

Preston Local Plan July 2013

Preston Local Plan 2012-2026

Publication Version

**Site Allocations and Development Management Policies
Development Plan Document (DPD)**



Part of the Local Development Framework



Preston Local Plan July 2013

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যাদের আদি ভাষা ইংরেজী নয় তাদের জন্য কাউন্সিল ইন্টারপ্রিটার বা দো-ভাষী সার্ভিস প্রদান করতে পারে।

ঔমনী প্রথম ভাষা অগ্রাঙ্ক ন ভীয তেবা লোকো মাটে কাউন্সিলে দুভাষিয়ানী সেবা পুরী পাডী শক্ ঠে.

ਜਿਨ੍ਹਾਂ ਦੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਹੈ ਕਉਂਸਲ ਉਨ੍ਹਾਂ ਵਾਸਤੇ ਅਨੁਵਾਦ ਦੀ ਸੇਵਾ ਪੇਸ਼ ਕਰ ਸਕਦੀ ਹੈ।
کونسل اُن لوگوں کو ترجمانی کی سروس فراہم کر سکتی ہے جنکی مادری زبان انگلش نہیں ہے۔



Preface

- i. Preston City Council is in the process of preparing a Local Plan. All local planning authorities are required to produce a Local Plan, formerly known as a Local Development Framework (LDF), which is a group of local development documents setting out their vision, planning strategies and policies. This new folder of documents will replace the Preston Local Plan, which was adopted in April 2004.
- ii. The Site Allocations and Development Management Policies Development Plan Document (DPD) known throughout this document as the Preston Local Plan is one of the documents in the Local Plan. This Preston Local Plan sets out the vision for Preston and applies the general principles and policies set out in the Central Lancashire Core Strategy (adopted July 2012). It includes development management policies, and allocates or protects land for specific uses, such as housing, business or recreation.
- iii. Following the Issues and Options and Preferred Options stages, the Council have taken into consideration comments made at these previous consultation stages, and are now undertaking this Publication stage to inform you of the sites and policies that the Council intends to submit to the Secretary of State for consideration and adoption.

How to respond

- iv. Preston City Council is seeking your comments on the Publication version of the Preston Local Plan 2012 – 2026. This consultation is not an invitation to make general comments; we are only able to accept representations about whether the document is legally compliant and sound. Any comments received will be forwarded to the Secretary of State for consideration at the Independent Examination. Copies of the full consultation document containing background information, the full set of policies and sites are available to view at the Council office and in all local libraries. If you have difficulties accessing our online form, paper comments

forms can be submitted by post using the address given below. The documents available during the publication stage of this Preston Local Plan consultation are:

- **The Preston Local Plan**

The full document is available on our website www.preston.gov.uk/publication-local-plan. Here you can submit any comments using our online form, which is our preferred method of response.

- **Policies Map**

The Policies Map shows all of the proposed allocations, designations and boundaries listed within this document.

- **Supporting Documents**

There are a number of supporting documents to accompany the main Local Plan including a Sustainability Appraisal and Habitats Regulations Assessment.

How do I submit my comments?

Sharing your views, comments and suggestions could not be easier. Whilst we encourage you to submit your comments online, we are also happy to receive comments via email or post:

Website: www.preston.gov.uk/publication-local-plan

Email: planningpolicy@preston.gov.uk

Post: Planning Department
Preston City Council
Town Hall
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Preston
PR1 2RL

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Issues and Options (November 2010)	Preferred Options (May 2012)	Publication	
Ref	Ref	Ref	Site Name
P001	HS1.1	MD1	Cottam
P003, P073, P077	HS1.3	MD2(A)	Land at Boyse's Farm and Eastway
P016, P034, P065, P075	HS1.4	MD2(B)	Land bounded by Garstang Road/Eastway/Sandyforth Lane/M55
P010, P012, P013, P017, P027, P030. P042, P062, P076	HS1.5	MD2(C)	Land bounded by Sandyforth Lane/Lightfoot Lane/M55
P028, P045, P054, P069	HS1.6	MD2(D)	Land west of Sandy Lane
n/a	HS1.7	HS1.1	Lancashire Fire and Rescue HQ, Garstang Road
P085	HS1.8	HS1.2	Argyll Road Depot.
P019	HS1.9	HS1.3	Parker Street
P074	HS1.11	HS1.4	Eastway Nurseries, Eastway
P040	HS1.12	HS1.5	Tetrad, New Hall Lane.
n/a	HS1.13	HS1.6	Skeffington Rd./Castleton Rd.
n/a	HS1.14	HS1.7	Deepdale Mill, Deepdale Mill Street
n/a	HS1.15	HS1.8	Shelley Road/Wetherall Street
n/a	HS1.16	HS1.9	Stagecoach Bus Depot, Selbourne Street
n/a	HS1.17	HS1.10	Former Goldenhill School, Cromwell Road.
n/a	HS1.19	HS1.11	Former Tulketh Community Sports College, Tag Lane.
P024	HS1.20	HS1.12	Brethrens Meeting Room, Egerton Road
n/a	HS1.23	HS1.13	Land North of Tom Benson Way
P051	HS1.26	HS1.14	Former Depot, Whittingham Road, Longridge

Index of Policy Reference Numbers

Preferred Options (May 2012)	Publication (July 2013)	
Policy Ref	Policy Ref	Policy Title
-	V1	Model Policy
-	IN1	Western Distributor
IN1	IN2	Broughton Bypass
IN2	IN3	Park & Ride Sites (Broughton and Riversway)
IN3	IN4	New Railway Station and Proposed Park & Ride
MD1	MD1	Cottam
MD2	MD2	North West Preston
AD1	AD1(a)	Development within (or in close proximity to) the Existing Residential Area
AD2	AD1(b)	Small scale development within Existing Villages (including the development of brownfield sites)
HS1	HS1	Allocation of Housing Sites
HS2	HS2	Phasing, Delivering and Monitoring
HS3	HS3	Green Infrastructure in New Housing Developments
HS4	HS4	Rural Exception Affordable Housing
HS5	HS5	Agricultural Workers Dwellings
HS6	HS6	University of Central Lancashire
HS7	HS7	Houses in Multiple Occupation
EP1	EP1	Employment Site Allocations
EP2	EP2	Protection of Existing Employment Areas
EP3	EP3	Cottam District Centre
EP4	EP4	Local Centres
EP5	EP5	Riversway Phase B Site Specific Policy
-	EP6	University of Central Lancashire Cottam Campus
EP6	EP7	Telecommunications
ST1	ST1	Parking Standards
ST2	ST2	General Transport Considerations
EN1	EN1	Development in the Open Countryside

EN5	EN2	Protection of Existing Infrastructure
EN6	EN3	Future Provision of Green Infrastructure
EN2	EN4	Areas of Separation
EN3	EN5	Areas of Major Open Space
EN4	EN6	Forest of Bowland
-	EN7	Land Quality
EN7	EN8	Development and Heritage Assets
EN8	EN9	Design of New Development
-	EN10	Biodiversity and Nature Conservation
-	EN11	Species Protection
WB1	WB1	Protection of Community Facilities
WB2	WB2	Allocation for New Community Facilities
-	WB3	Hot Food Takeaways

1. Introduction

- 1.1 The Preston Local Plan forms part of the statutory Development Plan for Preston. The role of the Plan is twofold:
- To identify the scale of development and allocate sites to meet the development needs of Preston over a 15 year period in order to achieve the vision for growth as outlined in the Central Lancashire Core Strategy.
 - To identify key local issues and provide a set of policies to manage change which will be used by decision makers to determine planning applications. These are known as Development Management (DM) Policies.
- 1.2 It is not the purpose of this document to grant permission to specific proposals – this will continue to be addressed through the existing planning application process. Instead, the Local Plan will ensure that appropriate forms of development can occur in the most suitable locations. It helps provide a level of certainty about what areas will be developed or protected in future and for what purpose. However, the allocation of a site does not necessarily mean that it will be developed straight away.
- 1.3 Each of the chapters within this Local Plan relate to a key theme, such as ‘Homes for All’ or ‘Climate Change’. At the beginning of each chapter, we have highlighted the relevant Core Strategy objectives and key policies that inform the Local Plan and help deliver the vision of the Core Strategy. Each chapter also contains any relevant development management policies.

City Centre Plan

- 1.4 The primary role of a city centre is that of a destination for shopping. Preston City Centre not only serves the residents of Preston in this respect, but also acts as the main non-food shopping destination in Central Lancashire. Core Strategy Policy 11 sets out the shopping hierarchy in Central Lancashire, Preston is the ‘Tier 1’ centre in the area, at the top of the retail hierarchy.
- 1.5 In support of this function, Preston acts as a transport gateway and interchange of more than sub-regional significance, and the city centre is the key to this. The Railway Station is Lancashire’s largest and busiest – all passenger trains within Central Lancashire stop, or terminate in Preston. Nearly 4.5 million passengers use the station each year.
- 1.6 Despite the critical role the city centre plays in social, economic and environmental terms, there are serious issues that need to be addressed. There are high levels of vacancies in and around the core shopping area, the public realm in general is of a poor standard and movement through the heart of the city centre is dominated by traffic. Getting the right vision and policies in place for the city centre is going to be vital for its future success.
- 1.7 A comprehensive scheme for the redevelopment of a large section of the city centre was first conceived over ten years ago. This became commonly known as the Tithebarn Regeneration Area (TRA), outline planning permission was obtained in 2010. However, for a number of reasons, not least the current economic climate, this scheme is not financially viable.

1.8 Given the factors set out above the Council have decided that the production of a specific, focused plan for the City Centre is the most appropriate course of action. There are numerous initiatives moving forward at the moment – the Fishergate Central Gateway Project, Preston Markets, and the Bus Station to name but a few – and the Council needs more time to fully consider the best policy approach to, given present economic considerations, what can only be described as a transitional environment.

1.9 The City Centre Plan (an Area Action Plan) has now commenced. The Council consulted on an ‘Issues Paper’ towards the end of 2012. The Council is now preparing the Plan for Preferred Options consultation during Summer 2013. The role of this Plan will be to allocate land to meet the plan period development needs of a growing, dynamic City. Evidence such as the Preston City Centre Retail & Leisure Study (2013) commissioned by the Council will underpin the approach set out.

1.10 As a result of this approach, this Local Plan does not, strictly, apply to the city centre, as shown on the Policies Map. However, whilst the City Centre Plan will include Development Management policies that will help guide development in the city centre, some policies within this Local Plan will be equally relevant to the city centre. Where this is the case, to avoid repetition, the City Centre Plan will reference the policies within this Local Plan that will also be used to guide development in the city centre.

Inner East Preston Neighbourhood Plan

1.11 Inner East Preston extends east from the edge of the city centre, along the arterial routes of New Hall Lane and

Ribbleton Avenue, as far as Blackpool Road. It is an area dominated by older terraced housing and it has some of the highest levels of deprivation in the city. Its regeneration is therefore one of the Council’s priorities.

1.12 A local community group – the Friends of Fishwick and St Matthew’s – has successfully bid to the government’s Neighbourhood Planning Frontrunners fund. The neighbourhood area and neighbourhood forum were designated by Cabinet in November 2012. Assisted by the Council, the group will prepare a Neighbourhood Plan using powers recently introduced in the Localism Act 2011.

1.13 The Inner East Preston Neighbourhood Plan boundary is shown on the Policies Map.

Cross Boundary Issues

1.14 During the preparation of the Core Strategy, the Council has taken into account cross-boundary issues with neighbouring districts including:

- The role of Longridge in Ribble Valley as a key service centre serving rural areas to the north and east of Preston.
- Green infrastructure inter-connections, for example, via the proposed Ribble Coast and Wetlands Regional Park to the Fylde.

1.15 We will continue to liaise with neighbouring authorities to ensure that our policies and proposals remain compatible.

Relationship to other Guidance

National Planning Policy Framework

- 1.16** The National Planning Policy Framework (to be referred to as the Framework) sets out the Government's planning policies for England and how these are expected to be applied. It details the Government's requirements for the planning system and provides a framework for local people and their accountable councils to produce their own distinctive local and neighbourhood plans to reflect their needs and priorities.
- 1.17** Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in making planning decisions.
- 1.18** At the heart of the Framework is a presumption in favour of sustainable development which is seen as a golden thread running through both plan making and decision taking. Policies within local plans should follow the approach of a presumption in favour of sustainable development so that it is clear that such development can be approved without delay.

Regional Strategy – North West of England Plan (2008)

- 1.19** The Regional Strategy for the North West (Revocation) Order 2013 (S.I. 2013/934) came into force on 20 May 2013. The Regional Strategy for the North West is revoked.

Joint Lancashire Minerals and Waste Framework

- 1.20** Policies and proposals for future minerals and waste development are set out in the Minerals and Waste Development Framework, prepared jointly by Lancashire County Council, Blackpool Council and Blackburn with Darwen Council. This consists of a Minerals and Waste Core Strategy and a Minerals and Waste Site Allocations Development Plan Document. The Minerals and Waste Core Strategy is adopted. The emerging Minerals and Waste Site Allocations and Development Management Policies Development Plan Document is under preparation and is expected to be adopted in 2013. Therefore, minerals and waste issues are not covered in the Preston Local Plan; however Mineral Safeguarding Areas will be included on the adopted Policies Map. It should be borne in mind that any development proposed within areas identified as Mineral Safeguarding Areas must satisfy the criteria set out in Policy M2 of the Minerals and Waste Local Plan; the objective of which is to safeguard minerals from unnecessary sterilisation. Further information is available from Lancashire County Council.

