interested parties to speak one on one with members of the Forward Planning team, and ask questions

- making the Generation of Alternative Development Strategy Options report available at all libraries in the borough, the Council Offices, the Station Buildings in Longridge and available for loan from Parish Councils

- publishing the report and both a downloadable response form on the Council's website and creating a summary and link from the Pennine Lancashire Feedbackonline website

- producing a poster to advertise both the consultation and the planning drop in day, with information on how to get involved in the consultation process

- publishing numerous press releases in the local press, including the Clitheroe Advertiser and Times, the Longridge News and the Lancashire Evening Telegraph to give details on both the consultation itself and also the planning drop in day

- writing to all Parish Council Clerks in and adjacent to the borough, all borough Members and to all contacts on the LDF consultation database (over 2000 contacts) and

- sending out notices informing local residents of the consultation via a Royal Mail postal drop. This reached approximately 90% of all households in the borough.

1.16   This, in addition to the Summary of Representations received at Regulation 25 document published in March 2011, satisfies Regulation 30 (1) (d) (iii) and (iv) of the Town and Country Planning (Local Development) (England) Regulations 2004, which requests a statement setting out a summary of the main issues raised by the representations made pursuant to [Regulation 25] and how any representations made pursuant to [Regulation 25] have been taken into account.

1.17   It is important to remember that, in accordance with the regulations, the invitation to make representations at the Regulation 25 stage relates to what issues and information the Core Strategy should contain and therefore changes to approach in future Core Strategy production will only be affected by representations which relate to content or queries of 'soundness'. All representations that relate to the proposed content of the Core Strategy have been logged and considered and information included in the Regulation 27 Core Strategy, where appropriate.

How does the Core Strategy link in with the SA/SEA/AA?

1.18   Prior to work beginning on the Core Strategy, Consultants[2] were appointed to undertake Sustainability Appraisal (SA) scoping work for the LDF. A Sustainability Appraisal ensures that the approaches taken are the most sustainable, socially, environmentally and economically.

1.19   During the Issues and Options consultation stage of the Core Strategy, which was undertaken in October to December 2007, Ribble Valley Borough Council produced a Sustainability Appraisal scoping report for the Core Strategy, which was

---

[2] Hyder Consulting UK Ltd.

subject to a five-week statutory consultation period. Following this, representations were made by all of the three statutory consultees, which stated that they had no comments to make on the SA at this stage.

1.20 Following the amendments to the 2004 Regulations in 2008, it was felt that the Sustainability Appraisal scoping report needed to be refreshed to update the changes in the policy context and local characteristics. Therefore, an updated version of the SA Scoping report was produced, undertaken by consultants on behalf of the Council. The updated scoping report has again been re-sent to the three statutory consultees, and is also published on the Council's website for comment by other interested parties.

1.21 Following consultation on the regulation 25 Core Strategy consultation report, a Sustainability Appraisal workshop will take place. This will assist in the completion of the final SA report in terms of assessing options and sustainability. A Strategic Environmental Assessment (SEA) must also be undertaken where there are anticipated significant environmental effects. As the Core Strategy covers a variety of issues over a large spatial area it is anticipated that this will be the case. The SA will be combined with the SEA and a document will be produced which satisfies the requirements of both. In accordance with the Habitats Directive, as set out below, a screening exercise will also be undertaken to determine if the Core Strategy is likely to have significant effects on the two European sites designated for their special conservation interest within the borough area. This will determine if Appropriate Assessment (AA) of the Core Strategy will be necessary.

"Directive 92/43/EEC (the Habitats Directive) on the Conservation of Natural Habitats and of Wild Fauna and Flora requires that any plan or project not directly connected with or necessary to the management of a designated habitats site, but likely to have a significant effect thereon, either individually or in combination with other plans or projects, is to be subject to an Appropriate Assessment (AA) of its implications for the site in view of the site's conservation objectives"[3]

1.22 This will be undertaken simultaneously with the SA and SEA and is available for comment in parallel with this Regulation 27 (Core Strategy publication version) stage.

---

[3] As set out in the Ribble Valley Core Strategy Sustainability Appraisal Scoping Report

Self Assessment and Infrastructure Plan

1.23 The Core Strategy must meet the tests of soundness that are set out in guidance. These tests are used to ensure that the Core Strategy produced is robust and justified.

To be "sound" a Core Strategy should be JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY.

"JUSTIFIED" means that the document must be:

- Founded on a robust and credible evidence base
- The most appropriate strategy when considered again the reasonable alternatives

"EFFECTIVE" means that the document must be:

- Deliverable
- Flexible
- Able to be monitored

Extract taken from PPS12: Local Spatial Planning

1.24 As part of the process the Council will perform a self assessment to support the Regulation 30 (submission stage) Core Strategy documents. Soundness will be subject to consideration at the examination in public.

2 UNDERSTANDING THE AREA

2.1 It is an important and vital component of the process to understand the area for which we are seeking to create a forward-looking plan. To do this we have examined a wide range of considerations and looked to a number of sources of information to help inform this understanding.

A spatial portrait of Ribble Valley

2.2 The high quality environment of the Ribble Valley is what makes the area so special. It is also what makes people want to live and settle here permanently, what makes them want to work here and what makes them want to spend their leisure time here. Situated in North East Lancashire, and, with an area of 585 square kilometres, it is the largest district in the County of Lancashire. It is at the centre of the British Isles and often referred to as the Centre of the Kingdom.

2.3 The Borough has a population of around 58,000 with a third of the population aged 65 and over.[4] The large area, but small population, results in low population density with an average of less than one person (0.9) per hectare.[5] This is more in line with parts of the Yorkshire Dales and Cumbria than adjoining parts of Lancashire. This figure varies greatly across the borough however, ranging from 34 persons per hectare in the Primrose ward (Clitheroe), to 0.1 persons per hectare in the settlements of Bolton by Bowland, Newton and Slaidburn.

---
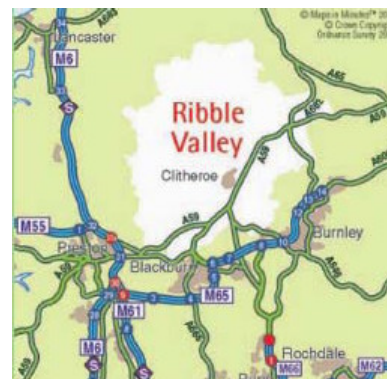
[4] Office of National Statistics (ONS) June 2011 (mid year estimate – 19,400 people)
[5] 2001 Census data
Core Strategy Reg 27 draft v6.doc

Urban-Rural Classification[6]

2.4 Illustrating this make up is the adjacent chart which uses the DEFRA urban/rural classification to highlight the pattern of settlements in Ribble Valley. Adjacent districts in Central and Pennine Lancashire are much more urban in character, with Ribble Valley arguably having more in common with places like rural Wyre, Lancaster and Craven in Yorkshire.

2.5 Facts and figures aside, the Ribble Valley is characterised by and is loved for its rural quality with over 40 picturesque villages, each with its own character and identity. Many have ranked highly in best-kept village and hamlet competitions and all are characterised by the picturesque countryside, ranging from breathtaking fells and wooded valleys to picture postcard streams and meandering country lanes. So high is the quality of the landscape that over seventy percent of the Ribble Valley has been designated as an Area of Outstanding Natural Beauty (AONB).

2.6 Clitheroe remains the main administrative centre having 15,038[7] inhabitants and lies at the heart of the Borough, whilst Longridge, with its population of 8,253[8] is the other main town lying to the west and Whalley has a population of 4,115[9]. These larger Service Centres of the borough are home to eye-catching boutiques, cafes, farm shops and family

---
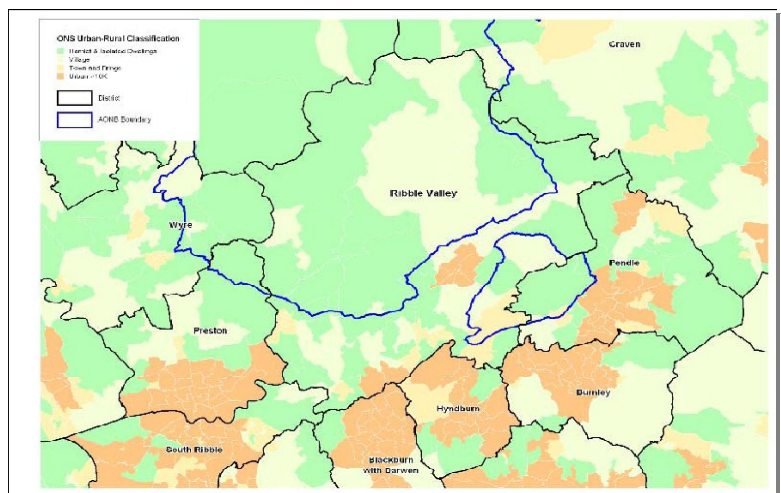
[6] Office of National Statistics (ONS)

[7] Office of National Statistics (ONS), ward population estimates mid 2007

[8] Office of National Statistics (ONS), ward population estimates mid 2007

[9] Office of National Statistics (ONS), ward population estimates mid 2007

attractions, all of which, combined with the magnificent landscape, provide residents and visitors to Ribble Valley with the variety and warm sense of place which makes the borough uniquely special.

2.7   Despite the beautiful and peaceful countryside, so popular with walkers and photographers, this is no sleepy backwater. Gisburn Forest, listed as the 14th best winter break[10] attracts cycling enthusiasts from all over the country. The forest itself attracts 30,000 visitors a year[11] and, since the opening of the Gisburn Mountain Bike Trails in 2009, now provides thrill-seekers and families alike with an exhilarating and energetic day out. Ribble Valley also offers an array of bridleways, excellent fishing, dry-slope skiing, gliding, hot air ballooning, quality leisure centres and golf courses, one of which is rated as one of the finest inland courses in the Northwest of England[12]. Over 40 annual events are held across the borough attracting tourists from far and wide such as the Whalley Pickwick Night, the Clitheroe Food Festival, the Ribble Valley Jazz Festival and a range of highly regarded agricultural shows.

2.8   As would be expected with such a rural area, Ribble Valley can proudly boast about it's natural environmental assets. Large parts of the borough's Countryside can be accessed through extensive footpath networks, cycle ways and bridleways, further extending opportunities for enjoying the areas natural green space. There are 39 Biological Heritage Sites, 6 Sites of Special Scientific Interest (SSSIs), accessible countryside plus more formal open spaces and children's play areas. The area is rich with assets that contribute to the quality of life the area offers.

2.9   Equally impressive is Ribble Valley's unique built heritage. Across the borough there are 21 Conservation Areas and over 1000 Listed Buildings. The Ribble Valley village of Ribchester is particularly special as it is built on the site of a

---

[10] The Forest of Bowland's Pub Pedlar was listed as 14th in the Independents Top 50 winter breaks

[11] Ribble Valley Explorer (2010) published by the Clitheroe Advertiser and Times in association with Ribble Valley Tourism

[12] Ribble Valley Explorer (2010) published by the Clitheroe Advertiser and Times in association with Ribble Valley Tourism

Roman station and is home to a superb museum, housing information and artefacts relating to Roman life. Both Whalley and Sawley are also home to Cistercian Abbeys, Billington dates back to Saxon times and a pre-historic burial site was discovered at Worston. Historic heritage aside, the high quality built environment is so exceptional that the borough has played host to many visiting film and TV crews over the years, with Downham, which was used as the set for the film 'Whistle Down the Wind' and the BBC TV drama 'Born and Bred', being one of the most visited villages in the Ribble Valley. A key requirement of the Core Strategy will be that these special characteristics of the area are preserved for future generations, whilst ensuring appropriate development is facilitated.

2.10 In addition to the environmental and historic qualities, which make the area special, the borough holds its own when it comes to the economy. The area has a mixed economy, un-reliant on one industry alone, that contributes to a consistently low rate of unemployment. Significantly however it is also a characteristic that many people who live in the area are employed outside the borough. Given the rural nature of the area it is not surprising that agriculture is one of the top employers throughout the District. However there is a diversity of employers with major national and multi-national companies such as Hanson Cement, Johnson Matthey and BAE Systems, representing examples of larger scale manufacturing activity in the Borough.

2.11 Despite the borough's mixed and consistently high performing economy, its rural nature has resulted in many residents having to travel out of the borough to work. This is particularly prevalent in the Wilpshire ward, which is located on the Blackburn with Darwen boundary, where 80%[13] of the working age population commute outside the borough for employment purposes. Although this is not necessarily representative of the whole of the borough, in most wards at least 20% of the population travel out of the borough to access employment opportunities. It does however highlight that the Ribble Valley is such an attractive living environment that so many residents are prepared to travel in order to access suitable work to remain living in the borough.

---
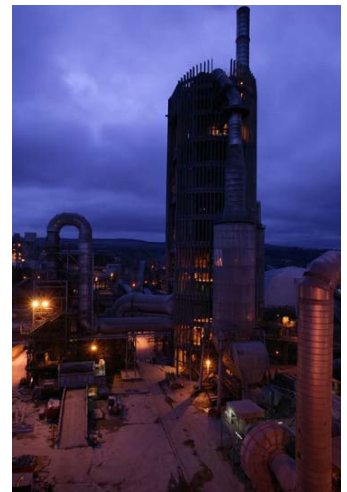
[13] Data taken from Ribble Valley BC Settlement Audit (2006)

2.12 Migration is also seen to exist on other levels with analysis undertaken for the LDF[14] and LDF evidence base documents which has given weight to the growing theory that the borough is experiencing increasing in-migration of wealthy people. Evidence shows that these people are able to buy rather than rent their homes, thus pushing up the price of houses to buy. This has dramatic implications for the indigenous population of Ribble Valley who are finding it increasingly difficult to afford their own homes, and may be forced to move to other less expensive boroughs. This effect is exacerbated by the readily available supply of cheaper homes to buy in surrounding boroughs in Pennine Lancashire. These are all issues that the Core Strategy needs to address to ensure that the Ribble Valley will be an area where new development will meet the needs of the area for growth. In turn this will ensure that the high quality of life for which Ribble Valley is so loved will be maintained to ensure the special characteristics of the area are preserved for future generations.

Ribble Valley Commuting Flows Map: -

Source: 2001 Census and NLP Analysis

---
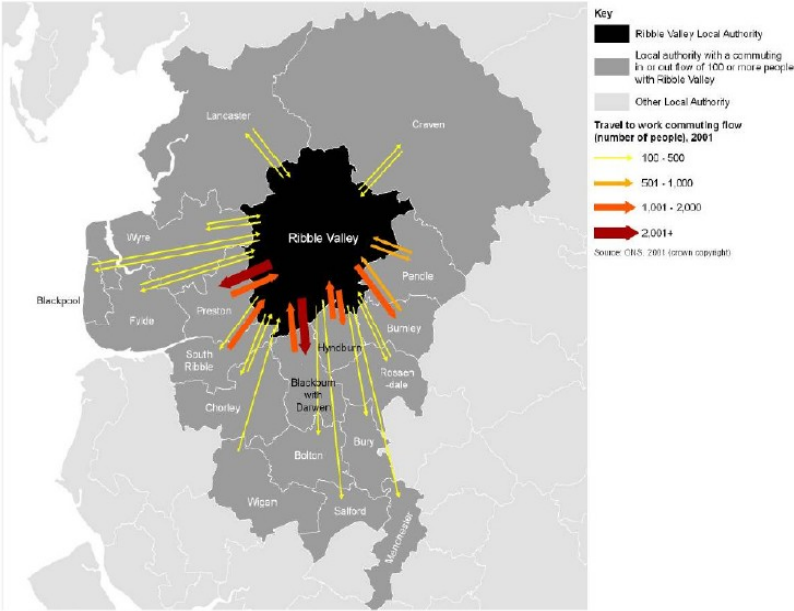
[14] Ribble Valley BC Annual Monitoring Report (AMR)

2.13   Helping to make the area economically successful are the excellent communication links that open up the Ribble Valley to the rest of the country. The A59 is a main route across the Borough from the west coast through to the east, linking directly to the M6 and serving access routes to the M65 motorway. Main line rail services are available from Preston, which is only 30 minutes from Clitheroe and to Manchester, which is only just over an hour away. In addition Manchester Airport is only an hour away from Clitheroe and provides links to over 200 destinations worldwide. The rapidly expanding Blackpool International airport is less than an hour away and Leeds Bradford International Airport to the East is a little over an hour away, both providing a convenient gateway to many national and international destinations.

Key issues and challenges to be addressed within the LDF

2.14   The evidence base, as well as the information that has come out of the Regulation 25 Issues and Options stage[15], has highlighted a number of issues in the borough that should be addressed as part of the Core Strategy. These include:

- Focus of development
- High and unaffordable house prices
- Retaining the high quality environment/ protection of the AONB and Green Belt
- Sustainable villages
- Travelling out of the borough to access work
- Employment
- Loss of the young population from the borough

LDF Evidence Base

2.15   Policies within this Core Strategy and related Local Development Framework documents must be based on a sound, credible and robust evidence base. Ribble Valley now has this in place and is adding additional relevant documents to this as and when it is deemed necessary. The documents that are in place are also kept up to date as detailed below.

---

[15] Un-amended Regulation (2004 Regulations)

2.16   **Strategic Housing Market Assessment (SHMA)**

The first SHMA was undertaken throughout 2008 and was published for comment in September 2008 and adopted in December 2008. The document focuses on the type and tenure of housing available in the borough, whether there is a surplus or shortfall of housing (and of which type) and what actions should be undertaken in the future to ensure that there is sufficient suitable housing in the borough to match the needs and aspirations of residents. The SHMA also focuses on the issue of affordability and if further provision needs to be made to meet the required need. The SHMA, which is available to view at www.ribblevalley.gov.uk, will be updated regularly to ensure any major changes in situation are considered.