Central Lancashire Core Strategy

- 1.21** The Central Lancashire Core Strategy, jointly produced by Preston, South Ribble and Chorley Councils was adopted in July 2012. It sets out the long term spatial vision for Central Lancashire and the overall strategy for delivering that vision. For example, it identifies the overall need for different types of development including housing, employment, leisure and retail, as well as the need to protect the environment, create and enhance open spaces, and secure investment.

1.22 The Core Strategy does not identify individual parcels of land for future development, nor does it contain detailed local policies. It is the role of this Local Plan to provide this local level of detail by allocating specific sites and setting out detailed development management policies.

1.23 This Local Plan must be in general conformity with the strategic objectives of the adopted Core Strategy and seek to implement its strategic vision for Preston and wider Central Lancashire. There are twenty four strategic objectives and these are designed to set out the key issues to be addressed within the Policies of the Core Strategy. The strategic objectives relate to specific chapters within this Local Plan and are identified at the start of each chapter.

Preston Local Plan (2004)

1.24 The Preston Local Plan was adopted in 2004 and will be replaced by this Local Plan. There are, however, policies and land allocations within the Preston Local Plan 2004 which remain relevant today and have been rolled forward. There are also new policies in this Local Plan intended to reflect the Framework guidance and respond to key local issues facing Preston.

Supplementary Planning Guidance and Documents (SPGs and SPDs)

1.25 All Supplementary Planning Guidance documents produced alongside the Preston Local Plan (2004) will no longer be in force once this Local Plan has been adopted as they relate to previous Local Plan policies. These have been replaced by a number of new Supplementary Planning Documents. Whilst they do not include any additional policies, they do contain

further guidance expanding on policies in the Core Strategy and this Local Plan.

1.26 The Central Lancashire SPDs cover:

- Affordable Housing
- Controlling re-use of Employment Premises
- Rural Development
- Access to Healthy Food
- Design
- Open Space and Playing Pitch

1.27 Alongside these SPDs will be a number of local SPDs relating specifically to Preston and these will expand on guidance set out in the Policies within the Local Plan. These cover:

- Residential Extensions and Alterations
- New Central Business District, Preston (to be replaced by the City Centre Plan)
- Cottam Hall Masterplan, Preston
- North West Preston Master Plan

Central Lancashire Highways and Transport Masterplan

1.28 The Central Lancashire Highways and Transport Masterplan (2013) represents Lancashire County Council's considered position of the transport infrastructure needed to support the delivery of Central Lancashire's development strategy. By 2026, Central Lancashire is expected to have 22,200 additional homes, a large office-based service sector employment and as many as 23,000 new jobs. The Enterprise Zone covering the BAE Systems sites at Samlesbury and Warton has the potential to create up to 6,000 jobs in advanced engineering and manufacturing in the long term. To support this anticipated growth Central Lancashire's transport

system will need to be able to cope with the additional demands placed on it.

Sustainability Appraisal

1.29 This Local Plan is subject to a Sustainability Appraisal.¹

1.30 Each of the remaining site suggestions have been assessed against 42 different social, environmental, economic and deliverability criteria and given a banding relating to their overall sustainability. The banding ranges from A-E, with sites scoring 'A' being 'most sustainable' and sites scoring 'E' the 'least sustainable'. Summaries of each site appraisal - both those proposed to be allocated and those sites not being carried forward – are appended to the Sustainability Appraisal Report: www.preston.gov/publication-local-plan.

Habitats Regulation Assessment

1.31 A 'Habitat Regulations Assessment' (HRA) is required for any land use plan which is considered likely to have a significant effect on a European (Natura 2000) site. The purpose of this is to assess the impact of the plan against the conservation objectives of the protected site.

1.32 Although there are no designated Ramsar/Natura 2000 sites located within the city of Preston, it is important to ensure that our preferred sites and policies do not detrimentally affect such designated areas further afield.

1.33 A separate HRA report is available to view electronically at: www.preston.gov.uk/publication-local-plan

¹ Under the requirements of section 19(5) of the Planning and Compulsory Purchase Act 2004. The Sustainability Appraisal also incorporates the requirements of Strategic Environmental Assessment (SEA) in accordance with European Directive 2001/42/EC.

2. Vision for Preston

- 2.1 The Framework introduced, at the heart of national policy, a presumption in favour of sustainable development. This should be seen as a 'Golden Thread' running through both plan making and decision-taking. Core Strategy Policy MP clarifies the operational relationship between it and national policy. Local Plan Policy V1 seeks to ensure this presumption in favour of sustainable development at Preston district level.

Policy V1. Model Policy

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Framework. The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and where relevant, policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole and those contained in the Core Strategy; or
- b) specific policies in the Framework and Core Strategy indicate that development should be restricted.

- 2.2** The Core Strategy sets out its strategic vision for Central Lancashire by the year 2026. Within this context, it explains that Preston will attract investors and visitors taking advantage of retail, heritage, education and a high quality city centre. It will have become a transformed city, recognised as an alternative to Manchester and Liverpool for high quality retail, cultural, entertainment, business and higher education.
- 2.3** The character of Preston's city centre, neighbourhoods and villages will reflect their individual historic and cultural heritage, with high quality designed new buildings enhancing local distinctiveness. There will be improved transport connections within Central Lancashire and to wider regional and national destinations. The character of rural villages will have been maintained, with access to services to sustain the local communities and overcome rural poverty.
- 2.4** Neighbourhoods will be safe, clean and sustainable with healthy, highly skilled and diverse communities. Residents will have easy access to public services, good jobs and decent, high quality affordable homes. Energy use will be minimised with an emphasis on sustainable sources, including mitigation measures and where possible, adaptation to climate change. The City's green spaces and access to open countryside makes Preston a city with room to breathe.

Locating Growth in Preston

- 2.5** In order to ensure growth and investment takes place in the most sustainable locations, the Core Strategy sets out a hierarchy of settlement types and priority locations. Each tier of the hierarchy will see an appropriate level of development occurring in order to achieve sustainable growth.

- 2.6** Core Strategy Policy 1: Locating Growth identifies the hierarchy of settlements in Central Lancashire where growth and investment will be concentrated. The Preston/South Ribble Urban Area will be the main focus for growth and investment followed by:

Strategic Sites

- 2.7** Cottam is a Strategic Site where growth and investment will be focussed. The site comprises mostly greenfield land to the north west of Preston's City Centre, referred to as Cottam Hall, as well as the derelict urban brownfield Cottam Brickworks site. Development at Cottam Hall is partially built out and a masterplan has been prepared for the remainder of the land by the Homes and Communities Agency (HCA) following a period of community engagement. This forms part of the current outline planning application for the development of up to 1100 dwellings and associated community facilities. Planning permission has been granted on the Cottam Brickworks site for a mix of uses including retail, residential and employment. It is anticipated that around 1,300 homes could be provided across the Brickworks and Cottam Hall sites.

Strategic Locations

- 2.8** Central Preston – including the City Centre, the Central Business District and Inner East Preston. The Central Business District (CBD) is expected to provide high quality modern office development and a range of complementary uses. Allied to the CBD proposals is the continued expansion of the University of Central Lancashire, including the expansion of knowledge based employment sectors within Central Preston. As set out in paragraphs 1.4 – 1.10 of this Local Plan, the City Centre will be the focus of a separate plan – the City Centre Plan.

2.9 North West Preston – is defined in the Core Strategy as “a broad sweep of greenfield land south of the M55 stretching from west of the Cottam area eastwards to the areas known as Bartle (east of Sandy Lane, north of Hoyles Lane / Lightfoot Lane, south of the M55) and extending east of the A6 to incorporate land north of Eastway / south of the M55.”

2.10 The strategic location is complementary to the strategic site at Cottam and will contribute approximately 4,000 dwellings over the plan period.

2.11 The Council has commissioned consultants to prepare a North West Preston Master Plan which will be completed in September 2013. Preston City Council expects to take the Final North West Preston Master Plan to Cabinet on the 18 December 2013 for adoption. As indicated in paragraph 1.27, the North West Preston Master Plan will be adopted as a Supplementary Planning Document (SPD) and will be in force from January 2014.

Key Service Centres

2.12 Longridge – where land within Central Lancashire may be required to support the development of this Key Service Centre in Ribble Valley.

In Other Places

2.13 Outside of the areas already identified, Preston has a number of smaller villages and substantially built up frontages. In the interest of sustainable development, growth and investment in such places will be confined to small scale infill, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for large scale redevelopment schemes.

3. Delivering Infrastructure

Core Strategy Objectives

- SO2: To ensure there is sufficient and appropriate infrastructure to meet future needs, funded where necessary by developer contributions.

Key Core Strategy Policies

- Policy 1: Locating Growth
- Policy 2: Infrastructure
- Policy 4: Housing Delivery
- Policy 18: Green Infrastructure

Introduction

- 3.1** Infrastructure is integral to the sustainability of our city and villages, as well as the delivery of new development. Infrastructure includes everything from transport (roads, railways) to utilities (water, energy) as well as green (parks and rivers) and social (schools, community centres and health facilities).
- 3.2** The Core Strategy proposes a levy approach (a set charge per development) to secure developer contributions for infrastructure. Chorley, Preston and South Ribble authorities have worked together in the preparation of the Community Infrastructure Levy (CIL). This work has been undertaken independently from this Local Plan process.
- 3.3** CIL is the new way in which built development can be required to contribute monies to pay for new infrastructure. It will

supplement and partially replace the current system of securing developer contributions through agreements under Section 106 of the 1990 Planning Act. The CIL levy is a fixed rate charge, based on per square meter of net additional floorspace. The CIL Charging Schedule was subject to an independent Examination in April 2013 and will be adopted and brought into effect by the 1 September 2013. The proposed charges are based on detailed research and have been out for consultation. The Schedule is accompanied by a draft Infrastructure Delivery Plan and an Infrastructure Delivery Schedule.

- 3.4** The Infrastructure Delivery Schedule takes an overview of what infrastructure is currently planned, what is required and how it might be delivered. The Infrastructure Delivery Schedule has informed the Central Lancashire Draft Regulation 123 list which itemises infrastructure projects already envisaged or probably needed after taking into account the broad amounts and locations of development proposed in the Central Lancashire Core Strategy. This document is very much a “live” document, to be regularly updated as schemes progress, and as funding circumstances change.
- 3.5** All the above documents can be viewed at the [Central Lancashire LDF](http://www.centrallancashire.com) web site (www.centrallancashire.com)
- 3.6** The Infrastructure Delivery Schedule includes the following:
- Transport**
- 3.7** There are many transport links between Preston, its Central Lancashire neighbours of South Ribble and Chorley, and adjoining neighbours Fylde, Wyre and Ribble Valley. Many journeys are made into Preston everyday from these adjacent

areas by commuters and shoppers. There are a number of major employers in these areas that attract commuters from Preston.

3.8 New transport infrastructure schemes include:

- New Preston Bus Station
- Broughton Bypass
- Preston Western Distributor
- Cottam Railway Station Park and Ride

Social Infrastructure

3.9 Social infrastructure includes facilities such as doctor's surgeries, schools, sports centres and community halls. Developers will be required to contribute to providing these facilities where there is an identifiable need.

3.10 New social infrastructure includes:

- Additional primary school provision at Whittingham, Cottam and North West Preston
- Additional primary care facilities in Central Preston, Ingol, and North West Preston.

Utilities Infrastructure

3.11 Through discussion with key utility providers including National Grid and United Utilities, we understand that there are no known electricity, water or gas capacity issues in Preston that cannot be overcome over the duration of the Plan.

3.12 There is, however, a need to undertake some works to reinforce the electricity network in the Preston East area. There is also a need to address high speed broadband

limitations in the rural areas, and to this end BT is currently seeking to upgrade rural telephone exchanges to higher broadband speeds.

Green Infrastructure

3.13 Green Infrastructure is the network of green spaces and water courses that lie within and between our towns and villages, providing multiple social, environmental and economic benefits. These are sometimes referred to as "ecosystem services". These are the benefits provided by ecosystems that contribute to making human life possible and worth living. These benefits are wide-ranging and include amenity and recreation, social activity, biodiversity, climate change mitigation (providing shade, releasing oxygen), and flood and water protection. These ecosystem services often depend on the interconnectedness of the component parts of the "jigsaw".

3.14 Green infrastructure needs to be well planned and maintained, and viewed as integral to new development. Examples of green infrastructure in Preston include the Lancaster Canal and the network of brook valleys and open spaces that cross the city. Open space within new developments should link in to and enhance existing green infrastructure.

North West Preston Strategic Location

3.15 The Core Strategy sets out the amount of new housing and other development required to meet Preston's needs. In particular, significant development is proposed in the North West Preston Strategic Location. This is discussed further in Chapter 4. It is recognised that significant new infrastructure provision is required to enable this new development to come

forward. This infrastructure will have to be funded primarily by the development itself.

- 3.16** The City Council, alongside South Ribble and Chorley Councils, has worked together with Lancashire County Council (the highway authority) for some time to establish the transport impact of the Core Strategy. It has been recognised that the existing transport network cannot accommodate the level of predicted additional traffic without considerably more congestion. Indeed, parts of the network in this area are already at a practical capacity during busy periods of the day. Particular problems are likely to be on the main radial routes to/from the City Centre (including the A6) and the M55/A6 junction which currently operate over or very close to capacity.
- 3.17** The County Council has considered the extent to which improvements can be made to the existing network to increase its effectiveness. It is evident that sustainable transport measures alone (public transport improvements, cycling, etc.) will not have a significant effect.
- 3.18** The County Council's current Local Transport Plan (LTP) 2011-2021 gives a high priority to supporting the growth of the key economic centre of Preston. This includes a commitment to reducing congestion and delay, and increasing road capacity in the most congested transport corridors, and improving highway links and junctions.
- 3.19** The LTP Implementation Plan for 2011/12 to 2013/14 commits to the delivery of a Highways and Transport Master Plan for Central Lancashire. The Central Lancashire Highways and Transport Master Plan (March 2013) sets out a future highways and transport strategy which will reflect the priorities of the Core Strategy.