2.17   **Annual Monitoring Reports (AMR)**

The Council has published a series of AMR's which can be viewed on the Council's web site. They provide an important vehicle to monitor policy and to understand how development has come forward.

2.18   **Housing Requirements Review**

In response to the proposals to abolish regional plans the Council commissioned Nathanial Lichfield and Partners to undertake a review of housing requirements and to provide advice to the Council to help it determine an up to date housing requirement against which to plan for.

2.19   **Sustainability Appraisal**

Hyder Consulting have worked alongside the Council to provide advice and testing of the preparation of the Core Strategy in accord with the applicable regulations.

2.20   **Infrastructure Plan**

The Council has engaged with a wide range of infrastructure bodies to help identify the need for additional infrastructure at a strategic level and to ensure that the principles for the development strategy can be attained.

2.21 **Open Space Assessments**

Within the evidence base the Council has undertaken a number of surveys and assessments of open space to gain an understanding of our open space provision, facilities and ways in which residents' needs are met. There is a wide range of sources of information available to inform the Council's approach.

2.22 **Strategic Housing Land Availability Assessment (SHLAA)**

The first SHLAA undertaken by Ribble Valley in 2008 underwent various stages of public and stakeholder involvement. Since a pre-Issues and Options consultation that took place in April 2007, sites for consideration in the SHLAA were submitted to the Council for consideration in the exercise. In March 2008 a final call for sites exercise was undertaken which marked the end of site submission. The methodology of the SHLAA was approved by Planning and Development Committee in September 2008 and was made available for comment at the Council Offices and on the Council website for 6 weeks following this meeting. As part of this methodology, survey work on each of the sites was undertaken to establish which of the sites met the criteria for inclusion. A report was compiled and the survey results made available for comment. Comments received were then considered and a final SHLAA report was published in November 2009.

2.23 **Employment Land and Retail Study**

This study was undertaken on behalf of the Council by consultants. The study looks in detail at the provision of employment and retail land in the borough, the condition and whether there are any constraints on this that might need to be considered in the LDF. The study also incorporated a retail health check to help highlight any areas for LDF consideration. The study will be regularly updated as and when new information is required or data become out of date.

2.24 **Strategic Flood Risk Assessment (SFRA) Level 1**

Planning Policy Statement 25 – Development and Flood Risk, requires local authorities to produce a SFRA for their area. SFRAs provide the essential information on all local flood risks, taking the effects of future climate change into account

and allows local planning authorities to plan future land allocations and develop policies to enable sensible development control decisions that minimise flood risk. PPS25 recommends a staged approach to developing SFRAs. In local authority areas where flooding is not a major issue and where development pressures are low, a less detailed approach will be required relative to that necessary in areas where there is high development pressure and flooding is a significant issue. After discussion with the Environment Agency, it was considered that the current overall levels of development pressure and the degree of flood risk relative to potential development land in the borough indicate that a Level 1 SFRA is appropriate for Ribble Valley at this time. The authority completed a draft SFRA for Ribble Valley in January 2009; this has since undergone consultation and was adopted in May 2010.

2.25   **Settlement Audit**

The Settlement Audit of Ribble Valley was initially published in 2006. Survey work began in the year before and culminated in a detailed document that contains key statistics about the borough such as community facility provision and housing and employment figures. Where the first Settlement Audit involved an on foot survey of the borough to help identify potential development land this will not be repeated in future Settlement Audits and this part of the work will now be undertaken as part of the SHLAA and the Employment Land and Retail Study review.

2.26   **Ribble Valley Economic Strategy**

The Ribble Valley Economic Strategy outlines the Council's economic aims and objectives to contribute to sustainable, successful businesses environment and a thriving rural economy in Ribble Valley. The document also provides a framework for partnership working, supporting and influencing the strategies, priorities and the resource allocation of others operating in the field of economic development across Ribble Valley and the wider region. The Strategy sets out desired outcomes around 5 key themes: Regeneration and Economic Development, Business Support and Development, Infrastructure and Communications, Image, Marketing and Promotion and Employment and Skills. Local action plans are being prepared for Clitheroe, Longridge and Whalley.

2.27   **Pennine Lancashire Local Development Strategy**

The Pennine Lancashire Local Development Strategy (LDS) aims to ensure a focus for the sustainable rural development of Pennine Lancashire from 2009 – 2013 as part of the Rural Development Programme for England (RDPE). The RDPE is a jointly funded multi-million pound investment programme by the UK Government and the European Union to safeguard and enhance the rural environment, improve the competitiveness of the agricultural and forestry sectors, foster competitive and sustainable rural businesses and thriving rural communities. Pennine Lancashire

is a partnership between the local authorities of Blackburn with Darwen, Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale. The Strategy describes the activities that will be undertaken by the Pennine Lancashire Local Action Group with the involvement of local people and local businesses, and organisations across the public, private, community and voluntary sectors, to work together for the long-term benefits of rural Pennine Lancashire.

2.28 **Background Paper: Transport Position Paper**

While the Authority is not the transport authority for the area it is important that the LDF evidence base contains an up to date summary of the many transport plans and strategies produced by other bodies that affect the LDF. The transport position paper published in July 2008 summarised the situation regarding national, regional, sub-regional and local transport related policy, which affects the Borough both directly and indirectly and considers bus, car, rail, community transport, cycling and pedestrian travel. The paper describes the current state of various transport-related strategies and programmes that will affect the borough in the short and medium term. It also outlines planned and possible future developments by various relevant organisations. It will form a part of the evidence lying behind future transport policy in the borough.

2.29 **Ribble Valley Housing Needs Assessments**

As at February 2012, 90% of the borough had been assessed in terms of Housing Needs. These assessments involve all households of the relevant settlement being sent a questionnaire that includes questions on the type and tenure of housing which individuals would be looking for in the next few years. This provides valuable information on the future housing needs of a settlement and is particularly useful in feeding into the SHMA and also when dealing with applications for the provision of affordable housing.

2.30 **Gypsy and Traveller Accommodation Needs Assessment**

Following the Housing Act in 2004, local authorities have been preparing to develop and implement strategies to respond to the accommodation needs of the gypsy and traveller communities living in their areas as part of their wider strategies and the Regional Housing Strategy. As part of this, Ribble Valley is required to prepare a Traveller Accommodation

Assessment. This piece of work was published in March 2008 and was undertaken by consultants[16] with the assistance of a Government grant.

The report indicates the estimated requirements for additional pitches. In total it is estimated that between 2007 and 2012, five additional pitches will need to be accounted for with an additional pitch between 2012 and 2016. The total additional needs for transit provision is given as six caravans. This information will need to be taken into account when assessing the relevant Housing Strategy and in determining policies towards pitch provision as required by current legislation. Policies on this can be found in the Housing section of this Core Strategy.

2.31   **Conservation Area Appraisals and Management Guidance**

The Planning (Listed Buildings and Conservation Areas) Act 1990, Section 69, states that every Local Planning Authority shall from time to time determine which parts of their area are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, and, shall designate these areas as conservation areas. Section 69 of the Act also states that it is the duty of the Local Planning Authority from time to time to review the past exercise of functions under this Section and to determine whether any parts or any further parts of their area should be designated as conservation areas. Section 71 states that it is a duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

In compliance with this Act, PPS5 and English Heritage guidance a report was considered by Ribble Valley Borough Council's Planning and Development Committee in April 2007 setting out new conservation areas to be adopted, extensions to boundaries of existing conservation areas and the adoption of conservation area appraisals. Management Guidance was also amended following public consultation.

2.32   **Ribble Valley Settlement Hierarchy**

In December 2008 Ribble Valley Borough Council adopted a settlement hierarchy for the area. The settlement hierarchy is designed to assist in making decisions about the scale and future location of new development across the Borough.

---

[16] Ribble valley Gypsy and Traveller Accommodation Needs Assessment, Salford Housing and Urban Studies Unit, University of Salford (2008)

The hierarchy forms an important part in deciding which rural settlements should be the focus of new development as a part of ensuring that any such development is socially, environmentally and economically sustainable.

For all the defined settlements in the Borough, the current level of services and facilities in terms of employment, transport and accessibility, convenience, community, health and education are considered, and these are combined with a consideration of demographics, house price indicators, employment and commuting patterns.

The hierarchy is important in terms of feeding into this Core Strategy as it assists in drawing out the possible location of future development.

2.33   Clitheroe Town Centre Masterplan

In June 2010 the Council formally adopted the Clitheroe Town Centre Masterplan. This work is intended to provide a framework for sustaining and promoting growth in Clitheroe. It sets out a number of approaches including potential development areas and townscape improvements. Developed over a period of 12 months consultants established a baseline of evidence, then developed a series of options and approaches to addressing the challenges faced by the centre. The proposals were subject to widespread public consultation.

2.34   Longridge Action Plan

Work has been undertaken in partnership with local interest groups to develop a range of actions to drive forward the potential of Longridge as a key service centre. Actions relate to a range of economic and regeneration activities and include actions to look at retail strengthening and the identification of development opportunities. The action plan was adopted in June 2010.

2.35   Whalley Action Plan

Work has also been undertaken in partnership with relevant groups in Whalley to develop an action plan, endorsed by the Chamber of Trade and Parish Council. Actions relate to a range of economic and regeneration activities and include actions to look at retail strengthening and the identification of development opportunities. Measures include a range of projects to support the vibrancy of the village centre.

2.36   **How the evidence base forms part of the LDF**

Appendix B contains a diagram of LDF production and how this relates to the formulation of the overall development plan for the Ribble Valley. It highlights the breadth of issues and topic areas that the LDF needs to address. As a result, an overall vision for the LDF has been formulated to outline its aims.

3 SETTING A VISION FOR THE AREA

3.1 A key function of the Core Strategy is to express a vision for Ribble Valley based on what people tell us through consultation they consider to be important for the area and to them. Our understanding of the area is consequently developed from this work and by exploring the evidence base.

3.2 The vision should reflect that of the Sustainable Community Strategy (SCS) as it will ultimately drive the development strategy and deliver the future shape of the area; the vision. The community should share the vision and it is important that people contribute to creating it. To date, work has been aligned with the preparation of the SCS and previous consultation stages of the Local Development Framework.

3.3 To repeat, the Core Strategy vision is clearly related to the Sustainable Community Strategy, as it is important to ensure that, as the spatial interpretation of the Sustainable Community Strategy (SCS), the Core Strategy incorporates the vision for the SCS. The agreed SCS vision is to attain:-

"An area with an exceptional environment and quality of life for all, sustained by vital and vibrant market towns and villages acting as thriving service centres, meeting the needs of residents, businesses and visitors"

Consultation work on the SCS vision confirmed that this vision was justified and that the people in Ribble Valley are proud of their 'uniqueness' and that they value their heritage. The Core Strategy vision therefore mirrors the SCS vision with expansion of what this means in terms of spatial development.

The Core Strategy Vision

3.4 **The Ribble Valley will be an area with an exceptional environment and quality of life for all, sustained by vital and vibrant market towns and villages acting as thriving service centres, meeting the needs of residents, businesses and visitors.**

We will seek to create an area with unrivalled quality of place, respecting the unique natural, social and built heritage of the area.

New development to meet the needs of the area for growth, services and quality of life will be managed to ensure the special characteristics of the area are preserved for future generations.

3.5 It is important to establish a vision that is ambitious. As an attractive area, with pressure for growth, managing the development that the area is likely to face will be a challenge if the attractive features people enjoy are to be protected, thereby preserving the very character of the area that makes the Ribble Valley the area that it is.

3.6 The vision sets out what the Council understands from its evidence gathering through research and enquiry with the community and what the community seeks.

3.7 In essence by 2028, Ribble Valley would be an area that can still demonstrate an exceptional environment and quality of life for all. This would be supported by vital and vibrant market towns and villages acting as thriving service centres, meeting the needs of residents, businesses and visitors. This will require growth facilitated in a way that balances the need for development with the need to conserve the quality of the environment. The competitiveness and productivity of local businesses will be improved by safeguarding and promoting local employment opportunities and ultimately reducing the proportion of out-commuting. The economy will therefore have diversified by encouraging and supporting a broader range of business sectors.

3.8 Housing within the borough will continue to be high quality and choice will have been widened, with a proportion of affordable housing incorporated into the majority of developments. The supply of affordable and decent homes in the borough will be matched with the identified housing need and there will be a suitable proportion of housing meeting local

needs. Neighbourhoods in the Ribble Valley will be sought after locations by building cohesive communities, promoting community safety and considering access for all by ensuring that no group is prevented from accessing mainstream services and facilities. The housing market will have opened up for the younger population, which, combined with improved employment opportunities, will have resulted in a reduced proportion of the young generation leaving the borough to access cheaper and suitable housing and employment opportunities.

3.9 The physical, social, environmental and economic regeneration of Clitheroe, Longridge and Whalley will be supported together with existing retail businesses, whilst also ensuring a high quality retail offer in the key service centres and smaller village settlements. Improvements will have been made in accessibility to key services through pedestrian and non-motorised access to new development, ultimately increasing the demand for public transport. The most important environmental assets will have been protected and where development has taken place, this will contribute to local, regional and wider sustainable development and have considered sustainable construction principles with high-quality design principles at the heart of the new development. Design quality will continue to be a key consideration and the high standard set will have become the norm for all development. The biodiversity of the district will continue to be protected with waste reduction, recycling and energy efficiency being promoted.

Strategic Objectives

3.10 To help deliver the vision a number of Strategic Objectives will underpin the Council's approach, as set out below.

3.11 **Respect, protect and enhance the high quality environment and biodiversity in the borough**. A large proportion of the Ribble Valley falls within an Area of Outstanding Natural Beauty, it has two Local Nature Reserves, thirteen priority habitats and species and sixteen Sites of Special Scientific Interest (SSSI). Protection and conservation of these will form an important part of the Development Strategy. In addition the area has a rich built heritage with the most significant elements protected through Conservation Area and Listed Building designations.

3.12 **Match the supply of affordable and decent homes in the borough with the identified housing need**. Ribble Valley Borough Council has been undertaking Housing Needs Surveys in the borough since 2004. Initially these were focused on the main settlements of the borough where the population concentrations are greatest and then these were undertaken on other settlements within the borough. As at February 2012, 90% of the borough had been assessed for housing need with a requirement for those initial surveys of 2004 to be redone. The Housing Needs Surveys are an invaluable resource in informing the Strategic Housing Market Assessment and the Strategic Housing Land Availability Assessment (SHLAA) alike, to ensure that demand is recognised and supply matches this in the locations identified. They are important for informing our land supply for the next 5 years, year 6-10 and where possible years 11-16.

3.13 **Ensure a suitable proportion of housing meets local needs**. The information contained in the LDF evidence base assists in ensuring that this is made possible. The Strategic Housing Market Assessment (SHMA) is the most appropriate way of doing this as it incorporates information from the Housing Needs Surveys and combines this information with future population and household projections. Linking this information with the SHLAA in LDF policies assists in highlighting where the housing to meet local needs is required to be located.

3.14 **Improve the competitiveness and productivity of local businesses by safeguarding and promoting local employment opportunities**. This is important to the Ribble Valley as it one of the major issues facing the borough. Although the Ribble Valley is seen as an attractive place to live, there are a limited number of employment opportunities available in the borough, which results in a high level of daily out commuting to access employment opportunities. Through improving the competitiveness and productivity of local businesses by safeguarding and promoting local employment opportunities, this trend should be reversed or at least lessened giving the borough a competitive employment market, which can compete with nearby boroughs such as Preston and Blackburn.

3.15 **Ensure neighbourhoods are sought after locations by building cohesive communities and promoting community safety**. This will be delivered through development management policies ensuring high standards of design having regard to initiatives such as designing out crime, appropriate tenure mix, landscaping and location.

3.16 **Support existing retail business whilst improving the retail offer by ensuring the vitality and viability of the retail areas are considered**. The issue of retail in the Ribble Valley is an important one and is closely linked with tourism and investment. The need to secure a high quality and diverse retail offer is important, as this will attract businesses and people alike. Measures to reduce the loss of resident's spend to nearby towns and cities for their shopping is vital to ensure the future of the market towns of the Ribble Valley.

3.17 **Co-ordinate, innovate and diversify sustainable tourism, building on our strengths and developing new initiatives**. Tourism was identified at the Issues and Options stage of developing the Core Strategy following intensive consultation as an area that should be developed. In order to achieve successful tourism development however it is necessary that the reasons people visit the Valley in the first place is not destroyed. The outstanding natural beauty of the Ribble Valley attracts high numbers of visitors each year and tourism development in the future should be sympathetic to this. The concept of sustainable tourism is one that allows development that will not prejudice the natural environment and reason for potential tourism in the first place.

3.18 **Improve accessibility and service delivery to address rural isolation**. In a predominantly rural area like the Ribble Valley, this is an important issue that should be given high priority. The Settlement Audit assists in highlighting the services that can be found in certain locations and as a result indicates where there may be a short fall of services. Access to services, support for local employment and affordable housing will all contribute to sustainable villages.

3.19 **Contribute to local, regional and wider sustainable development**. The overall Development Strategy will incorporate these aims. Development should be located where opportunities to reduce the use of the car can be encouraged. This issue has been gaining in importance over the past few years and has even been linked to issues such as overcoming obesity through the design of and location of developments. Facilitating employment growth in the area and providing more affordable housing will be key themes in addressing sustainability in the borough.

4 DEVELOPMENT STRATEGY

Strategic Spatial Policies

4.1   Background

The Core Strategy must be the most appropriate Strategy when considered against reasonable alternatives. To determine the Development Strategy for the Core Strategy, a range of options have been considered through the Regulation 25 stage. Two previous consultations have been undertaken in order to develop the council's preferred option. Initially 3 options were formulated having been devised from earlier consultation and engagement work completed under regulation 25, principally as an issues and options consultation in 2007. The initial Core Strategy options for the development strategy were derived from this earlier consultation in terms of the most popular and realistically deliverable options for development across the borough.