3.20 The Central Lancashire Highways and Transport Master Plan was a prerequisite to informing the production of detailed proposals for additional supporting infrastructure to come forward at North West Preston.

3.21 We therefore recognise that significant new investment in highways and transport infrastructure is required before there can be significant development at North West Preston.

3.22 We are working with the County Council and have commissioned a consultant to prepare a Master Plan for North West Preston, which will be completed by September 2013 and adopted by December 2013. The North West Preston Master Plan will provide a comprehensively planned and phasing approach to this Strategic Location.

3.23 It is important that proposals which will put an unacceptable strain on existing infrastructure are resisted. This is reflected in Policy MD2 (see page 17).

3.24 Development at North West Preston is in addition to the continued development of Cottam Hall (see Policy MD1). In developing the transport solutions for North West Preston, account is being taken of the impact of Cottam Hall. Cottam Hall has benefited from significant public sector-funded infrastructure investment over a number of years.

Western Distributor

3.25 The Central Lancashire Highways and Transport Master Plan proposes a new road linking the M55 near Bartle with the A583/A584 at Clifton, to support delivery of the North West Preston strategic housing location and improve access to the

Strategic Road Network from the Enterprise Zone site at Warton.

- 3.26** The Western Distributor will;
- Give easier access westwards without having to use narrow country lanes.
 - Provide options to avoid peak hour congestion in the city centre for eastwards travel.
 - Give access to the motorway network without using the M55 Junction 1 at Broughton, which will still be very busy.
 - Enable provision of a new railway station in the Cottam area to serve new development and act as a Park and Ride station similar to Buckshaw Parkway near Chorley.
 - Allow bus priority measures, public realm enhancements, and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane / Woodplumpton Road and the A583 Riversway corridors.

Policy IN1 Western Distributor

A corridor of search is shown on the Policies Map within which the alignment of the Western Distributor will be identified.

Broughton Bypass

- 3.27** The current Local Plan (2004) contains proposals for a bypass of Broughton village, on the A6 just to the north of Preston. This is referred to in Policy 3 of the Core Strategy. Heavy volumes of traffic through Broughton result in severe congestion, delay and environmental problems. The bypass has long been a proposal of the County Council, which

granted permission for a scheme in 2001. This was renewed in 2008.

- 3.28** The County Council has committed some funding for the Northern section of the bypass. Remaining contributions will come from private sector contributions, including the former Whittingham Hospital site which has permission for a mixed-use scheme including 650 houses. This permission limits the amount of new development that can take place before the construction of the bypass commences.
- 3.29** Associated with the bypass are proposals for a new road linking the bypass to D'Urton Lane and Eastway. This will be funded through the development of land to the north and south of D'Urton Lane that forms part of the North West Preston Strategic Location (site reference MD2 (A)).
- 3.30** Construction of a new road link between the A6 Garstang Road and the B5269 Woodplumpton Road along the line of the consented bypass is now programmed for completion in 2015/16. Construction of this link and associated changes to the Broughton crossroads will not prejudice the delivery of the full bypass from an engineering perspective. Completion of the bypass remains the only practicable means of removing through traffic out of the village and to provide the necessary additional network capacity to support any further development which adds traffic to the A6 Broughton crossroads.
- 3.31** The timescale for completion of the bypass is dependent on securing a significant level of developer contributions additional to any contribution from the redevelopment of the former Whittingham Hospital. The published Implementation Plan to the Local Transport Plan sets out a timetable for

delivery that would see the bypass completed in 2016/17. The County Council is currently working to renew planning permission for the full bypass scheme. It is therefore important that the approved route continues to be protected.

Policy IN2 Broughton Bypass
Alignments for the Broughton Bypass and D Urton Lane/Eastway Link Road are safeguarded in the location shown on the Policies Map.

Park and Ride

- 3.32** Bus or rail-based Park and Ride facilities help to provide a choice of transport modes, and to reduce the number of cars on the highway network.
- 3.33** Policy 3 of the Core Strategy proposes a ring of Park and Ride facilities around Preston, including Broughton and Riversway (see Policy EP5). These facilities have to be linked to an appropriate rapid bus service into the City Centre, or they will not be an attractive alternative to the private car. The central Lancashire Highways and Transport Master Plan commits the County Council to work with bus operators to establish a comprehensive network of bus rapid transit corridors potentially linked to and supported by Park and Ride sites at locations where demand is most evident.
- 3.34** The Core Strategy also refers to a new railway station at Cottam, and a site was earmarked in the previous Local Plan (2004). The Highways and Transport Master Plan is now proposing a new 'parkway' rail station in the Cottam area, similar in concept to Buckshaw Parkway, to serve the North

West Preston strategic housing location, accessed from the Western Distributor to provide rail-based Park and Ride opportunities to Preston, Manchester, Liverpool and Blackpool.

- 3.35** Locations for each of these proposed facilities are shown on the Policies Map. Implementation of schemes will be carried out in partnership with Lancashire County Council.

Policy IN3 Park & Ride Sites (Broughton and Riversway)
Land is safeguarded for proposed bus based Park & Ride facilities in the locations shown on the Policies Map.

Policy IN4 New Railway Station and Proposed Park & Ride Site (Cottam)
Land is safeguarded for a proposed station and rail based Park & Ride facility at Cottam as shown on the Policies Map.

4. Areas for Development

Core Strategy Objectives

- To achieve a sustainable pattern of development in Central Lancashire, adhering to an established hierarchy of settlements, and focussing new development in Strategic Sites and Locations.
- To maintain a sufficient supply of housing land to help deliver enough new housing to meet future requirements.
- To achieve densities for new housing that respect the local character of surrounding areas, whilst making efficient use of land.
- To significantly increase the supply of affordable housing and special needs housing.
- To meet, and deliver, the infrastructure requirements to support development needs over the plan period and beyond.
- To acquire funding through developer contributions.

Key Core Strategy Policies

- Policy 1: Locating Growth
- Policy 2: Infrastructure
- Policy 4: Housing Delivery
- Policy 5: Housing Density
- Policy 7: Affordable Housing
- Policy 17: Design of New Buildings
- Policy 18: Green Infrastructure
- Policy 23: Health
- Policy 25: Community Facilities

Major Development

Introduction

- 4.1 In accordance with Central Lancashire Core Strategy Policy 1, and to deliver economic growth, sufficient levels of new housing, vital infrastructure and sustainable development, planning permission, will, in principle, be granted for a comprehensive scheme of development for a range of appropriate uses within:
- Cottam Strategic Site (Allocation MD1)
 - North West Preston Strategic Location (Allocation MD2)
- 4.2 Due to the size and importance of these sites, a comprehensive approach will be adopted that sets out the infrastructure needs and delivery mechanisms for the whole sites and considers the relationship to existing communities.

Cottam (Allocation MD1)

- 4.3 Cottam is identified in the Central Lancashire Core Strategy as a Strategic Site for development. Strategic Sites are defined as being central to the achievement of the Core Strategy.
- 4.4 The site comprises mostly greenfield land, north-west of the city centre, as well as the derelict urban brownfield Cottam Brickworks site. The greenfield land – known as Cottam Hall – is owned by the Homes and Communities Agency (HCA) and forms part of a larger Central Lancashire New Town urban extension that commenced in the 1980s but is only about half complete.

- 4.5** The City Council has adopted an Interim Planning Statement to support the redevelopment of the rest of the site – the former Brickworks – for a mixture of uses, including retail, residential and employment.
- 4.6** It is anticipated that approximately 1,300 homes could be delivered across the two sites.

Policy MD1 Cottam

Full planning permission will be granted for the development of the Cottam site subject to the following:

- a) a comprehensive development of the site is demonstrated through the submission of an agreed masterplan;
- b) a phasing and infrastructure delivery schedule;
- c) the provision of a range of uses appropriate to a major residential area, and;
- d) the implementation of a high quality development in accordance with the Design and Access Statement and Regulatory Plans submitted with the outline planning application.

Policies Map Reference: MD1
Site Area: 70 Hectares
Number of Units: 1,300

- 4.7** The delivery of the Cottam site is central to the delivery of both the Central Lancashire Core Strategy and this Plan. This includes both the Cottam Hall greenfield site west of Tom Benson Way, and the previously developed former Brickworks site east of Tom Benson Way.

- 4.8** The majority of new homes will be delivered on the Cottam Hall site (circa 1,100), these proposals comprise an outline planning application approved by the Council in 2012.

- 4.9** The former Brickworks site currently benefits from planning permission. The main aspects of this approval include a new supermarket, up to 206 new houses and some employment floorspace. The range and mixture of uses proposed on this site enhance the delivery of the adjacent Cottam Hall site by addressing sustainability deficiencies in the area, such as proximity to a foodstore and employment provision.

- 4.10** In addition to the above sustainability considerations, a number of key infrastructure improvements have been identified. These include a new primary school, an extension to an existing health centre along with significant improvements to the road network with greatly enhanced bus service provision – possibly a rapid transit system to the city centre. A new railway station is also proposed to increase the accessibility of the site. Given the significant infrastructure requirements associated with the site, a key consideration moving forward will be protecting the viability of development.

- 4.11** The vision for Cottam Hall is for a high quality, landscape focussed environment, embracing the rural feel of Cottam Hall with well designed, energy efficient homes and excellent access to local facilities. Cottam Hall will be an integrated sustainable environment. A key aim will be to create a community that reflects the needs of all residents, old and young, families, young couples and single people, as well as completing the neighbourhood of Cottam Hall.

4.12 Despite the advanced nature of proposals on the site, and the excellent working relationship that exists between the City Council and HCA, it is necessary, specifically in the event of the current permissions not coming forward, to establish the Council's vision and requirements for development of the site.

North West Preston (Allocation MD2)

4.13 The Core Strategy identifies North West Preston as a Strategic Location for development. North West Preston can be described as a broad sweep of greenfield land south of the M55 stretching from the Cottam site to the west to land north of Eastway/south of the M55 to the east. The location provides a rounding off of the urban form of Preston, with a clearly defined boundary of the M55 to the north and the M6 to the east.

4.14 There are significant highway infrastructure constraints to development of this strategic location, which will need to be addressed throughout the plan period to ensure the location is deliverable. The infrastructure requirements are discussed in detail in Chapter 3.

4.15 In total, the area will contribute approximately 4,000 dwellings over the plan period. This figure is broken down into individual parcels as follows:

MD2(A): Land at Boyse's Farm & Eastway

4.16 This parcel is situated in the eastern-most part of the strategic location, within the 'elbow' of the M6 and M55 motorways. In total, the site measures 56ha gross, and is dissected by D'Urton Lane. Land south of D'Urton Lane is

within the ownership of HCA, the current proposal for this part of the site is to provide a residential led mixed use scheme, including some employment land and a Park & Ride site. Delivery of a link road through to Eastway and the 'stopping up' of D'Urton Lane also form part of these proposals. This development needs to be master planned, to ensure appropriate linkages to the development of land north of D'Urton Lane.

4.17 It is considered that this area of MD2 could contribute approximately 450 units.

MD2(B): Land Bounded by Garstang Road/ Eastway /Sandyforth Lane/M55

4.18 The smallest of the four parcels, MD2(B) measures 26ha and could deliver approximately 300 new homes. The parcel is bounded by the A6 (Garstang Road) to the east, the M55 to the north, Sandyforth Lane to the west and Lightfoot Lane to the south. The existing Preston Grasshoppers Rugby Football Club is included within this allocation.

MD2(C): Land Bounded by Sandyforth Lane/Lightfoot Lane/Sandy Lane/M55

4.19 MD2(C) covers approximately 100ha of greenfield land, and could deliver approximately 1,400 new homes. The south-west corner of the site currently has outline planning approval for 450 houses.

MD2(D): Land West of Sandy Lane

4.20 MD2(D) is the development parcel at the western end of the strategic location. The parcel incorporates 108.5ha of land

west of Sandy Lane, south of Bartle Lane, and is capable of delivering approximately 1,850 new homes.

Policy MD2 North West Preston

The Council is working in partnership with the Homes and Communities Agency, Lancashire County Council, the Highways Agency, developers and landowners, the local community and appointed consultants on a Comprehensive Masterplan to ensure development comes forward in a sustainable manner.

Until this Comprehensive Masterplan is in place, new proposals within parcels MD2(B), MD2(C) and MD2(D), which will give rise to increased road congestion, will be resisted.

Once the Comprehensive Masterplan has been agreed, planning permission will be granted for the development of sites within North West Preston subject to the following:

- a) a comprehensive development of the site and its relationship with the wider location can be demonstrated;
- b) a phasing and infrastructure delivery schedule;
- c) the provision of a range of uses appropriate to a major residential area, and;
- d) the implementation of a high quality development in accordance with an agreed design code.

New proposals within allocation MD2(A) will be subject to criteria (a) (d) listed above.

Policies Map Reference: MD2(A), MD2(B), MD2(C), MD2(D)
Site Area: 290 Hectares
Number of Units: 4,000

4.21 The contribution to the supply of new housing in Preston that can be provided by North West Preston means that over the plan period, and beyond, the location is central to delivery of the Plan.

4.22 At present, outline planning permission has been granted for 450 new houses within parcel MD2(C), however no further units have been granted planning permission.