In formulating the three potential options three spatial principles were considered that the Council would seek to achieve by the end of the plan period, namely:

- Protect and enhance the wider local environment.
- Ensuring housing supply meets the identified housing need.
- Ensure the Ribble Valley is an area where people want to, and can live, work and relax.

Consultation on these initial 3 options found that further options should be presented for consultation and therefore between June and August 2011, an alternative options document was consulted upon. These options were also formulated to reflect the spatial principles. The outcome of this consultation resulted in a large amount of useful information being submitted, from which the preferred development strategy option set out in this document has been derived.

4.2   The proposed preferred option

The majority of new housing development will be concentrated within an identified strategic site located to the south of Clitheroe towards the A59 and the main urban areas of the borough. Strategic employment opportunities will be promoted through the development of the Barrow Enterprise Site as a main location for employment, and the Salmesbury Enterprise Zone.

In general, the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to serve the development and the extent to which development can be accommodated within the local area. Specific allocations will be made through the preparation of a separate allocations DPD.

Development that has recognised regeneration benefits, is for identified local needs or satisfies neighbourhood planning legislation, will be considered in all the borough's settlements, including small-scale development in the smaller settlements that are appropriate for consolidation and expansion or rounding-off of the built up area.

Through this strategy, development opportunities will be created for social and economic well-being and development for future generations.

Is the Preferred Option one of those presented at the previous consultation stages?

4.3   No. The preferred option is effectively a hybrid approach of Option B and Option D that were presented at the alternative options consultation stage, taking account of up to date information and consideration of views raised in response to consultation.

4.4   In terms of option D, which saw a large strategic site being proposed towards the south east of Clitheroe on land referred to as Standen Estates, this option was commonly cited as respondents' preferred option when assessed against the other seven potential options during the consultation. That said, this wasn't without opposition and concerns relating to the size of the site and potential infrastructure issues that could result if the site was to be developed were also raised.

4.5   The Sustainability Appraisal options report, which assessed each of the eight potential options for their environmental economic and social sustainability highlighted only three 'key weaknesses' for option D which related to the visual impact of such a large site, the potential for additional highway pressure (although it was felt that this could be mitigated through

appropriate infrastructure planning and provision at the local level) and finally the uncertainty that results from 50% of the development being spread across the remainder of the borough with no clear indication of how much would go where.

4.6   In addressing these concerns, yet still ensuring that the benefits of a strategic site are achievable (in terms of infrastructure delivery), under the preferred option the strategic site has been reduced in terms of the scale of proposed housing. It is considered that a smaller number of houses would have a positive impact on addressing potential visual impact issues (though detailed work on this would still be needed) and also reduce the impact of potential highway concerns (though again, further detailed work on this would still be required as part of the infrastructure delivery plan and also during the Development Management process). By creating a hybrid approach of option D and B, the final SA options report concern is also alleviated as it becomes much clearer as to where the remaining development will be located across the rest of the borough.

4.7   The number of units proposed for the strategic site has been reduced to 1040 dwellings over a 20-year period. This will result in an average annual provision of 52 units per year for the site. Phasing of the development will need to be considered and this will be done through the Development Management process including the detailed preparation of associated master plans, together with development and design briefs, working with the landowner.

4.8   As stated, in effect an option 'B' is proposed in calculating the levels of the remaining development across the borough. As with option D, the Sustainability Appraisal options analysis, found this to be a sustainable approach to development, with only one 'key weakness' being identified, which related to the need for highways investment in Longridge being required to accommodate the level of growth option B would result in. The SA options report also highlighted a requirement for cohesive working with Preston City Council, which is already taking place.

4.9   In terms of taking forward the hybrid approach, the option B element would see development distributed primarily according to population distribution of the key settlements, reflecting the calls for an equitable and fairer distribution of development raised during the consultation at the Regulation 25 stage of production. This approach places 35% of the required development into the settlements of the borough not classified as a service centre.

4.10   In creating the hybrid approach based on the two options this 35% distribution has still been applied to the other settlements and the population distribution approach has been applied to the key service centres. The strategic site has also been factored into the revised calculations and, due to its close proximity to the settlement of Clitheroe, has been considered when calculating the distribution of housing number for Clitheroe, albeit still based upon a population distribution model. This approach also significantly reduces the amount of development proposed for Longridge, thus addressing the 'key weakness' raised as part of the SA options analysis.

4.11   The impact of this strategy in relation to the strategic pattern of distribution is detailed in Appendix 2 to the Core Strategy. In summary this development strategy means that the following distribution of housing results in:

Location	Residual number of houses required for each settlement [17]
Clitheroe	348
Longridge	560
Whalley	243
Other settlements	816
Standen	1040
Total	3007

In relation to employment land, under the preferred strategy, it will continue to be possible to accommodate the minimum required level of land for economic development (9ha over the remainder of the plan period). It is considered that provision can be included within land at Standen to the south of Clitheroe to generate a mixed development opportunity as well as the opportunity to bring other sites forward to protect choice of locations. The existing site at Barrow Enterprise Park would continue in its role as the borough's principle strategic location for employment. The Governments recent announcement regarding the designation of an Enterprise Zone at Salmesbury, which includes land within both Ribble Valley and South Ribble will offer the potential to support and strengthen the economy. Through specialist investment it will provide an opportunity to develop further the economy of the Ribble Valley through service and supply chain growth and is recognised as a strategic site. Under the neighbourhood planning legislation, it would also be possible to bring forward land for economic development where there are demonstrable regeneration benefits and in locations where local communities would like to see development take place.

---

[17] As at 1st October 2011 – all applications that have been approved since will reduce this number.
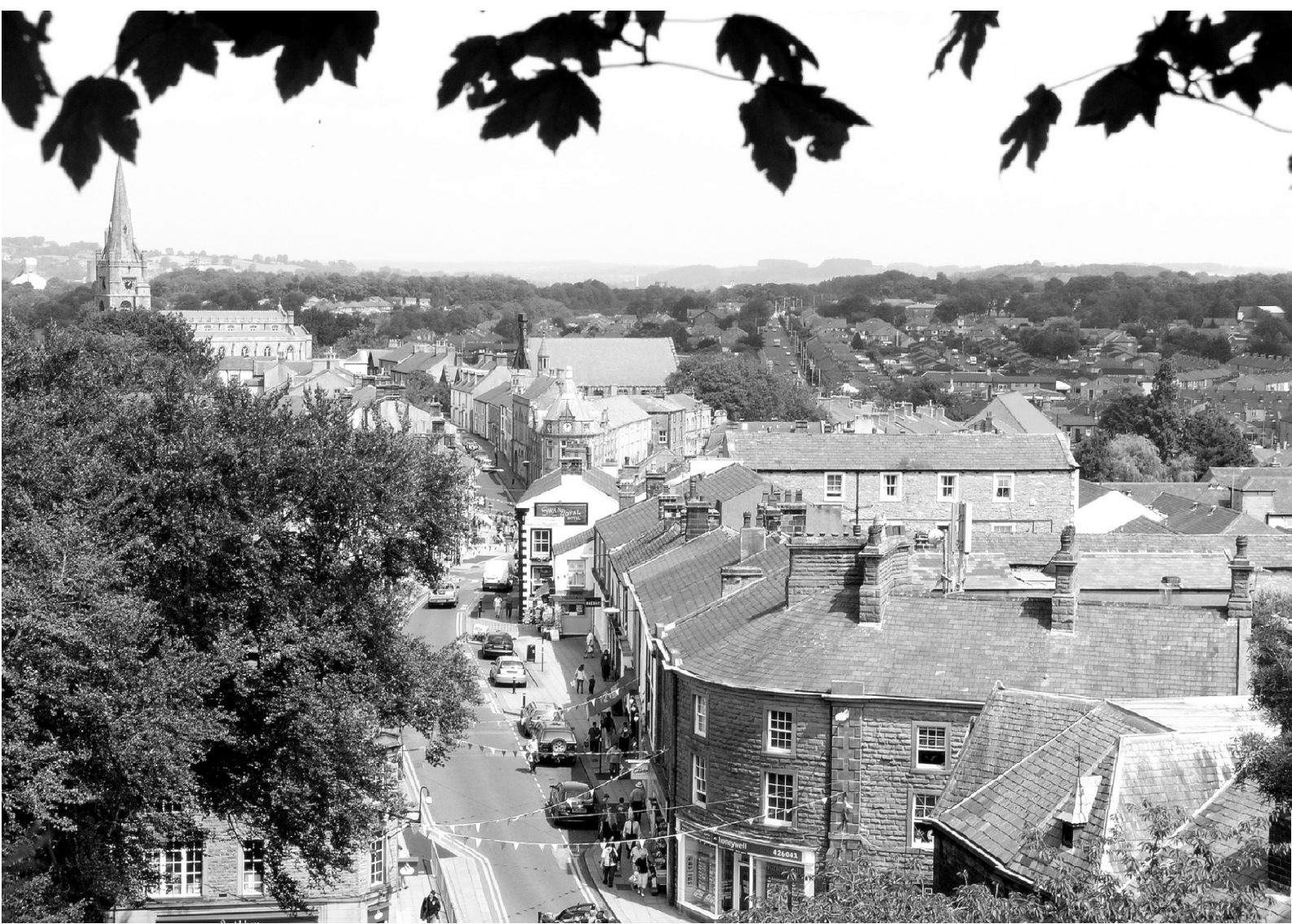
5 ENVIRONMENT

Strategic Spatial Policies

A number of designations exist that serve to protect the high quality environment enjoyed across the Ribble Valley. The Council is keen to ensure that appropriate measures are taken to enable this asset to be protected. Whilst there is not an extensive area of statutory Green Belt the areas that exist are valued and their general extent will be protected. There are no planned strategic reviews of green belt proposed within Lancashire and fundamentally there is a presumption against exceptional substantial strategic change at this time.

> **KEY STATEMENT EN1: GREEN BELT**
>
> The overall extent of the green belt will be maintained to safeguard the surrounding countryside from inappropriate encroachment. The development of new buildings will be limited to the purposes of agriculture, forestry, essential outdoor sport and recreation, cemeteries and for other uses of land which preserve the openness of the green belt and which do not conflict with the purposes of the designation.

5.1   **WHY ARE WE TAKING THIS APPROACH?**

This key statement is in line with the national policy providing the local interpretation of these national policies. It is important that the Green Belt is maintained in Ribble Valley to help preserve the character of the area. It is recognised that whilst the extent of the green belt is limited, it is complimentary to the green belt designations in neighbouring
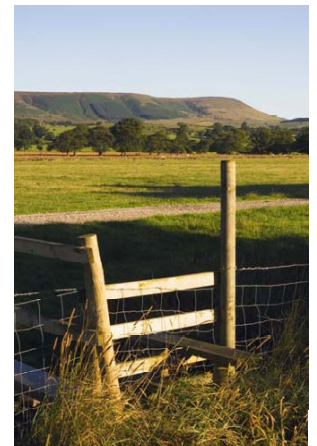
districts. Some minor changes will be considered where appropriate to rationalise the existing green belt boundaries in response to findings of the evidence base. This will be dealt with in detail through relevant development plan documents.

> ### KEY STATEMENT EN2: LANDSCAPE
>
> The landscape and character of the Forest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development will need to contribute to the conservation of the natural beauty of the area.
>
> The landscape and character of those areas that contribute to the setting and character of the Forest of Bowland Areas of Outstanding Natural Beauty will be protected and conserved and wherever possible enhanced.
>
> As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials.
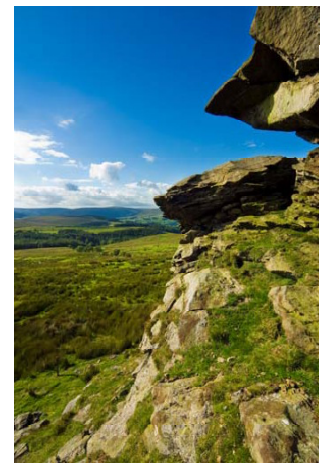
5.2   WHY ARE WE TAKING THIS APPROACH?

Over 75% of the area is designated as an Area of Outstanding Natural Beauty and outside these statutory areas the borough comprises extensive areas of open countryside much of which has an intrinsic value that contributes to the quality of the landscape in the borough. In addition the founding principle of landscape character is that all landscapes have a value. The Council considers that it is important to ensure development proposals do not serve to undermine the inherent quality of the landscape. Particular regard, consistent with the designation as AONB, will be given to matters of design and impact with an expectation that the highest standards of design will be required. The Council will also seek to ensure that the open countryside is protected from inappropriate development. Developers should adopt a non-standardised approach to design which recognises and enhances local distinctiveness, landscape character, the quality of the built fabric, historic patterns and landscape tranquillity".

KEY STATEMENT EN3: SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and consequences of climate change. In particular, all development will be required to demonstrate how it will contribute towards reducing the Borough's carbon footprint.

In adapting to the effects of climate change it is expected that proposals for development will demonstrate how sustainable development principles and sustainable construction methods, such as the use of sustainable drainage systems, will be incorporated.

All development should optimise energy efficiency by using new technologies and minimising the use of energy through appropriate design, layout, material and landscaping and address any potential issues relating to flood risk.

On larger schemes, planning permission will only be granted for developments on sites that deliver a proportion of renewable or low carbon energy on site based on targets elaborated within the relevant Development Management policy and also incorporate recycled or reclaimed materials or minimise the use of energy by using energy efficiency solutions and technologies. Where developments fail to achieve any of these, it must be demonstrated why this cannot be achieved.

5.3   WHY ARE WE TAKING THIS APPROACH?

It is important that energy and natural resource provision is considered at this stage. The SA scoping report highlighted that there is a very high quality environment in the borough, which needs to be preserved and enhanced. However it also highlighted that in terms of energy provision (including renewables) policies in the Core Strategy will need to be carefully considered and balanced with the need to ensure that the environment of the Borough is not adversely affected. The key statement sets out how energy provision (including renewables) will be considered at planning application level. Reference should also be made to relevant policies within the Lancashire Minerals and Waste Development Framework Core Strategy and the Minimising and Managing Our Waste in New Developments Supplementary Planning Document.

KEY STATEMENT EN4: BIODIVERSITY AND GEODIVERSITY

The Council will seek wherever possible to conserve and enhance the area's biodiversity and geodiversity and to avoid the fragmentation and isolation of natural habitats and help develop green corridors.

Development proposals that adversely affect a site of recognised environmental or ecological importance will only be permitted where a developer can demonstrate that the negative effects of a proposed development can be mitigated, or as a last resort, compensated for. This could be managed through a variety of mechanisms such as conservation credits. It will be the developer's responsibility to identify and agree an acceptable scheme, accompanied by appropriate survey information, before an application is determined. There should, as a principle, be no net loss of biodiversity.

These sites are as follows:

- Sites of Special Scientific Interest (SSSIs)
- Local Nature Reserves (LNRs)
- County Biological Heritage sites (CBHs)
- Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)
- Geodiversity Heritage Sites
- Ancient Semi Natural Ancient Woodlands
- Lancashire Biodiversity Action Plan priority habitats and species
- European Directive on Protected Species and Habitats - Annexe 1 Habitats and Annexe II Species

With respect to sites designated through European legislation the Authority will be bound by the provisions of the relevant Habitats Directives and Regulations.

5.4   WHY ARE WE TAKING THIS APPROACH?

The intricate network of biodiversity provides the support systems that sustain human life and is therefore an integral part of long term sustainability, locally, nationally and on a global scale. Local authorities have a duty to conserve biodiversity under national planning policy and Ribble Valley Borough Council is a signatory to the Lancashire Biodiversity Action Plan, which identifies a raft of habitats and species considered to be of conservation importance at regional level. It also identifies key partners responsible for delivering the action plan, including both statutory and non statutory habitats/species.

In addition the SA scoping report drew attention to the Borough's wealth of biodiversity sites and the need to conserve and enhance biodiversity as an integral part of economic, social and environmental development. It also highlighted the need for the condition of the SSSIs in the area to be improved and that opportunities should be sought to deliver biodiversity enhancements through the Core Strategy. The condition of relevant sites is monitored annually and will continue to be reported within regular monitoring.

> **KEY STATEMENT EN5: HERITAGE ASSETS**
>
> There will be a presumption in favour of the preservation of heritage assets and their settings where they are recognised as being of importance. The Authority recognises that the best way of ensuring the long term protection of heritage assets is to find an optimum viable use that strikes the correct balance between economic or other uses and their impact on the significance of the asset.
>
> Conservation Area Appraisals will be kept under review to ensure that any development proposals are in keeping with the historic character and architectural interest of the area. Any development proposals that adversely affect a designated heritage asset or its setting will be given careful consideration in line with the Development Management policies.

5.5 **WHY ARE WE TAKING THIS APPROACH?**

The SA Scoping report highlighted a need to protect and enhance the historic environment of Ribble Valley. The LDF evidence base provides up to date information on the historic environment such as up to date conservation area appraisals, which include information on issues such as listed buildings and buildings of townscape merit. There is a rolling programme to keep these appraisals up to date. It is clear through LDF evidence base work and reports such as the SA scoping report that Ribble Valley has a high quality environment (including historic environment) that must be preserved and enhanced for a variety of reasons, including their educational role. The historic environment should continue to inform and inspire new development of high quality.

Evidence: Implications & Consultation

5.6 How has the evidence base and previous consultation informed policy formulation?

Background paper on Greenbelt: This paper found that the general extent of the Green Belt boundary is to be maintained. This impacted upon the formulation of the key statements as only land outside of the greenbelt could be considered as potential development sites.

Conservation Area Appraisals: There are currently 21 conservation area appraisals. The AMR monitors if these have been kept up to date. The appraisals set out the areas of importance to be focused on in terms of the historic fabric of Ribble Valley.