4.23 The broad phasing of the location set out within this Plan reflects the most sensible schedule of development and takes full account of the highway infrastructure issues that already exist within the vicinity of the location, and that will be worsened by development. It is envisaged that, in broad terms, the location will develop in an east to west manner, with an early emphasis on parcel MD2(A), but with recognition that complementary development elsewhere in the location could take place in the short and medium term, subject to delivery of required infrastructure.

4.24 The relative benefits of the early delivery of MD2(A) (establishment of a link road through the site and provision of a park & ride) provide justifiable reasons for seeking the early release of this site to help ease some of the highway concerns in the area and provide benefits to the development of the wider location.

4.25 In addition to the highway infrastructure improvements discussed, a number of key infrastructure improvements have been identified. These include additional primary school provision and a new medical centre. The masterplan will also look at the need for well-designed green infrastructure to meet the recreational needs of the new community, as well as protecting and enhancing

biodiversity. Given the significant infrastructure requirements associated with the site, a key consideration moving forward will be protecting the viability of development.

- 4.26** A critical element in ensuring development of the location occurs in a sustainable manner will be the design and layout of new infrastructure, open space, new homes and other buildings. The Comprehensive Masterplan will define the Council's approach to design in the location, however given that development of the site is likely to come forward over the entire plan period, the agreed design code will need to be reviewed on a regular basis.

Development Within (or in close proximity to) the Existing Residential Area

Introduction

- 4.27** The full utilisation of land and buildings in the main urban area of Preston will help to ensure a better use of services and utilities, and help to reduce development pressures on greenfield land and manage the distribution of facilities throughout the existing urban area and help to improve accessibility. In order to protect the character of the existing urban area, it is important that new development respects local distinctiveness and does not adversely affect existing open and green spaces.
- 4.28** The existing residential area of Preston, identified as AD1 (a) on the Policies Map is dominated by residential uses. As such the impact of development proposals on residential amenity will be a principal consideration in determining planning applications. Development proposals leading to an overall improvement in environmental quality, incorporating

high sustainability levels for example, will be considered favourably.

- 4.29** All development proposals within the existing urban area of Preston, or in close proximity to an existing residential area, will be expected to comply with **Policy AD1 (a)**. The appropriateness of any proposal may be judged by its compatibility with existing surrounding development and the principal consideration in areas dominated by residential uses will be the impact of the development proposal on residential amenity. Development proposals should not result in an over-intensely developed site to the detriment of residential amenity and the character and appearance of the area. This will certainly be the case for proposals on residential garden land.

Development Within Existing Villages

Introduction

- 4.30** There are a number of villages situated within the open countryside with tightly constrained and defined boundaries. Development within the following villages, identified as AD1 (b) on the Policies Map, will need to be in accordance with **Policy AD1 (b)**:
- Barton
 - Broughton
 - Goosnargh
 - Grimsargh
 - Lea Town
 - Woodplumpton

4.31 Whilst the villages stated in paragraph 4.30 vary in size and range of services, none are identified in the Central Lancashire Core Strategy as Rural Local Service Centres, and therefore no significant growth aspirations exist for these villages.

4.32 In accordance with Central Lancashire Core Strategy Policy 1 (f), development within villages should typically be small-scale, infill, conversion of buildings and proposals to meet a local need. Limiting the scale of development within these villages serves to abide by the principles of sustainable development. Central Lancashire Core Strategy Policy 1 establishes a hierarchy of settlements within the Central Lancashire area based on size, accessibility, and range of services available. Villages appear at the bottom of this hierarchy as they are often small, are not situated in the most sustainable locations and cannot offer a wide range of services to residents.

4.33 Development proposals in compliance with Central Lancashire Core Strategy Policy 1 (f) will then be subject to the provisions of **Policy AD1 (b)**. This is to ensure that where small-scale development is proposed in villages, it can only be considered acceptable when consideration is given to the relative impact on the village and its residents.

Policy AD1 (a) Development within (or in close proximity to) the Existing Residential Area

Will be permitted provided that it meets with the criteria listed below:

- a) the design and scale of development is sensitive to, and in keeping with, the character and appearance of the area;
- b) there would be no adverse impact on residential amenity, particularly by reason of noise, general disturbance and loss of privacy due to the activity under consideration or the vehicular/pedestrian movement it generates;
- c) the proposal would not lead to an over concentration of non residential uses, detrimental to residential character and amenity, and;
- d) the proposal would not lead to an over intensification of use of the site.

Policy AD1 (b) Small scale development within Existing Villages (including the development of brownfield sites)

Will also be permitted provided that it meets with the criteria listed above.

In all cases, favourable consideration will be given to proposals containing measures likely to result in an overall improvement to the environment and amenity of the area.

5. Homes for All

Core Strategy Objectives

- SO5: To help make available and maintain within Preston a ready supply of residential development land over the plan period, to help deliver sufficient new housing of appropriate types to meet future requirements.
- SO6: To achieve densities for new housing that respect the local character of surrounding areas, whilst making efficient use of land.
- SO7: To improve the quality of existing housing, especially in Inner East Preston and bring empty properties back into use.
- SO8: To significantly increase the supply of affordable housing and special needs housing particularly in places of greatest need such as in more rural areas.
- SO9: To guide the provision of pitches for Gypsies, Travellers and Travelling Showpeople in appropriate locations if genuine need arises.

Key Core Strategy Policies

- Policy 1: Locating Growth
- Policy 4: Housing Delivery
- Policy 5: Housing Density
- Policy 6: Housing Quality
- Policy 7: Affordable Housing
- Policy 8: Gypsy and Traveller and Travelling Show People Accommodation

Introduction

- 5.1** New housing is needed to help address current and future housing needs, support the local economy and ensure the sustainability of the area, as set out in the Vision for Central Lancashire.
- 5.2** The National Planning Policy Framework requires local planning authorities to meet the full objectively assessed needs for market and affordable housing in the area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period (which ideally should be 15 years).
- 5.3** Policy 4 of the Central Lancashire Core Strategy sets out the number of new houses required in Preston. These are in line with the Regional Strategy, which equates to 507 dwellings per annum to 2026. Even though the Regional Strategy is now revoked, the evidence on which the housing requirement is based remains the most robust available and has been subject to independent examination. The table below explains how this annual requirement figure translates into a Site Allocations Plan Period requirement.

a) Housing Requirement 2003-2026 (507 x 23 years)	11,661
b) Housing Delivery 2003-2013	3,720
c) Housing Requirement 2013-2026 (a – b)	7,941
d) Annualised Requirement 2013-2026 (c ÷ 13)	611
e) Five year requirement plus 5% buffer	3,208

- 5.4** Our plan is required by the National Planning Policy Framework to show that a supply of specific deliverable sites is identified sufficient to provide five years worth of housing against this requirement, with an additional “buffer” of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. This “buffer” should be increased to 20% where there has been a record of persistent under delivery.
- 5.5** The Council does not consider that its record on delivery warrants a 20% buffer; therefore provision is made for a 5% buffer. The Central Lancashire Core Strategy Inspector’s Report at paragraphs 52 and 53 justifies this approach by stating that in the period since 2003 *‘no clear trend emerges in terms of over or under provision’* of housing, and that the overall under provision over this period should be *‘made good’*. However to achieve this, the Inspector states that it would be more appropriate to treat the annual requirement as a minimum, instead of bringing forward a buffer of 20%.
- 5.6** The Site Allocations Plan is also required to identify a supply of developable sites or broad locations for growth for years 6-10 and where possible for later years.
- 5.7** It is not necessary to find new sites to meet all of the housing requirements over the plan period. Some sites already have planning permission for housing and will provide land for a significant proportion of the total. New housing sites are required to meet the remainder of the housing requirement.
- 5.8** To ensure the Council can manage housing supply, sustainability and economic growth within the City, this Plan adopts a phasing and monitoring approach to new housing

allocations (see Appendix A). This will mean that the Council can ensure the delivery of housing sites is based on economic trends, but, more importantly, that sustainability is achieved through the delivery of all required infrastructure, principally on the Major Developments (see Chapter 4: Areas for Development).

Housing Land Requirement and Supply

- 5.9** The Council has assessed all the housing sites that were put forward and consulted on during the earlier stages of this Plan’s preparation. This assessment included measuring the sustainability, location, delivery and infrastructure needs of each site.
- 5.10** The assessment concentrated on two key factors; firstly, the representations the Council received on each site during consultation, and secondly, the need to identify sufficient land to meet the Council’s housing supply requirement set out in the Central Lancashire Core Strategy.
- 5.11** In accordance with the development distribution principles included within the Central Lancashire Core Strategy, this Plan aims to focus development within and adjacent to the Preston Urban Area to maximise access to services, facilities, employment and to increase travel choices. The priority is to redevelop vacant, under-used and previously developed sites. However where insufficient previously developed sites are available, appropriate greenfield sites will be released.
- 5.12** The Council has allocated land for **6,135** houses, as set out in **Policy HS1**. This includes new allocations and major sites for development that will be led by housing development.

Appendix A and **Policy HS2** set out the proposed phasing periods for these sites up to 2026. This total includes land that has been identified for about 360 dwellings which are expected to come forward after 2026. The sites listed within **Policy HS1** are in locations that accord with the Central Lancashire Core Strategy and have a reasonable prospect of being available and developed at the phase envisaged.

- 5.13** To meet the remaining requirement (1,806), there are existing housing commitments established through planning permissions totalling **1,299** new housing units. The Council would also expect to see some windfall developments on sites that have not yet been identified, to add some flexibility.
- 5.14** The net completion and outstanding planning permission figures used to establish the Plan Period housing requirement are accurate to a base date of 1 April 2013.
- 5.15** In accordance with the spatial distribution of development set out in the Central Lancashire Core Strategy, the City Centre Plan will identify land to deliver **600** new housing units over the plan period. This will be sourced from deliverable extant planning permissions (listed in Appendix A), and, where required, new allocations.
- 5.16** Finally, a contribution of **975** will come from the re-use of empty homes within the existing urban area. At 1 June 2013 there were 1,218 long-term empty properties in Preston, representing 1.99% of the housing stock. The wards with the highest numbers of long-term empty properties are Town Centre (127), St Matthews (113) and Riversway (85). Empty properties in both the Town Centre and St Matthews wards account for over 3% of their total housing stock.

- 5.17** This positive approach to the re-use of empty homes is fully endorsed by the National Planning Policy Framework, in terms of making effective use of existing housing stock, as an important source of new housing.

Allocation of Housing Sites

Policy HS1 Allocation of Housing Sites

The sites listed below (and as shown on the Policies Map) are allocated for housing development (and related infrastructure which is to be delivered through CIL and/or developer contributions).

The allocated housing land equates to an estimated total of **5,775** houses over the Plan Period, with a further 360 houses expected to be delivered at North West Preston after 2028, making a total of **6,135** houses.

Ref	Site	Area (ha)	Units
MD1	Cottam	70	1,300
MD2	North West Preston	290	4,000
Major Development Allocations Total		360	5,300
HS1.1	Lancashire Fire & Rescue HQ, Garstang Road	1.50	40
HS1.2	Argyll Road Depot	4.30	300
HS1.3	Parker Street	1.30	50
HS1.4	Eastway Nurseries, Eastway	1.45	24
HS1.5	Tetrad, New Hall Lane	2.85	114
HS1.6	Skeffington Road/Castleton Road	0.96	38
HS1.7	Deepdale Mill, Deepdale Mill Street	0.71	28
HS1.8	Shelley Road/Wetherall Street	0.67	27
HS1.9	Stagecoach Bus Depot, Selbourne Street	0.79	32
HS1.10	Goldenhill School, Cromwell Road	0.90	20
HS1.11	Former Tulketh Community Sports College, Tag Lane	1.31	30

Ref	Site	Area (ha)	Units
HS1.12	Brethrens Meeting Room, Egerton Road	0.50	12
HS1.13	Land North of Tom Benson Way	1.33	30
HS1.14	Former Ridings Depot, Whittingham Road, Longridge	3.37	90
Total:		382	6,135

- 5.18 Policy HS1** allocates land/sites for new housing. The appropriate phasing of these sites is shown in **Policy HS2** and Appendix A. A more detailed description of each new allocation immediately follows **Policy HS1**.

Allocation of Housing Land: Site Descriptions

MD1 Cottam

MD2 North West Preston

- 5.19** For descriptions of these allocations see Chapter 4: Areas for Development.

HS1.1 Lancashire Fire & Rescue HQ, Garstang Road

- 5.20** This site is within the broad area defined as North West Preston Strategic Location. The site, fronting Garstang Road, is currently in use, and at 1.5ha in total, could contribute approximately 40 new homes. Given the site is currently in use, and the subsequent redevelopment requirements if it was to come out of use, it is not anticipated to come forward until later in the plan period (up to 2021).

HS1.2 Argyll Road Depot

- 5.21** The site is owned, and currently occupied, by Preston City Council. Along with the adjacent Preston Bus site, fronting Deepdale Road, the site covers a total of 4.3ha. The Council has set aside funds to undertake a feasibility study for redevelopment of the site. The site is previously developed and located within an established residential area.
- 5.22** It is envisaged that the site could accommodate up to 300 new homes, incorporating a significant contribution of affordable housing/starter homes.

HS1.3 Parker Street

- 5.23** The site is currently in use for light industrial uses and is located within an area of mixed employment/residential uses within the Ashton area. Given the site is currently in use, it is not envisaged to come forward for redevelopment in the short term, residential would however be a favourable re-use. The site measures approximately 1.3ha and could accommodate up to 50 units as part of a higher density development.