Phase 1 Habitat Survey: This survey information provides the baseline of evidence against which the areas biodiversity is measured and monitored.

Consultation was undertaken at the unamended regulation 25 stage of Core Strategy production in 2007. This found that the high quality environment in the borough and the need to protect this is seen as a priority for the residents and stakeholders in the borough. Questions were raised at this previous stage of document production and analysis found that there was strong public support for developer contributions towards environmental improvements. There was strong support for new developments to be energy efficient with as minimal impact on the environment as possible as well as the reuse of older buildings where possible. The consultation also found that the conservation of wildlife and protection of habitats should always take precedence in deciding the location of new development. This is an issue that was subsequently considered as part of the SHLAA process, one of the LDF evidence base documents, which has informed this Core Strategy document.

Sustainability appraisal scoping

5.7   As already discussed in the previous chapter, the SA scoping report highlighted that there is a very high quality environment in the Borough, which needs to be preserved and enhanced. The high quality of the environment provides an opportunity to develop recreation and tourism in the Borough, although care needs to be taken to ensure that such developments are appropriate and do not adversely affect the quality of the natural environment. The report also indicated that due to this high quality environment, the borough contains a wealth of biodiversity sites of international, national, regional and local importance for nature conservation and the need to conserve and enhance biodiversity is an integral part of economic, social and environmental development.

5.8   The report also indicated that there is a need to protect and enhance the historic environment of Ribble Valley as well as the water environment including issues such as quality and resource use.

5.9   The report makes clear that in terms of energy provision (including renewables) policies in the Core Strategy will need to be carefully considered and balanced with the need to ensure that the environment of the Borough is not adversely affected.

6 HOUSING

Strategic Spatial Policies

6.1 The Core Strategy focuses on housing development location, targets, phasing and delivery within a spatial context.

6.2 The main aim is to ensure that over the plan period, sufficient housing of the right type will be built in the most suitable locations endeavouring to make the best use of previously developed land where suitable and where possible aiming to address meeting identified local needs.

> **KEY STATEMENT H1: HOUSING PROVISION**
>
> Land for residential development will be made available to deliver 4,000 dwellings, estimated at an average annual completion rate of at least 200 dwellings per year over the period 2008 to 2028 in accordance with baseline information.
>
> The Council will identify through the relevant "Strategic Housing Land Availability Study" (SHLAA), sites for residential development that are deliverable over a five-year period. By reference to the housing land monitoring report and where appropriate Strategic Housing Land Availability Assessments, the Council will endeavour to ensure housing land is identified for the full 15 year period and beyond.
>
> A 'plan-monitor-manage' approach will be adopted and a monitoring report will be the key tool in tracking the five-year rolling land supply. The overall housing requirement will be subject to a formal review within five years from the date of adoption of the Core Strategy to ensure it remains the appropriate strategic figure with which to plan.

6.3 **WHY ARE WE TAKING THIS APPROACH?**

The figures set out in the key statement are determined by reference to the evidence base work and the recent review of requirements undertaken by the Council. The requirement is lower than nationally projected requirements to reflect the impacts of the economic slowdown and to reduce the impact of development in Ribble Valley upon neighbouring housing markets.

6.4 These figures will be treated as a minimum target unless otherwise determined. A phased approach to the release of land will be adopted as the most suitable way forward in delivering development land. Further detail on housing allocations will be given in the Housing and Economic DPD.

KEY STATEMENT H2: HOUSING BALANCE

Planning permission will only be granted for residential development providing it can be demonstrated that it delivers a suitable mix of housing that accords with the projected future household requirements and local need across the Ribble Valley as a whole as evidenced by the Strategic Housing Market Assessment.

Determination of planning applications for residential development will be informed by the most recent Housing Needs Surveys, Addressing Housing Needs statement and the most recently adopted SHMA, to identify the type, tenure and size of residential dwellings, required at different locations throughout the borough.

6.5 WHY ARE WE TAKING THIS APPROACH?

A mix of housing aimed at addressing the various different needs of local people in Ribble Valley has been demonstrated as the most suitable option from the LDF evidence base. The identified need, and projection of future need, will be informed by the SHMA and subsequent updates. The most recent SHMA and Housing Needs Survey and waiting list evidence would always be used in determining if the proposed development meets the identified need.

KEY STATEMENT H3: AFFORDABLE HOUSING

Affordable housing is broadly defined as that which is accessible to people whose income does not enable them to afford to buy or rent property suitable for their needs in the open housing market.

Within the settlement boundaries of Clitheroe and Longridge, on housing developments of 10 units or more dwellings (or sites of 0.5 hectares or more, irrespective of the number of dwellings) an element of affordable, local needs housing will be required on all schemes. The Council will seek affordable housing provision at 30% of units on the site.

The Council will use open book viability assessments, provided at the developer's cost, within its consideration of affordable housing provision.

In all other locations in the borough, on developments of 5 or more dwellings (or sites of 0.2 hectares or more irrespective of the number of dwellings) the council will require 30% affordable units on the site.

The Council will only consider a reduction in this level of provision, to a minimum of 20% only where supporting evidence, including a viability appraisal fully justifies a lower level of provision to the council's satisfaction.

Providing housing for the elderly is a priority for the Council within the Housing Strategy. Within the negotiations for housing developments, 15% of the units will be sought for elderly provision. Within this 15% figure a minimum of 50% would be affordable and be included within the overall affordable housing threshold of 30%. The remaining 50% (ie the remaining 50% of the 15% elderly-related element) will be for market housing for elderly groups.

All affordable housing provided must be made available to those in housing need and will remain affordable in perpetuity.

Developers will be expected to provide affordable housing on site as part of the proposed development unless Ribble Valley Borough Council and the developer both agree that it is preferable to make a financial or other contribution towards the delivery of affordable housing on another site.

6.6 **WHY ARE WE TAKING THIS APPROACH?**

The 10 and 5 dwellings threshold has been determined from data presented by the 2008 SHMA. The SHMA will be updated regularly and take updated Housing Needs Survey information into consideration in the figures that it presents. Therefore thresholds may change as and when new, updated information is available.

6.7 If both the developer and Ribble Valley Borough Council are in agreement that it is preferable to make an off site financial (or other) contribution rather than providing on site affordable housing, a section 106 agreement must be submitted with the planning application detailing this.

KEY STATEMENT H4: GYPSY AND TRAVELLER ACCOMMODATION

The Council will identify as appropriate, sites to meet the needs of Gypsy and Travellers based upon up to date Gypsy and Traveller Accommodation Needs Assessments.

Specific sites to meet the identified need will be included within the Housing and Economic Development DPD.

6.8 **WHY ARE WE TAKING THIS APPROACH?**

There is a requirement under the Housing Act (2004) to identify and include for the provision of sites for Gypsy and Traveller accommodation within the Core Strategy. Nationally there has been a growth in Gypsy and Traveller population and there are no signs that this will slow significantly. The requirement set out in the key statement may change as studies assessing Gypsy and Traveller accommodation needs are updated. The current figures have been determined through LDF evidence work, primarily the Gypsy and Traveller Accommodation Needs Assessment undertaken by Salford Housing and Urban Studies Unit in 2008. Updated information will be provided in the Housing and Economic DPD, along with details of where the sites will be allocated to meet identified needs.

6.9 At present the most recent surveys indicate the following levels of need:

- Residential pitches - In Ribble Valley there is an identified need for 6 residential pitches before 2016 with 5 of these required before 2012.

- Transit need - Land to accommodate an additional 6 caravans are required to meet the need for transit provision in

Ribble Valley.

- <u>Travelling Showpeople</u> - There is no need identified for sites for Travelling Showpeople in the Ribble Valley.

Evidence: Implications & Consultation

6.10   How has the evidence base and previous consultation informed policy formulation?

SHMA: The SHMA states that there is a strong requirement for affordable housing in the borough, higher than the regional housing figures within RSS. Therefore an approach has been proposed that supports a higher level of affordable housing provision, whilst still allowing for the provision of market housing.

SHLAA: The SHLAA evidence base document provides detail on potential housing sites in terms of location, capacity, potential constraints and potential delivery timeframe. The document has informed the approach set out in the key statements as the majority of deliverable land is focused around the key service centres, where there are high levels of need for affordable housing demonstrated. The draft SHLAA document was made available for a six- week public consultation period in April 2009 and due to the high levels of public interest, the consultation period was extended by a further two weeks. A summary of representations report was produced following the consultation period, which showed how the responses received on the SHLAA have impacted upon the final adoption version of the 2009 adopted SHLAA.

The SHLAA model identified 138ha of land in the 0-5-year category, giving capacity for some 5441 dwellings. The majority of the land is located within the key service centres of Clitheroe, Longridge and Whalley and would provide for 70% of the identified 5-year supply. The remaining 30% of the 5-year supply is composed of development within the villages.

The SHLAA model also indicates that there is the potential for 1010 dwellings (equating to 27.7ha of land) that could be developed within years 6-10 and 3,603 dwellings (equating to 100ha of land) that could be developed within 11-15 years from the time of the SHLAA being undertaken. The SHLAA therefore shows that based on the regionally determined annual housing figure (of 161/yr), there is approximately 62 years supply of residential land available in the borough that is deliverable and developable over the 15-year period. 54% of this is deliverable and is therefore included within the 5-year land supply. It should be emphasised that the SHLAA is a survey of theoretical potential housing land not a statement of actual planned sites and that the theoretical 62 years supply is well above what will actually be needed to address actual evidenced housing numbers". The model showed that at the planned target of 161 dwellings per year there is ample scope to identify the most suitable sites to deliver housing in the area.

Background paper on greenbelt: This paper   found that the general extent of the Green Belt boundary is to

be maintained. This impacted upon the formulation of the key statements as only land outside of the Greenbelt could be considered as potential development sites.

Addressing Housing Needs Statement: This is a material planning consideration. The information included in the key statements would continue to support this approach, heavily assisting in the delivery of affordable housing.

Consultation: Consultation has focused upon the potential location of development and whether this should be delivered through land allocations or through a developer led approach, with the former being identified as the preferred approach. Consultation also assisted in developing the approach relating to green belt and the key statement on affordable housing provides a definition of affordable housing as was requested as part of the Issues and Options consultation.

Throughout the development of the LDF evidence base, consultation has taken place on all documents such as the SHLAA, SHMA, Employment Land and Retail study, with the topic papers available to view online in the Council's website. To date the most intensive consultation, other than the issues and options consultation, is the consultation that has taken place on the SHLAA.

Sustainability appraisal and strategic environmental assessment scoping

6.11 The SA scoping report highlighted the following baseline issues for consideration in the Core Strategy in relation to housing development. These issues have been incorporated into this Core Strategy consultation.

6.12 House prices in the Ribble Valley are significantly higher than many other parts of Lancashire though are still below the national average. The housing market has been driven to an extent by in-migration of relatively high earners that has had the effect of driving properties above regional levels and creating issues of affordability for local people, particularly first time buyers and the elderly. The quality of the housing in the Borough is much higher than in other parts of Pennine Lancashire however there are localised problems associated with the number of vacant properties. The SCS also identified a hidden homeless problem, particularly amongst young people in the borough, which is believed to relate to the need for affordable housing.

6.13 It is considered that these issues identified as part of the SA and SEA scoping report have been considered within the formulation of the key statements and relating text within this chapter.

7 ECONOMY

Strategic Spatial Policies

7.1 Employment and a strong economy are important and the Council will seek to facilitate employment and economic investment where it accords with the Core Strategy policies. There is a general strategic policy aspiration to ensure that all new development is sustainable and contributes to reducing the existing problems of out-commuting, lack of local employment opportunities and associated problems such as environmental sustainability.

7.2 Ribble Valley's high quality environment provides an ideal location for many office, crafts and cultural based businesses. In order to allow the expansion of Ribble Valley's economy (in particular in business services) further office accommodation will need to be provided either by new build or converted space including potential uses in redundant farm buildings. In terms of factors that should influence the location of new employment sites, an integrated approach in which equal weight is given to the market, the needs of businesses, the environment and sustainability, appears the most appropriate way forward.

7.3 **Broad location of new employment development**

Employment development will generally be directed to the main areas of population growth linking to the underlying strategy of aligning jobs with homes in key areas. This strategy is underpinned by an approach that aims to link local jobs to meet local labour supply and thus achieve a sustainable balance between land uses. This has the potential to reduce the levels of out-commuting and increase self-containment bringing additional benefits including reducing carbon emissions from dispersed development due to increased car use.

7.4 The larger settlements of Clitheroe, Longridge and Whalley would be the preferred locations for new employment development (excluding rural and home based employment which are district wide). It is recognised that suitable locations that are well related to the A59 corridor will also have the potential to deliver economic growth through the delivery of appropriate sites. The potential for appropriate land to be brought forward as part of strategic land releases will also be considered particularly where this will contribute to greater sustainability Growth at the BAe Salmesbury site

is anticipated to occur given that it is a regionally significant site and now intended to form part of the Lancashire Enterprise Zone. This will also provide an opportunity for wider economic growth in Ribble Valley over the plan period.

KEY STATEMENT EC1: BUSINESS AND EMPLOYMENT DEVELOPMENT

The Council, in line with the evidence it has gathered, will aim to allocate an additional 9 hectares of land for employment purpose in appropriate and sustainable locations during the lifetime of this plan.

Land will be made available for employment use in order to support the health of the local economy and wider sustainable job creation. The expansion of existing businesses will, wherever appropriate, be considered favourably.

In considering the development of land for economic development and in determining where this land will be located, priority will be given to the use of appropriate Brownfield sites to deliver employment-generating uses including a preference for the re-use of existing employment sites before alternatives are considered.

New sites will be identified in accord with the development strategy where the health of the local and, in relevant cases, the wider economy support such release. Opportunities to identify land as part of appropriate mixed-use schemes within any strategic land release will be considered favourably.

Developments that contribute to farm diversification, strengthening of the wider rural and village economies or that promote town centre vitality and viability will be supported in principle.

Proposals that result in the loss of existing employment sites to other forms of development will need to demonstrate that there will be no adverse impact upon the local economy.

The Council considers, in line with neighbouring authorities and other bodies, that the BAe Samlesbury site should be regarded as a regionally significant employment site with considerable potential to accommodate a variety of advanced knowledge based industries in the future. This has been recognised by the Government's proposal to create an Enterprise Zone at this location.

7.5   WHY ARE WE TAKING THIS APPROACH?

Sustainable development is a key theme of policy and a key consideration for Ribble Valley. The district's natural environment is one of its greatest assets, which contributes to business investment and its attractiveness as a place of residence. The borough has seen a restructure in its commercial floor space in recent years to accommodate both industrial and commercial property and this approach to the consideration of land for economic development is in line with national policy and provides a local interpretation.

7.6   Town Centres and Retail and Commercial Leisure Development

The Council recognises the importance of retail to the local economy, it provides approximately 16% of jobs in the District and makes a major contribution to the role and character of the Borough's key settlements.

7.7   The LDF evidence base[18] identified a need for additional shopping facilities and retail floorspace over the next ten years. It is important to meet these needs in ways that enhance the vitality and viability of town centres. In terms of the retail findings there were a number of messages. Of importance was the poor share of spending that was retained within the catchments of each of the centres of Longridge, Whalley and Clitheroe. This in turn raises the need to review how these centres could be making a greater contribution to issues around sustainability, and supporting their own continued vitality and viability.

7.8   Despite the findings around retention of spend overall, Whalley was shown to be the best performing centre in terms of vitality and viability; Longridge seems to be doing less well. Clitheroe, however, was identified as showing early signs of decline. This will be important to address relatively quickly if the centre is to provide a strong service centre function. Particular concerns identified by retailers, amongst other things was a lack of national retailer representation as an attraction within the town. As such, this will continue to place Clitheroe at a disadvantage to the retail economies of neighbouring centres such as Preston, Blackburn, Burnley and Accrington.

---

[18] Employment Land and Retail Study

7.9 The town centres of Clitheroe, Longridge and Whalley offer a range of shopping, leisure and local services to residents living locally and in surrounding rural communities. These town centres are also important sources of employment and tourism and act as a focus for public transport provision. The role and function of these town centres were influential in the formulation of the Council's Housing Strategy, for example, providing additional housing in locations both within and in close proximity to the various services and facilities available in town centres will help to minimise the need to travel, especially by car.

7.10 There is a commitment to strengthening the role of market towns and other appropriate rural settlements as service centres through, amongst other things, enhancing the vitality and viability of their centres. By doing so, further opportunities for accessing services and facilities by means other than the car and generally minimising the need to travel will be created. Improving the quantity and quality of shopping facilities in the town centres of Clitheroe and Longridge would enhance self-containment and ensure that shopping and other services are available locally, thus reducing the need to travel elsewhere.

7.11 Exceptionally it may be appropriate to provide larger retail development in the town centres but this would require special justification to demonstrate that the facility was only serving local needs and it would not be more appropriately provided in one of the larger towns. In all cases, large and small, proposals should protect or enhance the character of the town.

KEY STATEMENT EC2: DEVELOPMENT OF RETAIL, SHOPS AND COMMUNITY FACILITIES AND SERVICES

Development that supports and enhances the vibrancy, consumer choice and vitality and unique character of the area's important retail and service centres of Clitheroe, Longridge and Whalley will be supported in principle.

Proposals that have an adverse impact on existing community facilities would only be permitted as an exception where the proposed development would bring defined and demonstrable benefits.

The council will put in place detailed development plans as appropriate to provide a strategic framework to guide the future development of the centres and support appropriate sustainable growth.

The Council will also continue to require robust evidence that much needed smaller retail and other facilities in the more rural parts of the area are no longer viable before considering other forms of use.


7.12 WHY ARE WE TAKING THIS APPROACH?

This is predominantly led by evidence base research that confirms the requirement for the development of retail, shops and the facilities on offer. The Clitheroe Town Centre Masterplan will inform the preparation of more detailed policies as appropriate. Recommendations and suggestions from this work will be disseminated across the borough where applicable.