HS1.4 Eastway Nurseries, Eastway

- 5.24** This is a former nursery, now vacant, 1.45ha site situated immediately adjacent to Eastway and within a suburban residential area. The previously developed site is suitable for lower density housing, and as such, it is estimated that it could accommodate in the region of 24 new homes.

HS1.5 Tetrad, New Hall Lane

- 5.25** The site is within an existing employment area, and was formerly allocated for employment uses in the Local Plan. The site is surrounded by a mixture of uses, with residential dominating. In 2008 the Council resolved to approve a planning application for a total of 170 units on the site. However permission has not been granted for the scheme because the relevant Section 106 Agreement has not, to date, been signed. The principle of residential use has therefore been established.
- 5.26** Although the scheme for 170 units on the site (80 of which were apartments) has been resolved to approve, the potential capacity of the site has been lowered to 114 units.

HS1.6 Skeffington Road/Castleton Road

- 5.27** The site is an existing employment site within the Deepdale area of the City. Covering approximately 0.96ha, the site is currently in use, but could provide approximately 38 new homes as part of a higher density housing development. Given the siting of the employment uses, and the surrounding residential uses, if the site did come out of employment use, residential would be a favourable re-use.

HS1.7 Deepdale Mill, Deepdale Mill Street

- 5.28** The site is an existing employment site within the Deepdale area of the City. Covering approximately 0.71ha, the site is currently in use, but could provide approximately 28 new homes as part of a higher density housing development. Given the siting of the employment uses, and the

surrounding residential uses, if the site did come out of employment use, residential would be a favourable re-use.

HS1.8 Shelley Road/Wetherall Street

- 5.29** The site is an existing employment site within the existing urban area. Covering approximately 0.67ha, the site is currently in use, but could provide approximately 27 new homes as part of a higher density housing development. Given the siting of the employment uses, and the surrounding residential uses, if the site did come out of employment use, residential would be a favourable re-use.

HS1.9 Stagecoach Bus Depot, Selbourne Street

- 5.30** The site is an existing employment site within the Frenchwood area of the City. Covering approximately 0.79ha, the site is currently in use, but could provide approximately 32 new homes as part of a higher density housing development. Given the siting of the employment uses, and the surrounding residential uses, if the site did come out of employment use, residential would be a favourable re-use.

HS1.10 Goldenhill School, Cromwell Road

- 5.31** A former school site, currently vacant following relocation to a site in South Ribble. The site is under the ownership of Lancashire County Council, and covers just under 1ha of land. Former school buildings currently occupy the site, and there may be potential for re-use of parts of the site, along with an element of new build housing. It is estimated that, accounting for some re-use of existing buildings, the site could accommodate approximately 20 units.

HS1.11 Former Tulketh Community Sports College, Tag Lane

- 5.32** This is a 1.31ha site that could deliver approximately 30 units as part of a lower density residential development. The site is previously developed and currently occupied by school buildings which became vacant following the merger of the school with Fulwood High School and Arts College.

HS1.12 Brethrens Meeting Room, Egerton Road

- 5.33** This site is currently in use and is situated to the rear of several large detached properties on the corner of Egerton Road and Pedders Lane, Ashton. The site is within an area of lower density housing, and as such could potentially accommodate a total of 12 units.

HS1.13 Land North of Tom Benson Way

- 5.34** This irregular shaped greenfield site measures 1.33ha in total and sits just north of Tom Benson Way and south of the Cottam (**MD1**) allocation. The site is a suitable housing allocation and adjoins existing suburban residential areas. The site could accommodate approximately 30 units.

HS1.14 Former Ridings Depot, Whittingham Road, Longridge

- 5.35** This is a previously developed site adjacent to the built up area of Longridge. In total, the site covers nearly 3.4ha and could accommodate approximately 90 new homes during the plan period. Infrastructure requirements would be associated with the development of this site, given the

constraints on the highway network surrounding the site, and beyond.

Phasing, Delivery & Monitoring of Housing Land Supply

- 5.36** The Council proposes a phasing policy to ensure a steady supply of housing land across Preston throughout the Plan Period. Phasing the release of new housing allocations will also secure the necessary infrastructure and service requirements enabling sustainable patterns of development.
- 5.37** In phasing the release of sites consideration will be given to factors such as the provision of infrastructure or the adequacy of existing services, which may indicate that a particular site cannot be released for development until a certain stage in the plan period. Such a phasing policy is best expressed in terms of fairly broad time periods.
- 5.38** Under Core Strategy Policy 4: Housing Delivery and Site Allocations **Policy HS1**, the Council will review targets relating to housing completions or the use of previously developed land every year and adjust the phasing of sites included in Appendix A as appropriate to achieve a better match between the required targets and delivery.
- 5.39** The Council has identified three phases which are as follows:

Phase 1: 2013-2018
Phase 2: 2018-2023
Phase 3: 2023-2026

- 5.40** The phasing of units is indicative and has been informed by housing land monitoring work, which records the number of units with planning permission and under construction; the 2012 Central Lancashire Strategic Housing Land Availability Assessment (SHLAA) Update; and, other site specific information about the deliverability and sustainability of sites.
- 5.41** A number of sites already have planning permission, most of which have been included in Appendix A. Whilst it is likely that most of these will be built during the next few years, should any of these applications lapse, applications for their renewal will be considered in light of the Core Strategy, other policies and current build rates in Preston.
- 5.42** **Policy HS2** and Appendix A identify the phasing of sites throughout the Plan Period and the total number of units to be delivered in each phase. In phasing sites, account has been taken of the likely timescale for delivery bearing in mind the need for supporting infrastructure and the need to, wherever possible, prioritise previously developed land.
- 5.43** **Policy HS2** does not override the statutory requirement to keep plans under review. House building activity will be monitored and measured annually against the phasing in this policy. As monitoring is carried out, it may be necessary to move sites between phases, for example, if insufficient sites in Phase 1 are being developed, sites from Phase 2 can be moved forward to maintain supply. Conversely, if more housing development is occurring through windfall development, greenfield sites can be moved into later phases. There may also be occasions where sites in later phases require, due to their size or infrastructure requirements, a greater lead in time. Where a longer lead in

time can be justified, such sites may be released in advance of the phase in which they are identified to come forward.

- 5.44** The phasing of housing land, as shown in policies **HS1** and **HS2**, and Appendix A, demonstrate how proposed new site allocations and existing commitments together contribute to meeting the housing requirement in Preston over the next 13 years.
- 5.45** Wherever possible the Council will seek to bring forward previously developed sites within the first five years. However, due to delivery issues with previously developed land, greenfield land also needs to be brought forward at an early stage. The larger greenfield sites are however dependent on the delivery of significant infrastructure projects.
- 5.46** The pace of housing delivery will be monitored annually, based on economic factors and build rates. Depending on the results of monitoring, it may be necessary to adjust the phasing of sites – this might include looking at whether sites phased for future years can be brought forward if the delivery of homes in earlier phases is delayed.

Policy HS2 Phasing, Delivery and Monitoring

The release of housing sites, as shown in Appendix A will be managed in order to:

- Meet the scale of development required over the Plan Period.
- Ensure the scale and timing of development is co ordinated with the provision of new infrastructure that is required.

Sites will be released for development in the following three phases:

Phase 1: 2013 2018 (Total: 2,584)

Phase 2: 2018 2023 (Total: 2,045)

Phase 3: 2023 2026 (Total: 1,146)

Annual monitoring of the delivery of housing will be undertaken. This will include a review of the sites and phasing within Appendix A and aim to ensure a rolling five year supply of deliverable sites is maintained within a 13 year time horizon. If sites allocated to particular phases do not deliver as predicted, sites may be brought forward from later phases and others put back.

Green Infrastructure Provision in New Housing Developments

- 5.47** The Central Lancashire Core Strategy highlights the importance of ensuring that everyone has the opportunity to access sport, recreation and open space facilities, including children’s play. The Council is required to produce minimum local standards for provision of such facilities, based on quantitative needs, accessibility and qualitative factors and seek developer contributions (either in the form of new provision or off site provision or improvement) where new development would result in a shortfall in provision.
- 5.48** An Open Space Study and Playing Pitch Strategy has been produced jointly with South Ribble and Chorley Council’s, which provides up-to-date information on local needs and defines standards required in development.
- 5.49** A Supplementary Planning Document entitled ‘Open Space and Playing Pitch’ is also currently being produced jointly with South Ribble and Chorley Council’s. This document has recently been consulted on and contains the Open Space and Playing Pitch Standards.
- 5.50** To ensure that new housing development delivers appropriate green infrastructure, the Council has set out specific standards in line with the evidence provided in these studies and the Supplementary Planning Document, which are set out in **Policy HS3**.
- 5.51** **Policy HS3** is also based on Central Lancashire Core Strategy Policies 18 (Green Infrastructure) and 24 (Sport and Recreation) and is in keeping with the National Planning Policy Framework.

5.52 The key objectives of this policy are:

- i. To ensure the open space, sport and recreation needs generated by new housing development are met.
- ii. To ensure new housing development does not result in deficiencies in the amount and availability of open space, sport and recreational facilities.
- iii. To increase leisure opportunities for young people.

Policy HS3 Green Infrastructure in New Housing Developments

All new residential development resulting in a net gain of dwellings will be required to provide sufficient public open space to meet the recreational needs of the development, in accordance with the standards set out below:

Typology	Provision Standard
Parks, gardens	1.81ha per 1000 population
Natural & semi natural greenspace	1.78ha per 1000 population
Amenity greenspace	0.54ha per 1000 population
Provision for children and young people	0.02ha per 1000 population
Allotments	0.17ha per 1000 population
Playing pitches	1.01ha per 1000 population

Residential developments will be required to provide new green corridors where considered appropriate.

Affordable Housing

- 5.53** Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
- 5.54** This Plan does not include an affordable housing policy, since the Central Lancashire Core Strategy includes a policy dedicated to this issue – Policy 7 – which sets a target of 30% affordable housing to be sought from market housing schemes, 35% from schemes in rural areas and villages, and 100% on all exception sites.
- 5.55** An Affordable Housing Supplementary Planning Document has been produced jointly with South Ribble and Chorley Council's to offer further guidance.

Rural Exception Affordable Housing

- 5.56** The Framework says that, in rural areas, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs particularly for affordable housing, including through rural exception sites. Any such housing should be located where it will enhance or maintain the vitality of rural communities
- 5.57** This Plan does not allocate any sites for housing development in rural areas, either within or adjacent to the villages listed in paragraph 4.30. To do so, would contradict the settlement hierarchy established in the Central Lancashire Core Strategy, which states that development in villages will typically be small scale.

- 5.58** However, the Council recognises that there may be exceptional circumstances where new housing in rural areas is justified to meet the needs of local people. Proposals for new housing in rural areas should be supported by a comprehensive needs assessment of the local area. On occasions where a need for new housing is established, in accordance with the Framework and the Central Lancashire Core Strategy, opportunities for small-scale development within village boundaries to meet this need should be considered first. Where a need is identified, then the Council will, in accordance with the Framework, consider allowing some market housing to facilitate the provision of affordable housing but this will be dependent upon robust viability evidence.

- 5.59** Where justified development cannot be accommodated satisfactorily within village settlements, sites adjoining the village boundaries (as shown on the Policies Map) may be considered. Such sites will be considered as Rural Exception Sites, and **Policy HS4** will apply.

Policy HS4 Rural Exception Affordable Housing

New housing development adjoining the villages of Barton, Broughton, Goosnargh, Grimsargh, Lea Town and Woodplumpton may be permitted in exceptional cases, for affordable housing, where a need has been identified as a result of a comprehensive needs assessment for the local area.

Such affordable housing should be for occupancy by households meeting one or more of the following criteria:

- a) existing local residents on the housing waiting list;
- b) people whose work provides important services in the village, and who need to live closer to the local community;
- c) people with the offer of a job locally who cannot take up the offer unless affordable housing were available.

Agricultural Workers Dwellings

5.60 The normal restrictions placed on new housing provision outside existing villages described in the previous section may be overcome if an essential need can be justified in connection with agricultural purposes. However, the Council will only permit new agricultural workers dwellings where evidence is available to suggest the development is essential.

5.61 If a new dwelling is shown to be functionally essential to the operation of an existing, or proposed, appropriate rural activity, it should be situated close to existing buildings to minimise the impact on the landscape character of the open countryside. The availability of alternative accommodation in the vicinity of the site, or in nearby settlements, will be a

factor in determining planning applications where this would provide suitable accommodation.

5.62 Applications for removal of occupancy restrictions on existing agricultural workers dwellings must show that there has been a genuine change in circumstance and that there is no demand for such dwellings in the locality.

Policy HS5 Agricultural Workers Dwellings

In the open countryside, outside the defined settlements shown on the Policies Map, new dwellings or conversions of existing buildings will only be permitted where it can be demonstrated that there is an essential need for worker(s) to live on, or in the immediate vicinity of, the site in the interests of agriculture, forestry or other rural employment.

Proposals for such dwellings will be considered taking the following matters into account:

- a) the functional need for the worker(s) to live nearby;
- b) the availability and suitability of existing accommodation in the local area (consent will not be granted where residential buildings, formerly within the same ownership have recently been disposed of);
- c) the siting and scale of the proposed dwelling (which should be closely related to existing buildings or minimise impact on the landscape);
- d) the number of years the activity has been established, its relative financial soundness and prospects for continued soundness. Or, where the new dwelling is proposed to support a new rural enterprise, evidence that the new activity has been planned on a sound financial basis.

Conditions restricting the occupancy of existing agricultural workers dwellings will only be removed where:

- a) an essential need no longer applies;
- b) the dwelling has been occupied for at least five years in accordance with the terms of the original planning permission, and;
- c) the dwelling has been offered for sale on the open market for at least 12 months, taking account of the occupancy restrictions, and no reasonable offers have been refused.

Replacement Dwellings in the Open Countryside

- 5.63** Guidance on the replacement of dwellings in the open countryside is contained within the Rural Development Supplementary Planning Document, produced jointly with South Ribble and Chorley Council's.
- 5.64** Given the detailed guidance and advice on replacement dwellings in the open countryside contained within the Rural Development SPD, no policies are proposed to be included in this Plan.

Gypsy & Traveller and Travelling Showpeople Accommodation

- 5.66** Local authorities have a statutory duty to periodically assess the need for Traveller accommodation in their area. National Planning Policy [specifically Planning Policy for Traveller Sites] requires that local authorities identify a five year supply of specific, deliverable Traveller sites in their local plans, sufficient to meet any need identified in the assessment if a need is identified. Local authorities should also identify a supply of specific, developable sites or broad locations for growth for years 6 to 10 and where possible for years 11 to 15 in their Local Plan.
- 5.67** Local authorities are required to make their own assessment of need and should work collaboratively with neighbouring local planning authorities to gain a better understanding of cross border migration, provide a consistent approach to the study, deliver economies of scale and reduce the risk of double counting.
- 5.68** A Gypsy and Traveller Accommodation Assessment for Lancashire was undertaken in 2007 which found some need

in Preston generated by the existing traveller community. However, this evidence now needs to be brought up to date. Therefore, in conjunction with Chorley and South Ribble Councils, the City Council has commissioned a new study to assess the need for sites for travellers, and also for travelling showpeople. This study is expected to be completed by December 2013.

- 5.69** If the study identifies a need, the Council proposes to prepare a separate development plan document, or local plan, to identify and allocate the required sites. In the meantime, if applications for such sites are received, they will be assessed against Policy 8 of the Central Lancashire Core Strategy, which is a criteria-based policy to assess applications for such development.

Student Accommodation and the University of Central Lancashire

- 5.70** The continued, developing presence of the University of Central Lancashire in Preston is considered to be of great importance in ensuring that the workforce of Preston, and Central Lancashire, has the skill base needed to maximise the area's economic potential. The University also provides a vital source of higher education for local residents, and those from outside the area.
- 5.71** The University has expanded rapidly over the last decade and now has over 30,000 students. Continued growth of the University, whilst fully supported by the Council, provides challenges in ensuring sufficient accommodation is available to house students who wish to study in the City.
- 5.72** To help ensure that adequate provision is made for the expansion of the University and that proposals for further

student accommodation do not have an adverse impact on the main residential areas of Preston, the area identified as **HS6** on the Policies Map, and corresponding **Policy HS6** will apply to proposals associated with the University, including student accommodation.

- 5.73** The area identified as **HS6** on the Policies Map, sits adjacent to the city centre boundary and the proposed Central Business District (CBD) allocation. The CBD is the subject of an SPD adopted by the Council in April 2011. The main objectives of the SPD are to harness the University's specialism and help to retain graduates of the University by promoting specialist and knowledge based industries within the CBD area, whilst also allowing an element of new student accommodation.
- 5.74** The growth and expansion of the University is of great importance to the City and the wider Central Lancashire area. The mixture of uses encouraged within the area identified as **HS6** on the Policies Map, along with the mixture of uses promoted within the adjacent CBD area will facilitate graduate retention and help to harness the full economic benefits of a rapidly expanding university.
- 5.75** Nevertheless, this growth requires careful management. The encroachment of student accommodation into residential areas outside the HS6 area could have an adverse impact on the character of neighbourhoods and amenity of residents.

5.76 As such proposals for student accommodation outside the **HS6** area will be strictly controlled and subject to the criteria set out in **Policy HS6**. Criteria (a) – (d) in **Policy HS6** will ensure that new student accommodation outside the defined area:

- i. Does not result in an over-supply of student accommodation and increase vacancy levels of existing accommodation within the defined area;
- ii. Provides a tenure and type of student accommodation that will add to the current portfolio e.g. accommodation to provide for students with special needs;
- iii. Does not have an adverse impact on existing residential neighbourhoods;
- iv. Is located in an area well served by public transport.

Policy HS6 University of Central Lancashire

Within and adjoining the area defined as HS6 on the Policies Map, development will be permitted for educational uses (D1, D2), or any other appropriate complementary uses, including knowledge based and creative industry, that relate to the operation of the University, or welfare of staff and students.

Outside the area defined as HS6 on the Policies Map, proposals for student accommodation will need to be justified and will be considered taking the following matters into account:

- a) the existing supply of and need for student accommodation (including vacancies), gaps in the market and provision for accommodation of students with special needs;
- b) the type of accommodation proposed and whether it will provide a beneficial alternative to the existing stock of student accommodation in the area;
- c) the surrounding land uses, whether they are residential dwellings, and the level of facilities available in the area;
- d) the accessibility of public transport provision in the area.

The Council will seek the views of the University for all new student accommodation proposals.

Houses in Multiple Occupation (HMO's)

5.77 In October 2010 the Government amended legislation to allow the change of use from single houses to Houses in Multiple Occupation (HMO's) to take place without the need for planning permission. A high concentration of HMO's in a particular area can lead to adverse impacts on the amenity of residents through issues relating to parking, general noise and disturbance for example.

5.78 In order to establish a level of control over the concentration of HMO's, the Council is proposing an Article 4 Direction in areas deemed most vulnerable to the detrimental changes associated with such conversions. These areas are particularly vulnerable because they are dominated by terraced housing and narrow streets; have little, if any, off street car parking and have minimal space for refuse/recycling storage within the curtilage of the properties.

5.79 The Article 4 Direction will remove the permitted development rights for properties for parts of the following wards (for more information about this Article 4 Direction and maps of the precise areas covered please see the Councils website www.preston.gov.uk):

- Ashton
- Deepdale
- Moor Park
- Riversway
- St Georges
- Town Centre
- Tulketh
- University

5.80 Planning applications for the conversion of properties into HMO's within the defined areas discussed in paragraph 5.79 will be assessed against **Policy HS7**.

Policy HS7 Houses in Multiple Occupation

The Council will allow proposals for the conversion of buildings into multiple occupancy units, provided that:

- a) the proposal does not erode the amenity of neighbouring properties and the character and appearance of the surrounding area;
- b) the property is deemed suitable for conversion without the need for any substantial extensions that would have a detrimental impact on amenity of neighbouring properties and the character and appearance of the area;
- c) the proposal would not lead to an unacceptable over concentrated use of the property and site;
- d) an adequate amount of garden/outdoor amenity space is provided to meet the needs of residents;
- e) the site can accommodate the necessary parking and manoeuvring areas in a way which preserves residential amenity and the quality of the street scene;
- f) adequate refuse and recycling facilities, including appropriate storage space, is provided, and;
- g) the proposal would not put future occupants at an unacceptable risk of flooding.

6. Delivering Economic Prosperity

Core Strategy Objectives

- SO10: To ensure there is a sufficient range of locations available for employment purposes.
- SO11: To secure major retail and leisure investment in Preston City Centre to enable it to function as a more attractive shopping and commercial destination, complementary to Manchester and Liverpool.
- SO12: To create, enhance and expand tourist attractions and visitor facilities in the City, town centres and appropriate rural locations.
- SO13: To sustain and encourage appropriate growth for rural businesses, taking into account the characteristics of the urban fringe and wider countryside.
- SO14: To ensure appropriate education facilities are available and skills deficiencies are addressed.

Key Core Strategy Policies

- Policy 9: Economic Growth and Employment
- Policy 10: Employment Premises and Sites
- Policy 11: Retail and Town Centre uses and Business based Tourism
- Policy 12: Culture and Entertainment Facilities
- Policy 13: Rural Economy
- Policy 14: Education

Introduction

6.1 The long term sustainability of Preston depends on developing the local economy and providing enough jobs for existing and future generations. Economic growth is essential to assist with the restructuring of the local economy, to attract new firms to Preston, help existing companies expand, foster the creation of new firms and at the same time reduce dependence on the private car for work.

6.2 In the interest of sustainable development, as well as economic, environmental and social well-being of Preston's residents, it is important that greater employment opportunities are created or facilitated within the City. The creation of employment opportunities is strongly linked to the availability of suitable sites for employment.

Employment Site Allocations

6.3 Core Strategy Policy 9 identifies the potential for economic growth within the area and the opportunity to provide enough jobs and services if employment land is made available. The Core Strategy sets out the areas of economic land required within the B Use Classes (B1 - Business; B2 - General Industrial and B8 - Storage and Distribution) over the period to 2026 (see Table 2). This can come from the re-use of vacant premises, re-development of existing employment sites or areas, as well as new development sites. Table 2 sets out the employment land requirements for Preston for the period 2010 – 2026 and the supply of employment land in Preston.

Table 2: Employment Land Supply Requirements

Land Supply	Hectares
Core Strategy Preston Employment Requirement 2010-2026	118.5
Local Plan 2004 Allocations	4.15
Commitments on Allocated Sites	66.89
Proposed New Allocations	50.44
Total Employment Land Supply	121.48

6.4 Core Strategy Policy 1 (a)(ii) suggests growth and investment are to be concentrated in the northern suburbs of Preston, focussing on Local Centres, with greenfield development within the Cottam Strategic Site and the North West Preston Strategic Location.

6.5 Core Strategy Policy 9 (b) and (c) identifies regional and sub-regional office developments will be acceptable in Preston City Centre including the Central Business District and the Tithebarn Regeneration Area. These two locations, in addition to regeneration opportunities in Inner East Preston, are the focus for growth and investment opportunities in Core Strategy Policy 1. The allocation of sites suitable for such regional and sub-regional office developments within the Central Preston Strategic Location will be allocated through the City Centre Plan.

6.6 Core Strategy Policy 1 (b)(iii) directs some employment growth and investment to Longridge, therefore reflecting the role of Longridge as a Key Service Centre in the Ribble Valley.

6.7 Core Strategy Policy 1 (d) (ii) and (iii) also identifies Preston East/Millennium City Park and Riversway, respectively, as employment sites for sub-regionally significant developments.

6.8 Existing employment allocations from the Preston Local Plan (2004) have been reviewed and only those that are truly suitable, achievable and deliverable are carried forward as an employment allocation. The viability of other sites for an element of employment use has been enhanced with proposals for mixed use. Additional good quality employment sites have been identified to meet the Core Strategy employment supply requirement while a number of sites such as Deepdale Mill have been de-allocated for employment use and proposed for housing.

6.9 It is important to protect all new allocations for employment including greenfield sites which have no previous employment use on site and therefore the Council will expect all allocated sites under Policy EP1 to also be covered by Core Strategy Policy 10.

Policy EP1: Employment Site Allocations

The following sites shown on the Policies Map are allocated and protected for business, general industrial or storage and distribution (Use Classes B1, B2 or B8 respectively) in the period 2010 2026. The Council will require a masterplan or development brief on sites identified with an *(M/DB). Sites identified with # also have additional land allocated for housing as part of a mixed use development.

Location	Hectares	Use Class
Local Plan 2004 Allocations		
EP1.1 Former Whittingham Hospital #	1.40	B1
EP1.2 Red Scar Site H	2.75	B2, B8
	4.15	
Commitments on Allocated Sites		
EP1.3 Preston East Employment Area	34.89	B2, B8
EP1.4 Red Scar Industrial Estate	21.31	B2, B8
EP1.5 Millennium City Park	3.50	B2, B8
EP1.6 Site at Junction 31A M6 West Loop	3.37	B1(b), B1(c), C1
EP1.7 Land North of Eastway (formerly Broughton Business Park) #	1.96	B1
EP1.8 Deepdale Street/Fletcher Road	0.49	B1, B2, B8
EP1.9 Riversway	1.37	B1, B2, B8
	66.89	
Proposed New Allocations		
EP1.10 Preston East Junction 31A M6*	25.50	B2, B8
EP1.11 Roman Road Farm*	24.94	B2, B8
	50.44	
Employment Allocations Total	121.48	

Employment Land Allocations Site Descriptions

Local Plan 2004 Allocations

EP1.1 Former Whittingham Hospital

6.10 This site, the former Whittingham Hospital located on Whittingham Lane, Goosnargh, is allocated for the provision of business or industrial development in line with Preston Local Plan (2004). This former NHS owned site is now owned by the Homes and Communities Agency (HCA). The HCA have worked with partners Taylor Wimpey to secure planning permission for a mixed use development, allocating 9000 square metres for business (Class B1) use.

6.11 The site is identified as Mixed Use in the Preston, Chorley and South Ribble Employment Land Review 2009 (ELR).

EP1.2 Red Scar Site H

6.12 This site, measuring 2.75 hectares, was previously allocated in the Preston Local Plan (2004) for employment uses. The site is located on the southern edge of the Red Scar Industrial Estate within a Biological Heritage Site. Mitigation against any negative impact on the Biological Heritage Site has been sought through landscaping and ecological measures indicated in the illustrative site masterplan and aided by the development of Pope Lane Field Nature Reserve to the south of the site.

6.13 The site is identified as Good Urban in the ELR.

Commitments on Allocated Sites

EP1.3 Preston East Employment Area

6.14 This site is located adjacent to and stretches to the east of the east loop of M6 Junction 31A and was previously allocated in the Preston Local Plan (2004) for employment uses. This large and regularly shaped 34.89 hectare site is owned by the HCA.