7.13 Tourism and Visitor Economy

Tourism plays an important role in the economy of Ribble Valley. The strength of the tourism economy in Ribble Valley reflects the attractive countryside, historic towns and villages and a range of visitor attractions such as Clitheroe Castle, Whalley Abbey and the Forest of Bowland Area of Outstanding Natural Beauty. The strategy for tourism capitalises on such assets and promotes tourism development that complements them.

7.14 There is a lack of wet weather attraction provision, the opportunity for which needs to be addressed either by expanding appropriate existing attractions or encouraging new visitor attractions to the area. A gap analysis is required in order to encourage new investment within hotel accommodation, self-catering, conference venues, eating out and visitor attractions, including Ribble Valley's cultural and heritage tourism offering as appropriate.
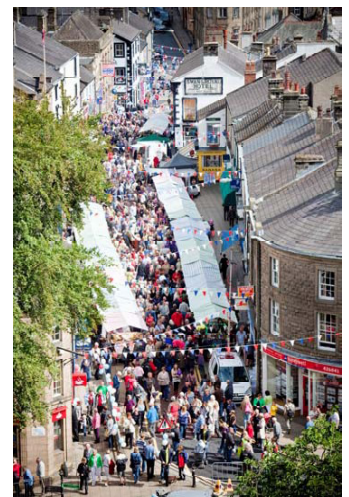
KEY STATEMENT EC3: VISITOR ECONOMY

Proposals that contribute to and strengthen the visitor economy of Ribble Valley will be encouraged, including the creation of new accommodation and tourism facilities through the conversion of existing buildings or associated with existing attractions. Significant new attractions will be supported, in circumstances where they would deliver overall improvements to the environment and benefits to local communities and employment opportunities.

7.15   WHY ARE WE TAKING THIS APPROACH?

Visitor expectations are constantly rising and the tourism offer must meet demands for quality and service. This applies to the attractions, retail businesses and the restaurant or cafe (food and drink sector) offering locally sourced produce. Also, the natural landscape is a valuable asset of Ribble Valley and a balance between promoting tourism and the protection and enhancement of the natural environment must be considered.

Evidence: Implications & Consultation

7.16   How has the evidence base and previous consultation informed policy formulation?

Employment and Retail land review: The Ribble Valley Employment Land and Retail Study 2008 provides an evidence base derived from a number of sources and comprises work undertaken directly by the Council, published data from a variety of sources and information collected for other purposes, for example playing field strategies and leisure facilities reviews to inform the Local Development Framework process. As well as providing an economic context for the Borough, a review of employment land, a retail study and health check for each of the three service centres (Longridge, Whalley and Clitheroe) in Ribble Valley. This work also informs the Council's regeneration and economic development activity and delivery of both the economic and community strategy objectives.

Particular recommendations from the study were identified as particularly important to contribute to the future economic sustainability of the Borough, such as office premises on the A59, facilitation and delivery of land, the importance of broadband and a Masterplan for the key market town of Clitheroe. Additionally, monitoring of the Districtwide Local Plan identified employment land that has not been developed for employment purposes, where the owners have chosen not to develop the land. The overall Local Development Framework will establish a framework for local communities to identify appropriate local land and buildings for economic use.

Consultation: This has focused upon the potential location of development and whether this should be delivered through land allocations or through a developer led approach, with the former being identified as the preferred approach. This consultation also assisted in developing the approach relating to employment issues.

Throughout the development of the LDF evidence base, consultation has taken place on all documents such as the SHLAA, SHMA, Employment Land and Retail study, with the background papers available to view online in the Council's website.

Sustainability appraisal and strategic environmental assessment scoping

7.17 The SA scoping report highlighted that there is a need to broaden the economic base of rural areas in the Ribble Valley and a need to promote sensitive rural diversification schemes. It also found that sustainable economic development and a range of employment opportunities should be promoted to meet the needs of all sectors of the population and all skills levels. To achieve this, long term sustainable patterns of development that provide for the economic and social needs of all Ribble Valley populations are required.

7.18 Despite the need to focus on these areas the SA scoping report did highlight that educational attainment in the borough is very good compared to county, regional and national levels and this should be maintained. It highlighted that a number of people commute daily into the borough for educational reasons as a result of the high level of attainment and the quality of Ribble Valley schools. However, the report also highlighted that opportunities to improve vocational training opportunities should be pursued, as this is likely to benefit local employers and would also help to develop training linked to key growth sectors across the region and could help to encourage more inward investment in the borough. The SA scoping report drew on information from the Ribble Valley Economic Strategy, which identified the exodus of young talented, well-educated people as a key threat to the local economy.

8 DELIVERY MECHANISMS AND INFRASTRUCTURE

Strategic Spatial Policies

8.1 The Core Strategy is the central document of the LDF and is the first Development Plan Document (DPD) to be produced by Ribble Valley Borough Council. In revising the DPD to keep it up to date, RVBC will monitor the Central and Local Government approaches to spatial planning and ensure that the most up to date guidance and best practice is fed back into future updates of the Core Strategy.

8.2 In terms of delivery, The Council will lead the implementation of the Core Strategy, however this cannot be done in isolation from other services and service providers. Others that may be involved in the implementation include:

- Local Partnerships
- Individuals, land-owners and private developers
- Parish Councils
- Community Groups
- Lancashire County Council
- Relevant government departments and agencies such as, the Environment Agency, the Highways Agency, Natural England and English Heritage
- Statutory Undertakers (gas, water, sewerage, electricity,
- Telecommunications) and Public Transport Operators

8.3   Each have had the opportunity to contribute to the development of the evidence base for the LDF and in drawing up the options presented at this stage. As the preferred strategy is formed and greater certainty is established these groups and bodies will be involved further as detail is established.

8.4   Monitoring of the Core Strategy is the key to ensuring that the document remains up to date, not only in terms of the long-term strategy but also in terms of the evidence baseline underpinning the document. These changes can be due to local, sub-regional, regional or even national changes in policy, which would result in changes to the central document of the LDF requiring change. Due to these anticipated changes, it will be necessary for the plan to be substantially reviewed before the end of the designated plan period in 2028.

8.5   The main mechanism for monitoring the changes and the impact of the implemented plan will be the Annual Monitoring Report (AMR), which is updated annually and published in December. The AMR forms a crucial part of the LDF. The AMR also provides the opportunity to identify resource issues or identify other factors that may be affecting the plan's implementation and performance. The Council will continue to prepare the AMR as a tool with which to record relevant data, identify trends and measure performance against a range of indicators.

8.6   It is anticipated that planning obligations will be used under the plan, as identified in the development strategy as a key delivery tool. It is considered more appropriate to look to the system of planning obligations to secure the necessary infrastructure that will be required to enable development to be accommodated. These will be used in order to deliver the services and improvements associated with new development. Planning applications will ensure that developers will contribute to these necessary improvements as part of the application process. However, within the plan period the Council anticipates moving to the application of a Community Infrastructure levy approach as the means by which necessary infrastructure can be delivered.

8.7   Matters appropriate for Planning obligation contributions can include:

- Affordable housing
- Flood Defence
- Biodiversity (habitat creation and protection) and Geodiversity
- Open space (including all typologies of sport, leisure, green infrastructure and potentially allotments)
- Regeneration initiatives
- Public realm and public art schemes
- Transport

- Libraries
- Children Centres
- Minerals and Waste Developments
- Countryside Access
- Natural Heritage
- Crime and Disorder
- Heritage Assets and Cultural Facilities
- Education
- Utilities
- Health and waste management
- Inland waterways
- Youth and Communities
- Landscape Character and Design

8.8 However the Council has determined a priority for securing contributions through such legal agreements that are reflected in the key statement.

8.9 The Local Infrastructure Plan will help identify what is required to deliver necessary development and will ultimately guide the phasing and anticipated delivery timeframe for new development. Much of the required infrastructure will relate to the development strategy, however preliminary work has identified that in most cases given the extent of new development being planned for capacity across most forms of infrastructure will need to be enhanced.

8.10 As the determination of planning applications will be a key part of the delivery mechanism the Council will develop generic policies to assist Development Management. These will form part of the Core Strategy, to assist implementation.

KEY STATEMENT DMI1: PLANNING OBLIGATIONS

Planning Obligations will be used as a mechanism to deliver development that contributes to the needs of local communities and sustainable development. Contributions can either be in kind or in the form of financial contribution with a clear audit trail of how any monies will be spent and in what time frame.

Obligations will be negotiated on a site-by-site basis. The council has resolved to seek contributions in the following order of priority:

Affordable Housing (also taking into consideration the detailed Affordable Housing Key Statement)

Improvements required for highway safety that cannot be covered by planning condition or S278 Agreement

Open Space

Education

Where there is a question of viability the council will require an open book approach to be taken when agreeing development costs, and developers will be required to meet the Council's costs for independent evaluation. The Council will develop, as appropriate, a Community Infrastructure Levy approach to infrastructure delivery.

8.11   WHY ARE WE TAKING THIS APPROACH?

Infrastructure improvements will be considered further as part of the Local Infrastructure Plan (LIP), however it is anticipated that infrastructure improvements will be necessary to ensure the level of required development in the borough takes place. As a result, developer contribution will be necessary to help facilitate this infrastructure development. The Council however has to recognise that there has to be a balance between achieving both development and infrastructure having regard to the viability of the development overall.

> **KEY STATEMENT DMI2: TRANSPORT CONSIDERATIONS**
>
> New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.
>
> In general, schemes offering opportunities for more sustainable means of transport will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development.
>
> Major applications should always be accompanied by a comprehensive travel plan.

8.12   WHY ARE WE TAKING THIS APPROACH?

The Council acknowledge that other bodies, such as Lancashire County Council as the relevant highway authority for the area, will be developing a Local Transport Plan over the next few years and that its accompanying Implementation Plans will have a bearing on the Borough. Comments within the Key Statement regarding such matters as the potential future railway station sites are made without prejudice to these plans The Council will continue to pursue the best transport solutions for the area through liaison with relevant bodies and update its evidence base on such matters where relevant.

8.13   LDF evidence base summary papers and consultation so far point to transport issues being important local concerns. This includes the need to protect the high quality environment of Ribble Valley by supporting the use of sustainable modes of transport and travel and giving them a high priority in new development.

EVIDENCE: Implications & Consultation

8.14   How has the evidence base and previous consultation informed policy formulation?

Evidence Base Background Paper on the use of planning obligations: This document was produced for Ribble Valley Borough Council's Planning and Development Committee Members to establish a list of priorities of contributions which the Council will seek to secure through negotiations, thereby providing a systematic basis for officers to negotiate on such agreements and provide specific advice to develop on when contributions will be required.

Evidence base topic paper on transport: This document was produced for Ribble Valley Borough Council's Planning and Development Committee Members in 2007. It summarised the current policy background and contained a range of local transport statistics that illustrate local issues.

Preliminary work - Local Infrastructure Plan: This work was undertaken in conjunction with a team from Manchester University and has provided a baseline of information on existing infrastructure capacity and has also identified gaps in available information that will need to be addressed.

Consultation: Consultation at the regulation 25 Core strategy stage found that in terms of travel and transport provision in the borough, opinion was fairly split on the issue of widening roads following land protection for this purpose.

Footpaths and cycle-ways however were highlighted as an issue for further attention with the majority stating that these should be provided with new development.

Nearly all respondents felt that public transport (and access to this) should be improved as part of new development and nearly half of respondents stated that new business development should only be permitted along public transport corridors.

Sustainability appraisal scoping

8.15 The SA scoping report did not highlight any direct issues in relation to community infrastructure however it did indicate that this is a key issue to be addressed in the Core Strategy as part of delivery planning.

KEY STATEMENT DMI3: DEVELOPMENT MANAGEMENT

To help determine planning applications and deliver the vision and objectives of the Core Strategy, the Council will apply a range of Development Management policies.

8.16   WHY ARE WE TAKING THIS APPROACH?

Development management will be an important part of the delivery mechanism to achieve the overall vision and objectives established in the Core Strategy. Against the context of an identified Development Strategy and themed spatial policies the Development Management policies will guide the principles of development within those themed headings and provide a clear approach for delivering the Core Strategy. The Council will, as part of the Local Development Framework, create additional policy detail as required to implement the strategic policy contained in the Core Strategy.

The Development Management key statements have been formulated to reflect national policy and the LDF evidence base.

EVIDENCE: Implications & Consultation

8.17   How has the evidence base and previous consultation informed policy formulation?

The need for Development Management policies to implement the Core Strategy is evidenced through a wide range of evidence documents with the policies themselves having been subject to consultation claiming differing stages of their preparation. Separate reports are available relating to the consultation responses and how the Council has sought to address issues raised.

Sustainability appraisal scoping

The SA Scoping Report did not highlight ant direct issues, however the Development Management policies have been subject to the appraisal process as they have been developed.

9 STRATEGIC SITE

The Strategic Site

> A strategic site at Standen, to the south east of Clitheroe will be developed in a comprehensive and sustainable manner as a mixed site to meet a significant proportion of the Borough's housing requirement in the plan period. The range of uses will include housing (including affordable housing), employment, community uses, local retail and service provision to serve the site, open space and recreational uses.

The strategic site at Standen is central to the delivery of the Core Strategy. It is a large site currently used for agricultural purposes and situated to the south east of Clitheroe, in close proximity to the town and all its amenities and the strategic highway network. It provides a major opportunity to develop a site for a mix of uses in a highly sustainable and comprehensive manner within a high quality landscaped setting. Uses will be predominantly residential (including affordable housing) but will also include employment (B1 uses), community and open space/recreational uses with new and enhanced provision for sustainable and active transport to maximise connections to the Clitheroe urban area. Land will also be made available within the site for a primary school within the site if this is required to meet the need for educational provision, taking into account the capacity of schools that would serve the development.

The extensive area proposed has been identified to enable adequate scope to achieve the highest quality design, appropriate layouts that can help protect important views across the site and strategic planting that will assist in reducing the impact of the strategic site. The site would make a significant contribution to meeting the Borough's overall housing provision in the plan period with a total of 1040 dwellings proposed.

Work undertaken on infrastructure planning as part of the Core Strategy process has shown that in principle, there are no significant barriers to the development and that the site is deliverable within the plan period. It is envisaged that the site will be accessed by a minimum of two access points from the existing local highway network with a through route for public transport. The development will also necessitate improvements to the strategic highway network at the A59/Clitheroe Road/Pendle Road Junction. Any development should take account of the presence of the line of the Roman Road that runs through the site, which is of archaeological and historic significance. There will be a need for high quality structural landscaping to contribute a good quality development and address the landscape impacts of a development of this scale.

The Core Strategy is seeking to identify the site in principle and the precise mix of uses, developable areas and development requirements will be determined in more detail in subsequent Development Plan Documents, Supplementary Planning Documents which will be subject to separate consultation and through the Development Management process.

Standen Strategic Site Location

9.1 The Standen strategic site is located to the south east of Clitheroe. The general site area is set out below. The final site area is still subject to determination having regard to the need for structural planting, the approach to density and land uses within the site and the mechanisms for achieving delivery.

Standen Estates Strategic site: Clitheroe
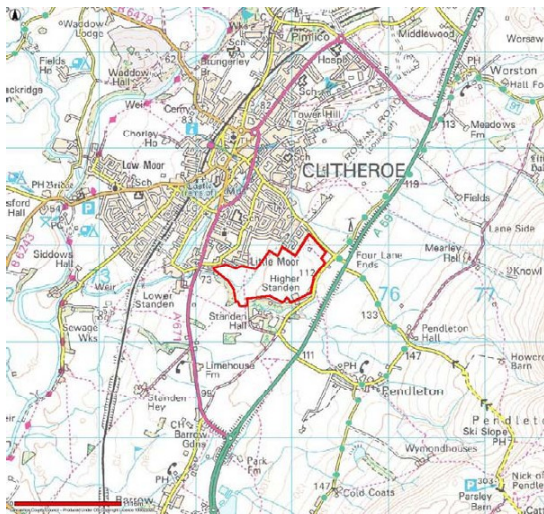
10 DEVELOPMENT MANAGEMENT POLICIES

Development Management Policies

10.1   The purpose of the Development Management Policies is to provide a mechanism to help implement the Core Strategy to attain the vision and objectives that have been identified. They will help inform the decision on planning applications which will be the principle means of ensuring the successful delivery of the strategy.

The Council will develop as appropriate fuller detailed guidance and policies through future Development Plan Documents and Supplementary Planning Documents as required.

10.2   **WHY ARE WE TAKING THIS APPROACH?**

It is important to have an understanding of how the Council will deliver the Core Strategy. This policy framework provides a clear statement on how the Council will make decisions on proposals to ensure the vision and overall objectives are achieved. The evidence base provides information to underpin the policy statements and when read in conjunction with the strategic policies the Council is seeking to provide a comprehensive approach to how the Council will implement the aspirations expressed in the Core Strategy

Consultation and Sustainability Appraisal

10.3   The policy statements have been subject to consultation and ongoing development throughout the process of developing and testing the options for the development strategy.

GENERAL

10.4   KEY STATEMENT DMG1: GENERAL CONSIDERATIONS

In determining planning applications, all development must:

- Be of a high standard of building design.

- Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.

- Consider the potential traffic and car parking implications.

- Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.

- Consider adequate day lighting and privacy distances.

- Consider the environmental implications such as SSSIs, County Heritage Sites, Local Nature Reserves, Biodiversity Action Plan (BAP) habitats and species, Special Areas of Conservation and Special Protected Areas, protected species, green corridors and other sites of nature conservation.

- Also consider the implications of development on heritage assets such as Scheduled Ancient Monuments, listed buildings, conservation areas, registered parks and gardens.

- With regards to possible effects upon the natural environment, the council propose that the principles of the mitigation

- All new development proposals will be required to take into account the risks arising from former coal mining and, where necessary, incorporate suitable mitigation measures to address them.

- Achieve efficient land use and the re use and remediation of previously developed sites where possible.

- Have regard to public safety and secured by design principles.

- Consider the density, layout and relationship between buildings, which is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings as well as the effects of development on existing amenities.

- Not adversely affect the amenities of the surrounding area.

- Not prejudice future development which would provide significant environmental and amenity improvements.

- Not result in the net loss of important open space, including public and private playing fields without a robust assessment that the sites are surplus to need.

- Use sustainable construction techniques where possible and provide evidence that energy efficiency has been incorporated into schemes where possible.

- Consider the potential impacts of development on air quality and mitigate adverse impacts where possible.

- The Code for Sustainable Homes and Lifetime Homes should be incorporated into schemes.

In assessing this, regard must be had to the level of provision and standard of public open space in the area, the importance of playing fields and the need to protect school playing fields to meet future needs. Regard will also be had to the landscape or townscape of an area and the importance the open space has on this.

10.5   KEY STATEMENT DMG2: STRATEGIC CONSIDERATIONS

Development should be in accordance with the Core Strategy development strategy and should support the spatial vision.

- Development proposals in defined settlements should consolidate, expand or round-off development so that it is closely related to the main built up areas, ensuring this is appropriate to the scale of, and in keeping with, the existing settlement.

Outside the settlement areas development must meet at least one of the following considerations:

- The development should be essential to the local economy or social well being of the area.

- The development is needed for the purposes of forestry or agriculture.

- The development is for local needs housing which meets an identified need.

- The development is for small scale tourism or recreational developments appropriate to a rural area.

- The development is for small-scale uses appropriate to a rural area where a local need or benefit can be demonstrated.

- The development is compatible with the Enterprise Zone designation.

Within the Open Countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size, design, use of materials, landscaping and siting. Where possible new development should be accommodated through the re-use of existing buildings, which in most cases is more appropriate than new build.

In protecting the designated Area of Outstanding Natural Beauty the Council will have regard to the economic and social well being of the area. However the most important consideration in the assessment of any development proposals will be the protection, conservation and enhancement of the landscape and character of the area avoiding where possible habitat fragmentation. Where possible new development should be accommodated through the re-use of existing buildings, which in most cases is more appropriate than new build. Development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the AONB by virtue of its size, design, use of material, landscaping and siting. The AONB Management Plan should be considered and will be used by the Council in determining planning applications.

10.6   KEY STATEMENT DMG3: TRANSPORT AND MOBILITY

In making decisions on development proposals the local planning authority will, in addition to assessing proposals within the context of the development strategy, attach considerable weight to:

The availability and adequacy of public transport to serve those moving to and from the development -

- The relationship of the site to the primary route network and the strategic road network.
- The provision made for access to the development by pedestrian, cyclists and those with reduced mobility.
- Proposals which promote development within existing developed areas at locations which are highly accessible by means other than the private car.
- Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.
- Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their vitality and viability.
- Proposals which locate development in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly.

- Proposals which limit parking provision for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.

All major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities.

All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards.

The Council will protect land currently identified on the proposals map from inappropriate development that may be required for the opening of stations at Gisburn and Chatburn. Any planning application relating to these sites will be assessed having regard to the likelihood of the sites being required and the amount of harm that will be caused to the possible implementation of schemes.

The Council will resist development that will result in the loss of opportunities to transport freight by rail.

This policy recognises that the recent investment in the local railway infrastructure opens up the possibility of carrying more local and long distance freight in a more sustainable way, potentially removing more lorry based traffic from local roads.

In using this policy, reference will be made to Guidance of Transport Assessments, Department of Transport.

ENVIRONMENT

10.7   KEY STATEMENT DME1: PROTECTING TREES AND WOODLANDS

There will be a presumption against the clearance of broad-leaved woodland for development proposes. The Council will seek to ensure that woodland management safe guards the structural integrity and visual amenity value of woodland, enhances biodiversity and provides environmental health benefits for the residents of the borough.

Where applications are likely to have a substantial effect on tree cover, the Borough Council will require detailed arboricultural survey information and tree constraint plans including appropriate plans and particulars. These will include the position of every tree on site that could be influenced by the proposed development and any tree on neighbouring land that is also likely to be with in influencing distance and could also include other relevant information such as stem diameter and crown spread.

The Borough Council will ensure that:

- The visual, botanical and historical value, together with the useful and safe life expectancy of tree cover, are important factors in determining planning applications. This will include an assessment of the impact of the density of development, lay out of roads, access points and services on any affected trees.
- That a detailed tree protection plan is submitted with appropriate levels of detail.
- Site-specific tree protection planning conditions are attached to planning permissions.

10.8   Tree Preservation Orders

The Borough Council will make tree preservation orders where important individual trees or groups of trees and woodland of visual, and/or botanical and/or historical value appears to be under threat. The council will expect every tree work application for work to protected trees to be in accordance with modern arboricultural practices and current British Standards.

10.9   Ancient Woodlands

Development proposals that would result in loss or damage to ancient woodlands will be refused unless the need for, and the benefits of, the development in that location outweigh the loss of the woodland habitat. In addition, in circumstances where a development would affect an ancient woodland, the Borough Council will seek to include appropriate woodland planting and management regimes through planning conditions and agreements.

10.10   Veteran and Ancient Trees

The Borough Council will take measures through appropriate legislation and management regimes to ensure that any tree classified identified as veteran/ancient tree is afforded sufficient level of protection and appropriate management in order to ensure its long term survivability.

10.11   Hedgerows

The Borough Council will use the Hedgerow Regulations to protect hedgerows considered to be under threat and use planning conditions to protect and enhance hedgerows through the use of traditional management regimes and planting with appropriate hedgerow species mix.

10.12   Felling Licences

When consulted on felling licence applications, the Council will attempt to minimise the short-term adverse impact on the landscape and ensure replanting schemes contain an appropriate balance of species to safeguard and enhance the biodiversity and landscape value of woodland.

10.13   KEY STATEMENT DME2: LANDSCAPE AND TOWNSCAPE PROTECTION

Development proposals will be refused which harm important landscape or landscape features including:

- Traditional stone walls
- Ponds
- Characteristic herb rich meadows and pastures
- Woodlands
- Copses
- Hedgerows and individual trees (other than in exceptional circumstances where satisfactory works of mitigation or enhancement would be achieved, including rebuilding, replanting and landscape management)
- Townscape elements such as the scale, form, and materials that contribute to the characteristic townscapes of the area.

The Council will seek, wherever possible, to enhance the local landscape. In applying this policy reference will be made to a variety of guidance including the Lancashire County Council Landscape Character Assessment and the AONB Management Plan. Also the Council will take into account the potential cumulative impacts of development in areas where development has already taken place.

10.14   KEY STATEMENT DME3: SITE AND SPECIES PROTECTION AND CONSERVATION

Development proposals that are likely to adversely affect the following will not be granted planning permission. Exceptions will only be made where it can clearly be demonstrated that the benefits of a development at a site outweigh both the local and the wider impacts. Planning conditions or agreements will be used to secure protection or, in the case

of any exceptional development as defined above, to mitigate any harm, unless arrangements can be made through planning conditions or agreements to secure their protection:

- Wildlife species protected by law
- SSSIs
- Priority habitats or species identified in the Lancashire Biodiversity Action Plan
- Local Nature Reserves
- County Biological Heritage sites
- Special Areas of Conservation (SACs)
- Special Protected Areas (SPAs)
- Any acknowledged nature conservation value of sites or species.

Developers are encouraged to consider incorporating measures to enhance biodiversity where appropriate that will complement priority habitats and species identified in the Lancashire BAP.

With regard to sites designated under European legislation the Authority will follow the relevant processes as defined within the Habitats Regulations 2010. Development will not be permitted unless either it is established that it is not likely to have a significant effect on any Ramsar site or Natura 2000 site (including Special Protection Areas, potential Special Protection Areas, Special Areas of Conservation, candidate Special Areas of Conservation), either alone or in combination with other projects, or it is ascertained, following appropriate assessment, that it will not adversely affect the integrity of any Ramsar site or Natura 2000 site. The Habitats Regulations include provision for development which may cause an adverse effect on integrity to be allowed under exceptional circumstances. These include where there are no alternative solutions, imperative reasons of overriding public interest can be demonstrated and appropriate compensatory measures are implemented. In terms of the protection of the soil resource and high quality agricultural land development and land management practices should seek to avoid soil erosion; avoid contamination of land and promote restoration, protect the peat resource and recognise the importance of peat in particular for its carbon sequestration value and recognises the important link between soil quality, the natural environment and the landscape.

10.15 KEY STATEMENT DME4: PROTECTING HERITAGE ASSETS

In considering development proposals the Council will make a presumption in favour of the preservation of important heritage assets and their settings.

Conservation Areas

Proposals within or closely related to Conservation Areas should not harm the Area. This should include considerations as to whether it is in keeping with the architectural and historic character of the area as set out in the relevant Conservation Area Appraisal. Development in these areas will be strictly controlled to ensure that it reflects the character of the area in terms of scale, size, design and materials and also respects trees and important open space.

In the Conservation Areas there will be a presumption in favour of the preservation of elements that make a positive contribution to the character or appearance of the Conservation Area.

Listed Buildings and Other Buildings of Significant Heritage Interest

Development proposals on sites within the setting of listed buildings or buildings of significant heritage interest, which cause visual harm to the setting of the building, will be resisted. Any proposals involving the partial or full demolition of listed buildings will be refused unless it can be demonstrated that this is unavoidable.

Registered Parks and Gardens of Special Historic Interest

Developments within or immediately adjacent to registered parks and gardens will be expected to take their special qualities into account and, where appropriate, to make a positive contribution to them.

Scheduled Monuments

Applications for development that would impact a Scheduled Monument will need to demonstrate that they have taken the particular importance of the monument and its setting into account and that Scheduled Monument Consent has either already been obtained or is likely to be granted.

Planning Policy Statement 5 (PPS5) and its associated practice guide, gives additional policy guidance on dealing with both designated and undesignated heritage assets, and will be applied by the Council when determining proposals.

Proposals that affect such site as those mentioned above should also give adequate consideration of how the public understanding and appreciation of such sites could be improved

10.16   KEY STATEMENT DME5: RENEWABLE ENERGY

The Borough Council will support the development of renewable energy schemes, providing it can be shown that such developments would not cause unacceptable harm to the local environment or local amenity. In assessing proposals, the Borough Council will have particular regard to the following issues:

- The immediate and wider impact of the proposed development on the landscape, including its visual impact and the cumulative impacts of development.

- The immediate and wider impact of the proposed development on the landscape, including its visual impact and the cumulative impacts of development

- The measures taken to minimise the impact of the proposals on residential amenity

- The potential benefits the proposals may bring

- The visual impact of the proposals, including design, colour and scale

- The degree to which nuisance caused by noise and shadow flicker to nearby residential amenities, agricultural operations, recreational areas or the function of the countryside can be minimised

- National or local targets for generating energy from renewable sources and for reducing carbon emissions

In terms of the use of decentralised and renewable or low carbon energy in new development the authority will request that on new non-residential developments over 1000m^2 and all residential developments of 10 or more units that at least 10% of their predicted energy requirements should come from decentralised and renewable or low carbon sources unless the applicant can demonstrate that this is not feasible or viable. This target will be uprated in line with national targets. Implementation of this requirement will be monitored and enforced by the planning authority.

Development proposals within or close to the AONB, Sites of Special Scientific Interest, Special Areas of Conservation and Special Protection Areas, notable habitats and species, Local Nature Reserves or designated heritage assets and their setting will not be allowed unless.

- The proposals cannot be located outside such statutory designated areas

- It can be demonstrated that the objectives of the designation of the area or site will not be compromised by the development

- Any adverse environmental impacts as far as practicable have been mitigated

Note that any development that impacts a Scheduled Ancient Monument will also require Scheduled Monument Consent – see Key Statement DME 4 above.

10.17 KEY STATEMENT (NEW POLICY) DME6: WATER MANAGEMENT

Development will not be permitted where the proposal would be at an unacceptable risk of flooding or exacerbate flooding elsewhere.

Applications for development should include appropriate measures for the conservation, protection and management of water such that development contributes to:

- Preventing pollution of surface and / or groundwater

- Reducing water consumption

- Reducing the risk of surface water flooding (for example the use of Sustainable Drainage Systems (SUDS))

As a part of the consideration of water management issues, and in parallel with flood management objectives, the Authority will also seek the protection of the Borough's water courses for their biodiversity value.

HOUSING

10.18 KEY STATEMENT DMH1: AFFORDABLE HOUSING CRITERIA

Where proposals involve the provision of affordable housing units, the residential development must be expressly for the following groups of people:

- First time buyers currently resident in the parish or an adjoining parish

- Elderly people currently resident in the parish or an adjoining parish

- Those employed in the parish or an immediately adjoining parish but currently living more than 5 miles from their place of employment
- Those who have lived in the parish for any 5 of the last 10 years having left to find suitable accommodation and also with close family remaining in the village
- Those about to take up employment in the parish
- People needing to move to the area to help support and care for a sick, elderly or infirm relative.

In addition to these groups of people, others may have special circumstances that can be applied. These will be assessed on their individual merits.

This policy only relates to the affordable housing needs element. Proposals must also conform to policy DMG1 and any other relevant policy of this Core Strategy.

As mentioned above providing housing for the elderly is a priority for the Council within the Housing Strategy, and has been for a number of years. However very little such accommodation has been developed by the market. Therefore, within the negotiations for housing developments, 15% of the units will be for elderly provision. Within this 15% figure a minimum of 50% would be affordable and be included within the overall affordable housing threshold of 30%. The remaining 50% (ie the remaining 50% of the 15% elderly-related element) will be for market housing for elderly groups.

Further detail is outlined within the Addressing Housing Needs in Ribble Valley statement and this policy is further evidenced within the Strategic Housing Market Assessment.

Any proposals for affordable housing must be accompanied with the following information:

- Details of who the accommodation will be expected to accommodate. This should include a full survey of the extent of need and include persons who have expressed an interest in the property. And how the cost of the accommodation will be matched to the incomes of these target groups.
- Details of the methods by which the accommodation will be sold or let, managed and retained for its original purpose.

10.19   **KEY STATEMENT DMH2: GYPSY AND TRAVELLER ACCOMMODATION**

Provision levels will be determined based on the most up to date evidence adopted by the planning authority. Where the principle for the need for proposals is accepted, sites will be approved subject to the following criteria:

- The proposal must not conflict with the other polices of this plan/core strategy.
- Proposals must not adversely impact on the character of the landscape or the environment, or any SSSIs or sites of biological importance.
- Proposals should involve the reuse of derelict land where possible and not lead to the loss of the best and most versatile agricultural land.
- Where possible site should be within a reasonable proximity to services.
- Proposals must have good access.

10.20 **KEY STATEMENT DMH3: DWELLINGS IN THE OPEN COUNTRYSIDE**

Within areas defined as Open Countryside on the proposals map, residential development will be limited to:

- Development essential for the purposes of agriculture or residential development which meets an identified local need.
- The appropriate conversion of buildings to dwellings providing they are suitably located and their form and general design are in keeping with their surroundings. Buildings must be structurally sound and capable of conversion without the need for complete or substantial reconstruction.
- The rebuilding or replacement of existing dwellings subject to the following criteria:
    - The residential use of the property should not have been abandoned.
    - There being no adverse impact on the landscape in relation to the new dwelling.
    - The need to extend an existing cartilage.

The creation of a permanent dwelling by the removal of any condition that restricts the occupation of dwellings to tourism/visitor use or for holiday use will be refused.

10.21 **KEY STATEMENT DMH4: THE CONVERSION OF BARNS AND OTHER BUILDINGS TO DWELLINGS**

Planning permission will be granted for the conversion of buildings to dwellings where

- The building is not isolated in the landscape, is within a defined settlement or forms part of an already defined group of buildings, and

- There need be no unnecessary expenditure by public authorities and utilities on the provision of infrastructure, and

- There would be no materially damaging effect on the landscape qualities of the area or harm to nature conservations interests, and

- There would be no detrimental effect on the rural economy, and

- The proposals are consistent with the conservation of the natural beauty of the area.

The building to be converted must:

- be structurally sound and capable of conversion for the proposed use without the need for extensive building or major alternation, which would adversely affect the character or appearance of the building. The Council will require a structural survey to be submitted with all planning application of this nature. This should include plans of any rebuilding that is proposed;

- be of a sufficient size to provide necessary living accommodation without the need for further extensions which would harm the character or appearance of he building, and

- the character of the building and its materials are appropriate to its surroundings and the building and its materials are worthy of retention because of its intrinsic interest or potential or its contribution to its setting, and

- the building has a genuine history of use for agriculture or another rural enterprise.

The conversion of buildings should be of a high standard and in keeping with local tradition. The impact of the development, including the creation of garden area and car parking facilities (or other additions) should not harm the appearance or function of the area in which it is situated. Access to the site should be to a safe standard and be capable of being improved to a safe standard without harming the appearance of the area.

Proposals will also be determined having regard to the Historic Environment Local Management (HELM) Good Practice guidance on the Conversion of Traditional Farm Buildings.

The creation of a permanent dwelling by the removal of any condition that restricts the occupation of dwellings to tourism/visitor use or for holiday use will be refused unless it can be demonstrated that the unit will meet an identified local/affordable housing need in accordance with policy DMH1.

10.22 KEY STATEMENT DMH5: RESIDENTIAL AND CURTILAGE EXTENSIONS

Proposals to extend or alter existing residential properties must accord with policy DMG1 and any relevant designations within which the site is located. Proposals that are for the extension of properties to provide accommodation for elderly or dependant relatives will also be subject to the following criteria:

- The development must be capable of integration into the main dwelling or a use that is ancillary to the use of the main dwelling housing when circumstances change.
- The extension should generally speaking provide only a modest level of accommodation.