6.15 The site is identified as Best Urban in the ELR.

EP1.4 Red Scar Industrial Estate

6.16 This large regular shaped site, measuring 21.31 hectares, is located to the east of the M6 adjacent to Millennium City Park and Roman Way Industrial Estate and is accessible from Longridge Road (B6243) and from M6 Junction 31A via Bluebell Way (B6242). This site was previously allocated in the Preston Local Plan (2004) for employment uses. The southern edge of the site is within a Biological Heritage Site. Mitigation has been sought to prevent any negative impacts on the Biological Heritage Site caused by the development of this site, through the development of the Pope Lane Field Nature Reserve to the south of the site and through the illustrative site masterplan.

6.17 Outline planning permission was granted in 2006 for an extension, to the south and to the east, of Red Scar Business Park for general industrial uses (Class B2) and storage and distribution uses (Class B8) including landscaping and the creation of an ecological habitat. An illustrative masterplan was submitted with a reserve matters submission in 2009.

6.18 The site is identified as Good Urban in the ELR.

EP1.5 Millennium City Park

6.19 Land at Millennium City Park, measuring 3.5 hectares was previously allocated in the Preston Local Plan (2004) for employment uses. This flat and regularly shaped employment site is to the east of the M6, south of Junction 31A, near to Red Scar Industrial Complex and Preston East Employment Area. The site has a purpose built internal road network and access is gained from Bluebell Way (B6242). The site is in multiple ownerships. Development of this site will assist in improving the economic activity of the area.

6.20 The site is identified as Best Urban in the ELR.

EP1.6 Site at Junction 31A M6 West Loop

6.21 This site, measuring 3.37 hectares, was previously allocated in the Preston Local Plan (2004) for employment uses and leisure facilities. This site is located at M6 Junction 31A in the western loop of the highway infrastructure serving the M6. Access to this flat and regularly shaped site is good. The site is owned by the HCA and is currently under agricultural management pending development.

6.22 The site is identified as Mixed Use in the ELR.

EP1.7 Land North of Eastway (formerly Broughton Business Park)

6.23 This greenfield site, measuring a total of 24.68 hectares, was previously allocated in the Preston Local Plan (2004) for employment uses. The site is located to the north of Eastway and south of D'Urton Lane and is currently under agricultural management pending development. This large, regularly shaped plot will form part of the North West Preston Strategic Location. It is proposed that the site is to be carried forward as

a mixed use designation with 1.96 hectares allocated for employment uses. The site is owned by the HCA.

6.24 The site is identified as Mixed Use (MU) in the ELR.

EP1.8 Deepdale Street/Fletcher Road

6.25 This site, measuring 0.49 hectares, is within the Deepdale Street/Fletcher Road Coal Yard and was subject to Policy SS23 (Deepdale Street/Fletcher Road Coal Yard) of the Preston Local Plan (2004). Policy SS23 favoured development of the site for business, industrial or storage/distribution uses (B1, B2, B8) or sui generis rail related uses which make effective use of the railway for the transport of goods. Site EP1.8 is allocated for B1, B2 and B8 use classes.

6.26 The site is identified as Good Urban in the ELR.

EP1.9 Riversway

6.27 The allocation of employment land at Riversway is distributed between two sites, both were previously allocated for employment uses in the Preston Local Plan (2004) and owned by Preston City Council. The first site is located on reclaimed dockland area on the north bank of the River Ribble, accessed from Lockside Road. Full planning permission was granted in 2005 for a mixed use development (Classes B1 and C3). This site is located within a Flood Zone 3 area so it will be necessary to demonstrate that flood alleviation measures already exist or will be provided by the developer.

6.28 The second site is also located on reclaimed dockland area on the north bank of the River Ribble with access gained from Chain Caul Road.

6.29 The River Ribble is a Biological Heritage Site. Any development of these sites should not have an adverse impact on the River Ribble Biological Heritage Site and would have to incorporate features to facilitate the movement of wildlife, due to the sensitive location of the sites bordering a wildlife corridor.

6.30 The site is identified as Good Urban in the ELR.

Proposed New Allocations

EP1.10 Preston East Junction 31A M6

6.31 This area of undeveloped land, measuring 25.5 hectares, is located to the north of M6 Junction 31A adjacent to the well established Preston East Employment area. The site is owned by the HCA. Due to the size of the site, and the surrounding sensitive land uses, a comprehensive development brief and masterplan would be required. In addition, it is likely that a 'buffer area/zone' would be imposed on the site to allow screening between the neighbouring dwellings and the employment site. The site has the potential to provide additional employment land; specifically this site would be suitable to accommodate storage and distribution (Class B8) uses to benefit from the site's close proximity to the M6 motorway network and existing Preston East Employment Area road infrastructure.

EP1.11 Roman Road Farm

6.32 This area of undeveloped land, measuring 24.5 hectares, is located to the east of Junction 31A of the M6, adjacent to the existing well established Roman Way Industrial Estate. This site has the potential to provide additional employment land and access can be gained easily from Longridge Road through the existing industrial estate. The site borders onto

the Red Scar and Tun Brook Woods Site of Special Scientific Interest (SSSI) and the Tun Brook. It is imperative that development of this site would not destroy or damage the SSSI and that sensitive design and appropriate mitigation against any damage or destruction is sought. As such a comprehensive development brief and masterplan would be required.

All Employment Premises and Sites

6.33 A key feature of Government guidance and of the Preston, Chorley and South Ribble Employment Land Review 2009 findings is that it is essential to have a wide range of different sites for different employment users to help achieve economic growth. A range of existing and proposed sites were evaluated into categories taking account of market attractiveness and other factors. Generally the modern estates and business parks scored highly on the assessment and are categorised 'Best Urban' or 'Good Urban'. Older individual premises generally scored less well, being classed as 'Other Urban' premises because they are less suited to modern needs. However, in the main these premises are quite acceptable to firms that use them and cater for businesses that require affordable accommodation with lower rental levels. These premises are invariably close to residential areas and close to local supplies of labour making journeys to work short and inexpensive.

Protection of Existing Employment Areas

6.34 All existing employment premises and sites last used for employment will be retained, in keeping with Core Strategy Policy 10: Employment Premises and Sites. Policy 10 seeks to protect employment sites for employment use and only release employment sites for housing/alternative uses where

they are supported by a viability assessment and, for housing proposals, a marketing period of 12 months.

- 6.35** A Supplementary Planning Document on Controlling Re-Use of Employment Premises expands on the Policy 10 criteria and definition of employment uses, and provides advice on viability, on marketing the re-use and redevelopment of a site/premises for employment purposes; on the costs of the work, and on the regeneration of the employment site. The SPD also provides advice and information on price, tenure, advertisements, mixed use developments, non B-Use Class Developments and also includes a marketing campaign checklist.

Policy EP2: Protection of Existing Employment Areas

Proposals for the redevelopment of Other Urban employment premises and sites, as shown on the Policies Map, for non employment uses will be exempt from the flowchart approach contained within the Re Use of Employment Premises Supplementary Planning Document.

Proposals on these sites will be subject to a balanced assessment against the criteria contained within Core Strategy Policy 9 and Policy 10.

Shopping

Retail Hierarchy

- 6.36** Given the role and function of Preston City Centre, as set out in paragraphs 1.4 to 1.10 of the Plan, all new main town centre uses, as defined by the Framework, will be directed to the city centre. However there exists a network of Local Centres in Preston that provide an important local community role, serving a different purpose to the city centre.
- 6.37** Nevertheless, given the separate policy approach to the city centre, through the City Centre Plan, it is vitally important that this Plan manages retail development elsewhere in Preston, so as not to undermine the role and function of the city centre. For instance, care will be needed to avoid, for example, a single excessively large retail outlet which risks undermining the vitality and viability of the city centre.
- 6.38** To maintain the balance between the roles of Preston City Centre and District and Local Centres elsewhere in Preston, the Plan will set out a clear approach to the type, scale and range of development proposals that will be acceptable in centres outside the city centre. The Council will also, where relevant, apply the sequential and impact assessments to new main town centre uses, in out of centre locations, in accordance with the guidance set out in the Framework.

Delivering the Retail Strategy

- 6.39** To maintain the balance between the role and function of Preston City Centre, District and Local Centres, the Council will apply the sequential test and impact assessment to new retail development and main town centre uses, as set out in the Framework and Planning for Town Centres (2009). The sequential test requires major retail, cultural and service

development to be located on the most central sites in town centres before considering less central sites. A sequential test will apply to planning applications for main town centre uses that are not in an existing centre. The aim is to minimise the need to travel, provide a diverse range of services in one central location and make facilities accessible to all. This approach is intended to focus growth and investment in the City Centre and encourage developments of an appropriate type and scale.

- 6.40** The impact assessment is required for planning applications for retail, leisure and office development outside of town centres where the development is 2,500 sq m and over, to ensure they would not detrimentally impact the function, vitality and viability of Preston's hierarchy of centres. The impact assessment will be particularly relevant to edge-of-centre and out-of-centre proposals. In assessing vitality and viability consideration will be given to pedestrian flows, vacancy rates, numbers and range of facilities, quality of the urban environment and the general performance of the centre.
- 6.41** The Core Strategy seeks to direct the largest development towards the City Centre, but also allowing flexibility for the market to respond to meeting needs in the District Centre, Local Centres and other areas of Preston where opportunities arise.

City Centre Policies to be covered by a separate City Centre Plan

Development and Change of Use in District and Local Centres

- 6.42** Core Strategy Policy 11(e) is worded to maintain, improve and control the mix of uses in the existing District and Local Centres so as to appropriately serve local needs. Maps at Appendix C show the District and Local Centre boundaries. The Core Strategy proposes a new District Centre at the Cottam Strategic Site.
- 6.43** The Local Centres play an important role in Preston's retail hierarchy as well as acting as social centres and places of employment providing the function of convenience shopping, a range of services and community facilities to a local area. The Local Centres within Preston vary in size, with some having only a handful of units and others being larger which support a number of local shops and basic services, meeting local residents' daily (top up) shopping needs. In rural areas, larger villages may perform the role of a local centre.
- 6.44** The scale and type of development proposed needs to directly relate to the role and function of the District or Local Centre and the proposal should not have a significant adverse impact upon the vitality and viability of Preston City Centre (or where appropriate, other Local Centres). Specific sites will also need to be accessible by walking, cycling and public transport.
- 6.45** In accordance with Policy WB3 and the supplementary planning document for Access to Healthy Food, hot food takeaways (A5 use class) will only be permitted in District and Local Centres that fall outside the 400 metre exclusion zone and would not result in an over concentration of hot food takeaways to the detriment of the retail function of centre as a whole.

6.46 Within District and Local Centres, the Council will need to be satisfied there is no demand for retail or appropriate commercial re-use of vacant property before granting planning permission for a different use. This would involve the applicant supplying details showing that the premises have been appropriately advertised for retail/commercial and providing details of the offers made.

6.47 In the centres the provision of living accommodation or offices on the upper floors of the buildings will be encouraged so as to help make good use and maintenance of these upper storeys. This will not however, be a requirement where the applicant can demonstrate that the whole building will be fully utilised for other purposes.

District Centre

6.48 A District Centre is proposed in Cottam to support the Cottam Strategic Site.

Policy EP3: Cottam District Centre

Within the proposed Cottam District Centre, as defined on the Policies Map, a range of appropriate services that support the role and function of the District Centre, including a supermarket, food and drink leisure uses, public and community uses and other uses complementary to local shops, will be encouraged.

Local Centres

6.49 Local Centres are allocated at the following locations:

- Blackpool Road/Woodplumpton Road (Lane Ends)
- Longsands Road
- Miller Road
- New Hall Lane
- Plungington Road
- Ribbleton Avenue
- Ribbleton Lane
- Sharoe Green.

6.50 The purpose of Policy EP4: Local Centres is to prevent the over proliferation of non retail uses at the expense of local retail provision of the Local Centres.

6.51 It is important to the vitality and viability of the Local Centres that the retail strength and appearance of these frontages is retained where possible. However, as these centres vary in size and are affected by various local issues other uses, as listed in Policy EP4 below, may be more appropriate.

6.52 All new development within the Local Centres should contribute to the attractiveness of the centre and enhance the use of the centre by offering vibrant, attractive, well designed centres with a good offer for local communities and visitors.

Policy EP4: Local Centres

The boundaries of the Local Centres are defined on the Policies Map. The following criteria apply for change of use and development within Local Centres:

1. Planning permission will be granted providing that:

- a) the proposal contributes in level, quality or range towards meeting local shopping needs; and
- b) the proposal does not adversely affect the character of the centre or the amenity of adjoining property; and
- c) the proposal would not adversely affect the vitality and viability of other nearby existing centres or prejudice future investment in those centres.

2. Uses within Local Centres will be protected and enhanced wherever possible for retail use (A1). Other uses such as A2 (financial and professional services) and A3 (Restaurants and Cafes) may be more appropriate to maintain/enhance the vitality and viability of the Local Centre and will be permitted at street and pedestrian level where:

- a) they do not cause undue detriment to the centre's range of facilities, thereby threatening the centre's viability and vitality;
- b) the development does not prejudice residential amenity or highway safety.

3. Other non retail uses, including residential, will be permitted if criteria 2(a) and 2(b) above are met and if they do not result in a break in the shopping frontage that would threaten the centre's viability and vitality.

The provision of flats on the upper floors of the building will be encouraged but this will not apply where the applicant can demonstrate that the whole building will be fully utilised for retail/commercial purposes.

Riversway Phase B Site Specific Policy

- 6.53** The Riversway Phase B Site Specific Policy, as defined on the Policies Map, has been carried forward from the Preston Local Plan due to the individual and specific approach to be taken when allocating the site.
- 6.54** An area of the site is reserved for a large park and ride car park, as supported by Core Strategy Policy 3.