Proposals for the extension of curtilage will be approved if:

- The site is within a settlement, or,
- The site is on the edge of a settlement providing:
    - The new curtilage boundary follows an easily identifiable feature such as a road, stream or hedgerow, or brings the boundary into line with existing adjacent properties.
    - The extension will not cause visual harm to the landscape.
    - The extension improves the visual quality of the site.

Proposals to extend a curtilage in other circumstances will not be approved other than where it will support the health of the local economy.

BUSINESS AND ECONOMY

10.23 **KEY STATEMENT DMB1: SUPPORTING BUSINESS GROWTH AND THE LOCAL ECONOMY**

Proposals that are intended to support business growth and the local economy will be supported in principle. Development proposals will be determined in accord with the Core Strategy and detailed policies of the LDF as appropriate.

The Borough Council may request the submission of supporting information for farm diversification where appropriate.

The expansion of existing firms within settlements will be permitted on land within or adjacent to their existing sites, provided no significant environmental problems are caused and the extension conforms to the other policies of the LDF.

The expansion of established firms on land outside settlements will be allowed provided it is essential to maintain the existing source of employment and can be assimilated within the local landscape. There may be occasions where due to the scale of the proposal relocation to an alternative site is preferable.

Proposals for the development, redevelopment or conversion of sites with employment generating potential in the plan area for alternative uses will be assessed with regard to the following criteria:

- The provisions of Policy DMG1, and
- The compatibility of the proposal with other policies of the LDF, and
- The environmental benefits to be gained by the community, and
- The economic and social impact caused by loss of employment opportunities to the borough, and
- Any attempts that have been made to secure an alternative employment generating use for the site (must be supported by evidence (such as property agents details including periods of marketing and response) that the property/ business has been marketed for business use for a minimum period of six months or information that demonstrates to the Council's satisfaction that the current use is not viable for employment purposes.)

10.24 KEY STATEMENT DMB2: THE CONVERSION OF BARNS AND OTHER RURAL BUILDINGS FOR EMPLOYMENT USES

Planning permission will be granted for employment generating uses in barns and other rural buildings, provided all of the following criteria are met:

- The proposed use will not cause unacceptable disturbance to neighbours in any way.
- The building has a genuine history of use for agriculture or other rural enterprise.
- The building is structurally sound and capable of conversion for the proposed use, without the need for major alterations which would adversely affect the character of the building.
- The impact of the proposal or additional elements likely to be required for the proper operation of the building will not harm the appearance or function of the area in which it is situated.
- The access to the site is of a safe standard or is capable of being improved to a safe standard without harming the appearance of the area.

- The design of the conversion should be of a high standard and be in keeping with local tradition, particularly in terms of materials, geometric form and window and door openings.

- That any existing nature conservation aspects of the existing structure are properly surveyed and where judged to be significant preserved or, if this is not possible, then any loss adequately mitigated.

The conversion of buildings should be of a high standard and in keeping with local tradition. The impact of the development, including the creation of servicing, storage areas and car parking facilities (or other additions) should not harm the appearance or function of the area in which it is situated. The AONB Management Plan should be considered and will be used by the Council in determining planning applications.

Proposals for the conversion of buildings for employment purposes that include residential accommodation will be carefully assessed. The Council will require the submission of a business plan in support of the proposal where residential accommodation is required as part of the scheme in locations where the Council would otherwise restrict the creation of dwellings. In all cases the proportion of living accommodation to workspace must not exceed a level of 60:40, workspace to living accommodation, and should form an integral part of the layout and design of the conversion.

Proposals will be assessed in accordance with national planning guidance.

10.25   **KEY STATEMENT DMB3: RECREATION AND TOURISM DEVELOPMENT**

Planning Permission will be granted for development proposals that extend the range of tourism and visitor facilities in the Borough. This is subject to the following criteria being met:

- the proposal must not conflict with other policies of this plan;

- the proposal must be physically well related to an existing main settlement or village or to an existing group of buildings, except where the proposed facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available;

- the development should not undermine the character, quality or visual amenities of the plan area by virtue of its scale, siting, materials or design;

- the proposals should be well related to the existing highway network. It should not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance. Where possible the proposals should be well related to the public transport network;

- the site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas; and

- the proposal must take into account any nature conservation impacts using suitable survey information and where possible seek to incorporate any important existing associations within the development. Failing this then adequate mitigation will be sought.

In the Forest of Bowland Area of Outstanding Natural Beauty the following criteria will also apply:

- The proposal should display a high standard of design appropriate to the area.

- The site should not introduce built development into an area largely devoid of structures (other than those directly related to agriculture or forestry uses).

In the AONB it is important that development is not of a large scale. In the AONB and immediately adjacent areas proposals should contribute to the protection, conservation and enhancement of the natural beauty of the landscape. Within the open countryside proposals will be required to be in keeping with the character of the landscape area and should reflect the local vernacular, scale, style, features and building materials.

10.26   KEY STATEMENT DMB4: OPEN SPACE PROVISION

On all residential sites of over 1 hectare, the layout will be expected to provide adequate and usable public open space. The Council will also negotiate for provision on smaller sites, or seek to secure a contribution towards provision for sport and recreational facilities or public open space within the area where the overall level of supply is inadequate. Any green infrastructure should be multi functional and encourage, where possible, walking and cycling opportunities

The Borough Council will refuse development proposals which involve the loss of existing public open space, including private playing fields which are in recreational use. In exceptional circumstances and following a robust assessment where the loss of a site is justifiable because of the social and economic benefits a proposed development would bring to the community, consent may be granted where replacement facilities are provided, or where existing facilities elsewhere in the vicinity are substantially upgraded. These must be readily accessible and convenient to users of the former open space areas.

It is important to protect existing recreational areas from development. Within defined settlements public recreational land will be identified on the Proposals Map.

10.27   KEY STATEMENT DMB5: FOOTPATHS AND BRIDLEWAYS

The Borough Council will seek to ensure the retention, maintenance and improvement of by-ways and un-surfaced/unclassified roads as part of the public rights of way network. The Borough Council will, unless suitable mitigation measures are made, protect from the development footpaths which:

- provide a link between towns/villages and attractive open land;
- link with the Ribble Way footpath;
- are associated to the Local Nature reserves; and
- are heavily used.

RETAIL DEVELOPMENT

10.28   KEY STATEMENT DMR1: RETAIL DEVELOPMENT IN CLITHEROE

Proposals for shopping developments within the main shopping centre of Clitheroe, as defined on the Proposals Map, will be approved subject to the other policies of the LDF Special regard will be had to the likely contribution of the proposals to the vitality and viability of the centre and their effect on the character and appearance of the area as well as the arrangements for vehicular movement and parking.

The following will be important considerations:

- In terms of major developments a travel plan will be requested.
- The impact of the development on the economic and physical regeneration of the shopping centre.
- An impact assessment will be required for planning applications in the centre that do not conform to the Plan and may have an impact on other centres.
- The impact on the local employment.

The centre of Clitheroe is the only part of the Borough considered to be suitable and capable of accommodating major retail development.

For the purposes of this policy, large-scale developments are considered to be those intended to serve a wide catchment area (i.e. wider than Clitheroe and its surrounding area).

Proposals which fall into this category include large supermarkets and hypermarkets, retail warehouses and comprehensive re-developments comprising a number of smaller units.

Any proposal must conform to the other policies of this plan.

Proposals for shopping development outside the main shopping centre, as defined on the Proposals Map, will be considered on a sequential basis. Development of sites on the edge of the centre will be allowed provided it can be demonstrated that:

- All town centre options have been thoroughly assessed before less central sites were considered.

- That where it has been demonstrated by the applicant that there are no town centre sites to accommodate the proposed development, preference is given to edge of centre locations that are well connected to the centre by means of easy pedestrian access and are accessible by public transport.

- That the proposal would not seriously affect the vitality or viability of the town centre. For sites over 1000m² gross internal floorspace an impact assessment should accompany any application.

- That where it is asserted that there are no other sequentially preferable sites that are appropriate for the proposed development, the applicant should demonstrate this. This should be through as assessment of the availability, suitability and viability of possible sequentially preferable sites.

- That in considering edge of centre sites, developers and operators have demonstrated flexibility in relation to sequentially preferable town centre sites in terms of scale, format, car parking and possible disaggregation of the proposal.

- That the proposal conforms to other policies of this Plan, with particular regard to environmental impact and arrangements for vehicular movement and parking.

The above also applies to extensions to retail uses where the gross floorspace exceeds 200m².

This is in conformity with Planning Policy Statement 4 Planning for Sustainable Economic Growth and associated Practice Guidance Planning for Town Centres (December 2009). Definitions such as "edge of centre" and concepts such as "availability", "suitability", "viability" and "impact assessment" are drawn from these sources.

Within the principal shopping frontage of Clitheroe, as defined on the Proposals Map, the only new uses considered appropriate at ground floor level will be uses included in Class A1 of the Town and Country Planning (Use Classes) Order 2006 and use for the sale of food or drink for consumption on the premises. Other uses will only be considered in exceptional circumstances where there would be no material adverse effect on the character of the frontage, general amenity or highway safety.

The introduction of non-retail uses such as banks, building societies and estate agencies into the defined principal shopping creates breaks, weakening the quality of the principal shopping streets and potentially forcing retail uses onto secondary streets, thus threatening the vitality of the town.

This policy allows the change of use of properties to cafes and restaurants subject to Policy DMG1. However the sale of take-away foods is restricted.

This policy is linked to a direction under Article 4 of the Town and Country Planning General Development Order 1988, which restricts permitted development rights for change of use from Use Class A3 (Food and Drink) to Use Class A2 (Financial and Professional Services) and also restricts Use Class A3 to the sale of food and drink for consumption on the premises. This means that planning consent must be obtained for such development.

Guidance within Planning Policy Statement 4 Planning for Sustainable Economic Growth and Practice Guidance Planning for Town Centres will also be important in applying the retail related policies within Clitheroe and other parts of the Borough.

10.29   KEY STATEMENT DMR2: SHOPPING IN LONGRIDGE AND WHALLEY

Proposals for new small scale shopping developments will be approved on sites which are physically closely related to existing shopping facilities. All proposed shopping developments will be subject to other relevant policies in the plan and the Borough Council will have particular regard to the effect of the proposals on the character and amenities of the centre and the consequences in respect of vehicular movement and parking.

Longridge and Whalley will continue to be the other main shopping areas of the Borough. Their size and facilities are more closely related to local shopping needs than those of Clitheroe. This may change as the pattern of development is shaped in the Core Strategy. For the purposes of this policy small scale shopping development is considered to be of a size intended to serve the needs of the local settlement and its immediate surrounding area rather than a wider catchment.

Proposals to serve a much wider area would generally be deemed to be major retail development and would be out of keeping in these areas and, in most circumstances, will not normally be permitted.

10.30 **KEY STATEMENT DMR3: RETAIL OUTSIDE THE MAIN SETTLEMENTS**

The change of use of ground floor commercial premises to residential accommodation within the village boundaries will be approved providing it has been demonstrated that the change of use will not lead to adverse effects on the local economy.

The loss of retail uses or other community related commercial premises to residential use in villages can have a serious detrimental effect on the economic and social well- being of the locality. This is particularly important where a nucleus of commercial properties has been established, for example with good parking, access and delivery facilities. The loss of such units may lead to demand elsewhere on less suitable sites.

In assessing any application the Council will require the applicant to provide information to demonstrate there is no demand to retain the premises in commercial use. The property will be expected to have been offered for sale on the open market for a period of at least 12 months at a realistic price (confirmed by independent verification). Information on all offers made, together with copies of the sale particulars will also be required to accompany the application.

The Borough Council will approve the development of farm shops which are linked to genuine farm diversification proposals, subject to the following criteria:

- Any new building should be minimal, well related to existing farm buildings and reflect the landscape character of the area in terms of materials and design.
- The proposal should be well related to the primary transport route system. It should not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance.
- The site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas.
- The range of goods sold must be linked to the farming nature of the enterprise.
- Where possible the proposal should incorporate the use of existing farm buildings.

These should:

- Have a genuine history of use for agriculture or other rural enterprise; and
- Be structurally sound and capable of conversion for the proposed use without the need for major alterations which would adversely affect the character of the building.

The proposed use will not cause unacceptable disturbance to neighbours in any way.

In considering such proposals the desirability for the farmer of providing a service throughout the year and the potential impact on nearby village shops will be taken into account.

It is generally assumed that the use of a farm shop only for the sale of goods produced on that farm is a use which is ancillary to use as a farm and therefore does not require the benefit of a planning permission, whereas use as a farm shop selling a significant amount of "imported" produce is a separate use and is subject to planning control.

In considering applications for this type of development the Council will seek the submission of a farm or business plan in support of a planning application for a farm diversification scheme. The plan will provide additional information to the planning authority to enable it to fully understand the reasons for the scheme and to judge its implications.

11 APPENDICES

This Appendix provides information regarding the assessment of how residential development is to be distributed. The housing information uses the most recently published housing land availability information as at the 1st October 2011 in order to ensure that a clear base date is applied. It is important to note that any planning approvals since that date would need to be taken account of and consequently the residual number of houses shown in the table will be less. The Council publishes it's housing land study twice a year.

11.1   **Number of Houses to provide 2008 - 2028 = 4000**

The strategy model provides for a minimum of 1120[19] of these units across other settlements.

4000 - 1120 = **2880** houses to be provided by the 3 main settlement areas of Clitheroe, Longridge and Whalley.

---

[19] Calculated to allow for an average of 35 houses per settlement (32)
Core Strategy Reg 27 draft v6.doc

11.2   Residual number of houses required for each main settlement based on main settlement population

	Number of houses to be provided (% of 2,880) [20]	Number of houses already completed/permission given for each 'settlement'/ area (based on the Parish)	Unadjusted residual (less number already completed/ permission given)	Longridge adjustment [21]	Proposed Strategic Site - 1040 [22]	Residual number of houses required for each settlement [23]
Clitheroe	1,670	282	1,388		348	**348**
Longridge	835	75	760	560		**560**
Whalley	375	132	243			**243**
Other settlements	*1120*	*504*	*616*	*816*		*816*
Standen					1040	**1040**
Total	**4000**	**993**	**3007**			**3007**

---

[20] % used for devising residual number of houses is calculated from settlement population as a % of total main settlement population (see table below for data) – Clitheroe 58%, Longridge 29%, Whalley 13%

[21] This allowance reflects anticipated development in Preston Borough at Longridge – 200 taken from Longridge and reapportioned to the 'Other Settlements'

[22] Proposed Strategic Site – 1040 dwellings proposed at Standen

[23] As at 1st October 2011 – applications have been approved since

Number of houses in supply as at 1st October 2011 plus proposed strategic site	2033 (993 + 1040)
Residual number of houses	1967
Number of Houses to provide 2008 - 2028	**4000**

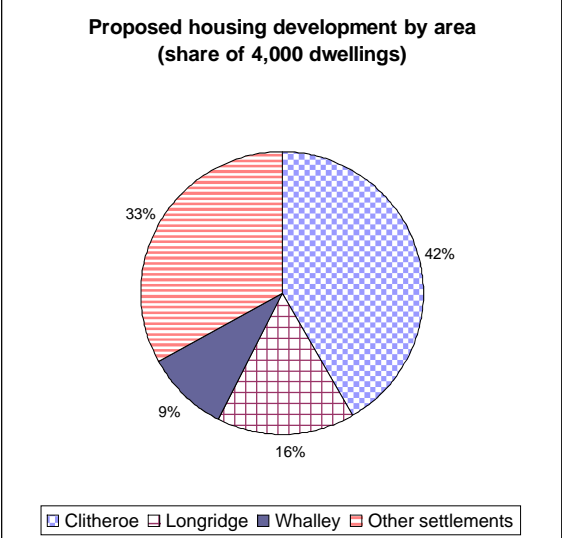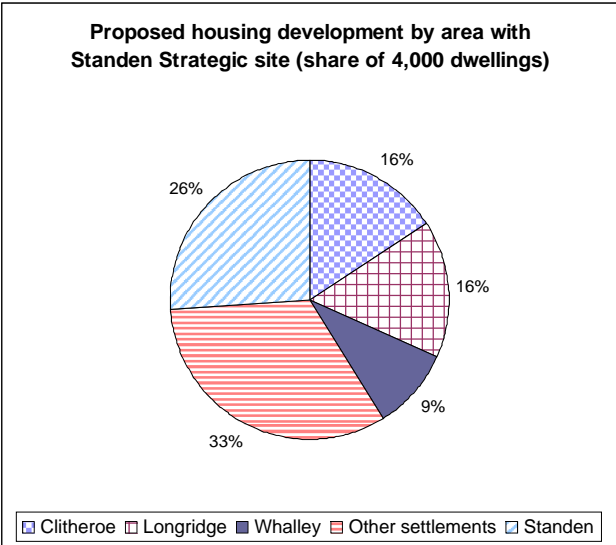| Population of each settlement [24]			
Main settlements	**Number of properties in Parish**	**Applied occupancy rate**	**Estimated population**
Clitheroe Parish	6,764	2.41	16,301
Longridge Parish	3,391	2.41	8,172
Whalley Parish	1,549	2.41	3,733
Total			28,207

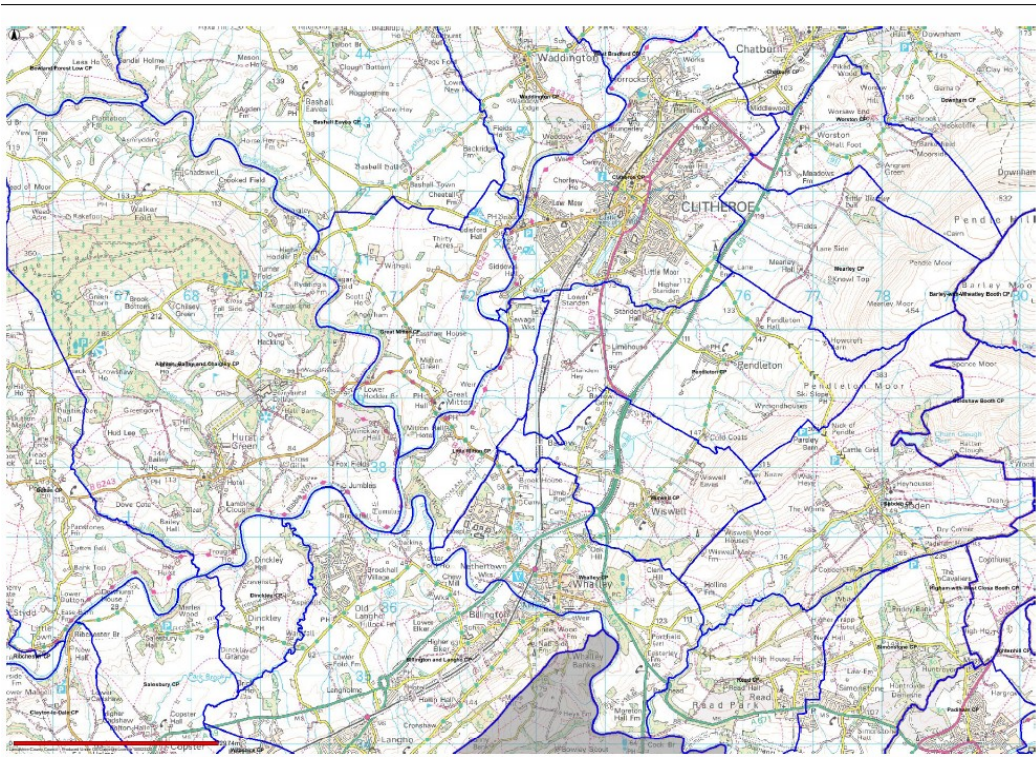**11.3   Reasoning behind calculating and using a Parish figure rather than the ward population.**

Number of houses completed/permissions granted calculated for the 'settlement' area which for reasons of best fit means using the Parish boundary. The ward of Whalley and the wards that make up Longridge are a far bigger area than the Parish and include other settlements (Mitton for example.)

Ward population estimates and projections are based on the 2001 Census - allowing for births, deaths and net migrations. The figure does not take into account the number of new properties which may have been built in each ward. The Parish calculation takes into account the number of taxable domestic properties on the CTAX database as at October 2011. A recognised occupancy rate has been applied to the number of properties to provide an estimated Parish population.

[24] Calculated as number of domestic properties liable for CTAX on the CTAX system for each parish multiplied by occupancy rate of 2.41 (2008 occupancy rate calculated from census data as used by Lichfield Consultants.)
Core Strategy Reg 27 draft v6.doc
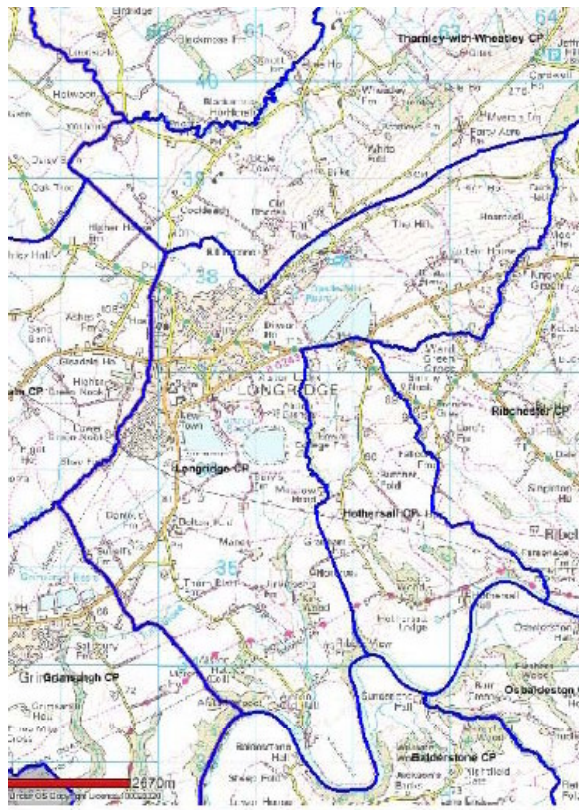
Proposed Housing Distribution

Proposed housing development by area with Standen Strategic site (share of 4,000 dwellings)

16%
16%
26%
9%
33%

Clitheroe ⊞ Longridge ■ Whalley ⊟ Other settlements ☐ Standen

Proposed housing development by area (share of 4,000 dwellings)

42%
33%
16%
9%

Clitheroe ⊞ Longridge ■ Whalley ⊟ Other settlements

Parishes of Whalley and Clitheroe

Core Strategy Reg 27 draft v6.doc

Longridge Parish

This map is reproduced from Ordnance Survey material with the Permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (C) Crown Copyright.
Unauthorised reproduction may lead to prosecution or civil proceedings.
Lancashire County Council - OS Licence 100023320 (C) 2010

LOCAL DEVELOPMENT FRAMEWORK (LDF)
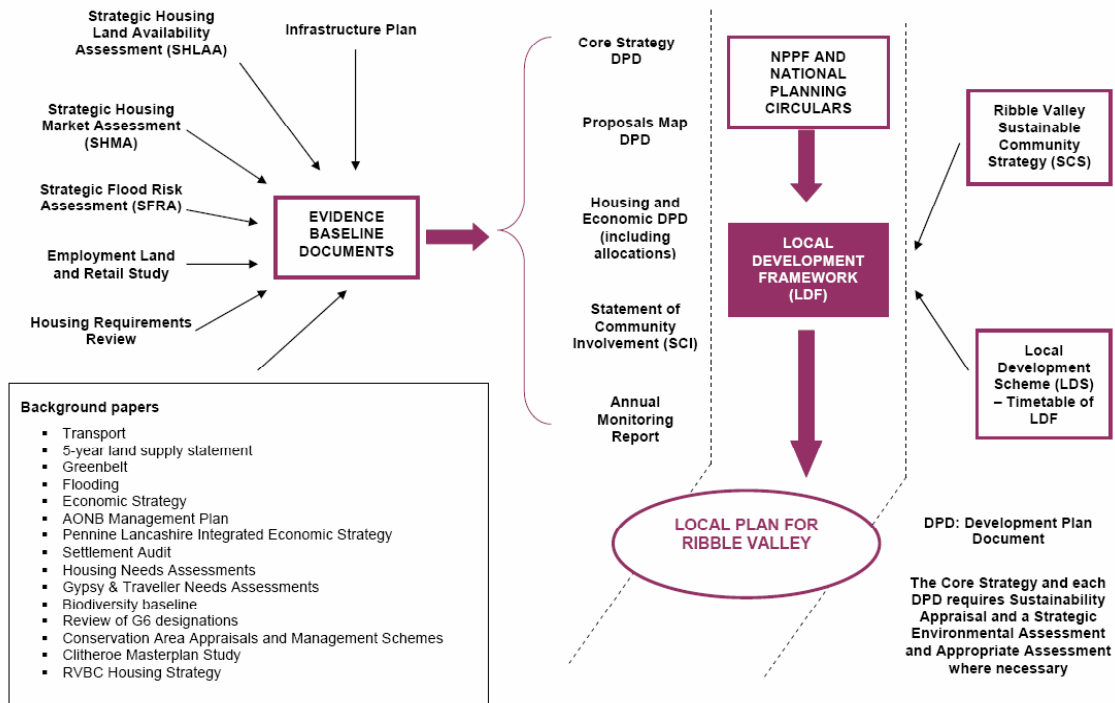
Glossary

AFFORDABLE HOUSING – Housing, irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to occupy homes generally available on the open market.

AFFORDABLE HOUSING MEMORANDUM OF UNDERSTANDING (AHMU) – This sets out the Council's policy on matters such as the amount of affordable housing required in any housing development, eligibility for tenancy/ownership, etc.

ALLOCATION - The use assigned to a piece of land in a development plan.

AMENITY - An element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors. Amenities can include such facilities as Post offices, schools, local shops, open space and play areas and bus stops.

AMR - Annual Monitoring Report. This report monitors the LDF using a set of established indicators that can be compared year on year to show how elements of the LDF are performing. Submitted to Government Office North West each December.

APPROPRIATE ASSESSMENT (AA) - See Strategic Environmental Assessment below

AREA OF OUTSTANDING NATURAL BEAUTY (AONB) – A national designation which carries with it certain obligations on the Local Planning Authority when formulating policy or assessing planning applications

AVAILABILITY - For the purpose of this study this relates to whether, on the best information available, there is confidence that there are no legal or ownership problems such as multiple ownerships, ransom strips, tenancies or operational requirements of landowners.

BASELINE - see Evidence Base.

BIOLOGICAL HERITAGE SITE - A national designation that carries with it certain obligations on the Local Planning Authority when formulating policy or assessing planning applications.

BROWNFIELD - Brownfield land is land that has previously had development on it.

CLG - The department for Communities and Local Government. A central government department that deals with Planning issues.

CLITHEROE TOWN CENTRE MASTERPLAN - (see Section 2 – Understanding the Area).

COMMUNITY INFRASTRUCTURE LEVY (CIL) – An alternative or complement to a Section 106 agreement for planning obligations with a set tariff of financial contributions. The future of this levy is in doubt and has not been adopted by RVBC.

COMMUNITY SAFETY PARTNERSHIP – A partnership within the RV Strategic Partnership of RVBC, the Police and the Primary Care Trust aimed at co-ordinating and initiating work on improving public safety.

CORE STRATEGY - The Core Strategy is the central document of the Local Development Framework and sets out the development principles for the Ribble Valley.

CORPORATE PLAN – The key document outlines the Council's priorities and objectives.

DC - Development Control. This is the department of the Council that deals with and determines planning applications and unauthorised developments.

DEVELOPMENT MANAGEMENT POLICIES – These are the policies that will be used by Ribble Valley Borough Council's Development Control department to determine planning applications.

DISTRICTWIDE LOCAL PLAN - This is the saved development plan for the borough. It is the document against which all planning applications are currently determined. This will eventually be replaced by the LDF.

DPD - Development Plan Document. This is a statutory planning document that forms part of the LDF.

EMPLOYMENT LAND and RETAIL STUDY – (see Understanding the Area)

EVIDENCE BASE – This is made up of the information and documents that inform the Local Development Framework. For the LDF to be sound it must be based upon a credible, robust and transparent baseline. (see Understanding the Area)

FIVE-YEAR SUPPLY - Each Local Planning Authority is required to demonstrate a five-year supply of land for housing. Ribble Valley is required to provide 161 residential units each year and therefore is required to demonstrate that 805 units (161x5) can be provided. If a five-year supply cannot be demonstrated then it becomes difficult to resist applications for residential development, even if they are not suitable.

GREEN BELT - Areas of land where development is particularly tightly controlled with the main objective of maintaining 'green' spaces between large conurbations and other settlements. This is a national designation and is infrequently reviewed to ensure land is protected.

GREENFIELD - This is land that has not previously had development upon it. It is not the same as Green belt land as it is not necessarily protected from development.

HLA - Housing Land Assessment. This is a report that is produced by Ribble Valley Borough Council bi-annually. It presents a collation of data on housing planning permission and completions.

HMA - Housing Market Assessment. This is required as part of the baseline for the LDF. It is comprised of the Strategic Housing Market Assessment and the Strategic Housing Land Availability Assessment.

HOUSING and ECONOMIC NEEDS DPD – This document is one of the major documents in the LDF. It will eventually contain details of the actual sites 'allocated' for housing and employment development.

HOUSING NEEDS ASSESSMENTS - (see Understanding the Area).

HOUSING NEEDS SURVEYS – surveys carried out in each main settlement to gauge housing need particularly for affordable housing.

GYPSY and TRAVELLER NEEDS - (see Understanding the Area).

KEY SERVICE CENTRES - These are seen as the largest settlements in the borough. For the purposes of this study this relates to Clitheroe, Longridge and Whalley.

LANDFILL GAS ZONE – An area where gas is potentially generated spontaneously from previous land fill operations.

LCC - Lancashire County Council. This is a sub-regional organisation.

LDF - see Local Development Framework.

LDS - Local Development Scheme. This sets out the timetable of production for all the documents that make up the LDF**.**

LISTED BUILDINGS - The Secretary of State for Culture, Media and Sport is responsible for compiling the statutory list of buildings of special architectural or historic interest. English Heritage provides expert advice on which buildings meet the criteria for listing, and administer the process. Buildings are graded to indicate their relative importance.

LOCAL DEVELOPMENT DOCUMENTS - These are documents that together make up the LDF.

LOCAL DEVELOPMENT FRAMEWORK - This is comprised of a suite of documents, which will replace the current single document Districtwide Local Plan containing the Saved Policies under which most planning decisions are assessed.

LOCAL INFRASTRUCTURE PLAN (LIP) – The LIP is an evidence base document that addresses the infrastructure requirements, provision and potential issues relating to development.

LONGRIDGE ACTION PLAN - (see Understanding the Area).

LPA - LOCAL PLANNING AUTHORITY. In most references in this document this is Ribble Valley Borough Council.

OPEN COUNTRYSIDE – This is a designation within the RV Districtwide Plan mainly of land outside Settlement Areas but not designated Greenbelt or AONB

PDL- Previously developed land. This is the same as Brownfield land in that it is land that has previously been developed.   The definition in Annex B of PPS3 is 'previously- developed land is that which is or was occupied by a permanent structure, including the curtilage of the development land and any associated fixed surface infrastructure'.

PENNINE LANCS LOCAL DEVELOPMENT STRATEGY (see Understanding the Area).

PLANNING INSPECTORATE – PINS – The Secretary of State appoints Planning Inspectors who hear planning appeals against planning decisions by LPAs and who carry out Examinations in Public of planning policies and Local Development Documents prepared by LPAs.

PPS - PLANNING POLICY STATEMENTS - These contain the Government Guidance on planning matters which has to be observed when formulating local planning policies and considering planning applications.

PPS1 - Planning Policy Statement 1- Sustainable Development. This sets out the principles for sustainable development. It is a national planning policy document. Planning applications are determined against this.

PPS3 - Planning Policy Statement 3- Housing. It is a national planning policy document. Planning applications are determined against this.

PPS12 – Planning Policy Statement 12 - Local Development Frameworks. The policies in this statement focus on procedural policy and the process of preparing local development documents.

PPS25 - Planning Policy Statement 25- Development and Flood Risk. It is a national planning policy document. Planning applications are determined against this.

RIBBLE VALLEY ECONOMIC STRATEGY - Outlines the Council's economic aims and objectives. (see Understanding the Area).

RIBBLE VALLEY HOMES – RVBC transferred ownership of their council homes to Ribble Valley Homes a subsidiary of Vicinity Ltd, a Housing Association and Registered Social Landlord.

RIBBLE VALLEY SETTLEMENT HIERARCHY – see Settlement Hierarchy below.

SAVED POLICIES - these are policies from the Districtwide Local Plan that have been saved for a time period during the production of replacement Local Development Documents.

SEA – See Strategic Environmental Assessment below.

SECTION 106 AGREEMENT – This is an agreement under Section 106 of the Town and Country Planning Act negotiated between a developer and the Council imposing certain planning obligations which must be met before planning permission is granted.

SECTION 278 AGREEMENT – similar to Section 106 agreement but concerned with Highway matters.

SETTLEMENT AUDIT - Key statistics about settlements in the Borough such as community facilities, housing and employment figures. (see Understanding the Area).

SETTLEMENT HIERARCHY – The hierarchy lists the current level of services in settlements and aids decisions on the sustainability of developments in them. (see Understanding the Area).

SFRA or FRA - Flood Risk Assessment or Strategic Flood Risk Assessment. An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered. (see Understanding the Area).

SHLAA - Strategic Housing Land Availability Assessment - This is an evidence base document for the LDF which looks at the potential of land for residential development and makes estimates on when this potential land may come forward. (see Understanding the Area).

SHMA- Strategic Housing Market Assessment. **-** This is an evidence base document for the LDF that looks at the level of affordability in the borough and the types and tenures of housing that are present in the borough. (see Understanding the Area).

SSSI - SITE OF SPECIAL SCIENTIFIC INTEREST - A national designation that carries with it certain obligations on the Local Planning Authority when formulating policy or assessing planning applications.

STRATEGIC ENVIRONMENTAL ASSESSMENT – This is an assessment, which must be carried out in accordance with a European Directive where significant environmental effects are expected as a result of a plan. It assesses the anticipated social, economic and environmental effects of a plan and can be combined with the Sustainability Appraisal requirements so that one single document is produced.

SUSTAINABILITY APPRAISAL – This is an assessment of the expected social, economic and environmental effects of a plan and involves an assessment to be carried out by a panel of experts from these fields to assess which of the development options are the most sustainable*.*

SUSTAINABLE COMMUNITY STRATEGY – The SCS sets out the communities aspiration, needs and priorities and coordinates the actions of the public, private, voluntary and community sectors in meeting these needs. The LDF is intended to the spatial interpretation of the SCS.

SUSTAINABLE DEVELOPMENT - The most commonly used definition is that of the 1987 World Commission on Environment and Development, the Brundtland Commission: 'development which meets the needs of the present without compromising the ability of future generations to meet their own needs'.

TPO - Tree Preservation Order. These are made by the Local Authority to protect trees**.**

VILLAGES - These are the smaller settlements within the borough and for the purposes of this study, this relates to all settlements in the borough excluding Clitheroe, Longridge, Whalley and Wilpshire.

12 KEY DIAGRAM

To be added…