Policy EP5: Riversway Phase B Site Specific Policy

Development of site EP5.1, as defined on the Policies Map, will be permitted for a combination of the following uses:

- Park and Ride car park; plus
- Business, industrial and storage and distribution uses (Classes B1, B2 and B8); and/or
- Leisure Uses (Class D2)

Proposals are to be of a comprehensive nature and cover the whole of the site, although a phased development will be supported.

Known nature conservation interests at the site are to be secured through landscaping and/or management agreements.

University of Central Lancashire Cottam Campus

- 6.55** The Westleigh Conference Centre and the University of Central Lancashire (UCLan) Sport Arena form UCLan's Cottam Campus. The Cottam Campus is an important location for the University as it provides a wide range of facilities which contribute to the welfare of staff and students as well as providing important conference, function and playing pitch facilities for Preston and the wider region.
- 6.56** Policy EP6 ensures that there is a degree of flexibility for the University to allow for the future enhancement of the Cottam Campus existing facilities.

Policy EP6: University of Central Lancashire Cottam Campus

Within the designated area of the university campus, as defined on the Policies Map, development will be permitted for appropriate uses and proposals where it is directly related to, and supports the continued use of, the campus for recreational uses and conference/function facilities. Educational uses will be permitted where these would not result in a net loss of existing facilities.

Telecommunications

6.57 The below policy is included to enable a consistent approach to be adopted at a local level to that advocated in the Framework. The policy criteria will facilitate the growth of telecommunications whilst keeping the environmental impact to a minimum.

Policy EP7: Telecommunications

Telecommunications equipment will be permitted where:

- a) it is essential to the operational needs of the company;
- b) it cannot reasonably be located in a less environmentally damaging location;
- c) every effort has been made to reduce the visual impact of the equipment through the use of colour, siting, height considerations and landscaping where appropriate;
- d) undertakings have been given to dismantle any equipment and make good the site once the use has ceased.

The sharing of telecommunication facilities by network operators will also be encouraged.

7. Catering for Sustainable Travel

Core Strategy Objectives

- SO3: To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston.
- SO4: To enable easier journeys into and out of Preston City Centre, as well as safeguard rural accessibility, especially for mobility impaired people.

Key Core Strategy Policies

- Policy 3: Travel

Introduction

- 7.1** Increasing accessibility to homes, jobs, open space, recreation and other services, and influencing travel patterns to encourage alternatives to the car to help reduce emissions and congestion are key aims of the Core Strategy. Most journeys in Preston are taken by car. Predictions for future car use indicate that this travel preference will continue, although rapidly increasing petrol and diesel costs may slow down the trend. However, we can expect to see an increase in electric and alternative fuel vehicles during the plan period.
- 7.2** The Core Strategy sets out the broad principles to promote better accessibility by encouraging walking and cycling for shorter trips, and supporting bus and rail travel for longer journeys. Through this Local Plan we can ensure that the

development or protection of land influences travel choices and improves accessibility.

Walking and Cycling

- 7.3** One way of encouraging walking is to provide safe, clean pedestrian friendly urban areas. Consequently, the Infrastructure Delivery Schedule includes improved pedestrian crossings at a number of locations. Improvements to the City Centre Public Realm is featured in the City Centre Plan.
- 7.4** The Core Strategy supports cycling within Central Lancashire and encourages improvements to the cycle network to make it easier and safer for cyclists.
- 7.5** Lancashire County Council has identified cycle schemes to encourage more cycling, particularly between the suburbs and the City Centre. All the schemes are dependent on the availability of funding and are listed in the Infrastructure Delivery Schedule. Developers will be asked to contribute towards the cost of implementing these schemes where appropriate.

Public Transport

- 7.6** A key aim of the Core Strategy is to encourage people to use other modes of travel, rather than the car. Using public transport helps to reduce congestion and exhaust emissions, which can in turn lead to improved air quality. The provision of Park and Ride facilities is mentioned in the Infrastructure chapter (Chapter 3).
- 7.7** A number of Bus Rapid Transit Routes linking Preston to Cottam, Preston East and other destinations in Central

Lancashire are included in the Infrastructure Delivery Schedule. These are subject to current funding bids. Similarly, bus lanes to serve the proposed Park and Ride sites at Broughton and Riversway are also identified.

- 7.8 New bus and rail facilities within the City Centre are considered in more detail in the City Centre Plan.

Rail Facilities

- 7.9 Although rail services are run by private companies, the lines and signalling belong to Network Rail. Local authorities can have a role to play in the provision of local rail services and enhanced or new stations.
- 7.10 Preston station is an important hub for rail services. It is well served by trains on the West Coast Main Line, whilst also being the centre of rail services to Manchester, Liverpool, Blackpool, Cumbria, East Lancashire and beyond.
- 7.11 There are existing electrification schemes planned for the Blackpool-Preston-Manchester railway line to provide an enhanced level of service. It is hoped that this will provide additional capacity and ease the current problems of overcrowding.

High Speed Rail Network (HS2)

- 7.12 In January 2012, the Secretary of State for Transport announced the decision to go ahead with plans for a new high speed rail network to connect London, the West Midlands and the north of England. Known as 'HS2' this new infrastructure will release space on crowded railway lines for more passenger and freight services, including along the West

Coast Main Line. It will significantly reduce inter-city journey times between major cities, with the prospect of encouraging more journeys by rail, reducing the environmental effects of car and air travel, and stimulating investment and creating jobs in areas outside the south-east. Although not currently part of phase two, engineering options have also been considered and published by HS2 Ltd for a high speed route extending north of Preston. Whilst the city could be served by 'classic-compatible' trains using the existing station and West Coast Main Line to join the high speed network, route options for a new high speed line have been explored and an 'optimum' route presented.

- 7.13 The route presented as an engineering option would entail a new high speed rail line constructed crossing the West Coast Main Line to the south of Coppull and heading to the west of Leyland and crossing the River Ribble to the west of Preston on a line similar to this Masterplan's 'corridor of search' for a new Ribble road crossing. The engineering route then follows a similar line to the Preston Western Distributor, and includes a new station and motorway junction in the Cottam/Bartle area. The route then rejoins the West Coast Main Line to the south of Bilsborrow.
- 7.14 It is important to emphasise that this engineering option has no formal status and does not currently form part of the HS2 phase 2 proposals. In delivering the transport infrastructure in this Local Plan, the County Council and other transport providers will need to be mindful of the plans for the HS2 network, to ensure that infrastructure is not precluded and that opportunities are taken if they present themselves.

Tram

- 7.15** Trampower, a private company, has proposals to develop a tram network within Central Lancashire. This network, based primarily on disused railway lines, links the city centre and railway station to Preston East. Trampower aspires to extend this network in the long term through South Ribble and on to Chorley and Ormskirk.
- 7.16** It is Trampower's intention that the tram network will be privately funded. There is still uncertainty as to how it will be delivered; therefore the proposals in this Plan do not rely on it coming forward.

Road Travel

- 7.17** Preston experiences problems with traffic congestion. This is particularly severe on the main arterial roads coming in to the city centre including the A6 (from the north and the south), the A582 (Penwortham Bypass), the A59 (Samblesbury), and the B6243 (Longridge).
- 7.18** Major road improvements at Broughton are discussed in the infrastructure chapter, as are the implications of the development of the North West Preston Strategic Location. A number of other improvement schemes are identified in the Infrastructure Delivery Schedule to be funded through developer contributions.

Development Management

- 7.19** It is important that new developments address key transport issues so that they can operate satisfactorily. This means

looking at a wide range of transport issues, and not just access by car.

Parking Standards

- 7.20** The Framework says that plans should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, it recognises that car travel will continue to have an important role to play, particularly in rural areas where it is often the only real option for travel.
- 7.21** The Framework does not include parking standards. It says that if local parking standards are to be set then they should take into account the accessibility of the development; the type and mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles. The Central Lancashire Core Strategy Policy 3: Travel; details measures to plan for travel including setting and applying car parking standards, and paragraph 7.6 notes that local parking standards will be produced.
- 7.22** The availability of car parking can have a major influence on the choice of means of transport, and we support, encourage and promote measures to reduce car journeys through the promotion of alternatives, such as public transport.
- 7.23** At the same time, though, the aspiration to be a car owner remains high. Research by the Commission for Architecture and the Built Environment (CABE) demonstrates that the public often feel that the level of provision in new residential developments is inadequate. There is also evidence locally in

relation to student accommodation, for example, which suggests that on-site parking provision has not been sufficient and this has led to on-street parking congestion.

7.24 The partial review of the Regional Spatial Strategy for the North West (March 2010) proposed changes to car parking standards which were largely agreed across the Central Lancashire authorities. The partial review was never completed because of changes to government policy, but the evidence underpinning the changes to the standards remains valid.

7.25 The following policy therefore endorses the standards contained in the RSS partial review. In addition, parking standards for new student accommodation are also proposed.

Policy ST1 Parking Standards

All development proposals will provide car parking and servicing space in accordance with the Parking Standards adopted by the Council (Appendix D).

Locations that are accessible to services and well served by public transport may be considered appropriate for lower levels of provision.

Proposals for provision above the adopted standards will need to be supported by evidence detailing the local circumstances.

General Transport Considerations

7.26 To ensure that safe and convenient access is afforded to everyone, new developments should reduce rather than increase the dependence on private cars. Whilst much attention is usually given to road improvements to cope with additional traffic, it is important that other transport issues are taken into account if car use is to be reduced.

7.27 Transport Assessments should be submitted in support of major developments and any other proposals which would have significant transport implications. A Travel Plan should be submitted alongside any planning applications, outlining how these are to be managed in order to ensure the minimum environmental, social and economic impacts.

Policy ST2 General Transport Considerations

All development proposals will need to show that:

- a) road safety and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and equestrians) is not prejudiced;
- b) appropriate provision is made for public transport services;
- c) appropriate measures are included to facilitate access on cycle or foot;
- d) where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended;
- e) the needs of disabled people are fully provided for;
- f) corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.

8. Protecting and Enhancing the Built and Natural Environment

Core Strategy Objectives

- SO15: To foster 'place shaping' to enhance the character and local distinctiveness of the built environment in Preston by encouraging high quality design of new buildings.
- SO16: To protect, conserve and enhance Preston's places of architectural and archaeological value and the distinctive character of its landscape.
- SO17: To maintain and improve the quality of Preston's built and natural environment assets so that it remains a place with 'room to breathe'.

Key Core Strategy Policies

- Policy 16: Heritage Assets
- Policy 17: Design of New Buildings
- Policy 18: Green Infrastructure
- Policy 19: Areas of Separation and Major Open Space
- Policy 20: Countryside Management and Access
- Policy 21: Landscape Character Areas
- Policy 22: Biodiversity and Geodiversity

Introduction

- 8.1 A high quality built and natural environment, accessible countryside, water areas, green space and good leisure and cultural facilities enhance the quality of life for existing and future communities, support wildlife and provide natural adaptation and mitigation mechanisms against the effects of climate change. These features are also important factors in attracting new investment to Preston.

Development in the Open Countryside

- 8.2 Most of the countryside within Preston is designated as Open Countryside, with only a small area of Green Belt confined to the escarpment and flood plain to the east of the City. Green Belt will be preserved and protected in accordance with the Framework. It is important that the Areas of Open Countryside are protected from unacceptable development which would harm its open and rural character.
- 8.3 Information on the re-use, replacement of and extension to buildings within the Open Countryside is contained within the Rural Development Supplementary Planning Document.
- 8.4 Policy AD1(b) is concerned with proposed developments within the larger villages defined on the Policies Map. Smaller settlements and clusters of buildings are not defined on the map, but are included within the open countryside designation. Proposals within these settlements will be considered against Policy EN1 and Core Strategy Policy 1(f).

Policy EN1 Development in the Open Countryside

Development in the Open Countryside, as shown on the Policies Map, other than that permissible under policies HS4 and HS5, will be limited to:

- a) that needed for purposes of agriculture or forestry or other uses appropriate to a rural area including uses which help to diversify the rural economy;
- b) the re use or re habitation of existing buildings;
- c) infilling within groups of buildings in smaller rural settlements.

Protection of Existing Green Infrastructure

8.5 Green infrastructure is the network of natural environmental components used for sport, leisure and recreational purposes. Green infrastructure is defined as:

- Parks and Gardens
- Nature Reserves
- Playgrounds
- Recreational Grounds
- Playing Fields/Sports Pitches/Educational Playing Fields
- Private and Institutional Open Space
- Amenity Open Space
- Allotments
- Woodlands
- Green Corridors
- Fishing
- Watercourses and river corridors
- Public Rights of Way

8.6 Development will only be permitted where it is essential to enhance green infrastructure and/or a connected facility which will ensure greater public use and access. The position and design of any development will need to be sensitive to the area and have no adverse affects on features within the site.

8.7 Development proposals must demonstrate that the benefits of the development would outweigh any nature conservation value in an environmental statement submitted as part of their application.

Policy EN2 Protection of Existing Green Infrastructure

Development proposals should seek to protect and enhance existing green infrastructure as identified on the Policies Map.

Development which would involve the loss of green infrastructure will not be permitted unless:

- a) alternative provision of similar and/or better facilities for the community will be implemented on another site; or
- b) it can be demonstrated that the retention of the site is not required to satisfy a recreational need in the local area; and
- c) the development would not detrimentally affect the amenity value or the nature conservation value of the site.

Future Provision of Green Infrastructure

- 8.8** Further green infrastructure provision will be encouraged to extend the existing green infrastructure network. New green corridors are to link to the existing wider green infrastructure network and adjoining urban areas and to act as vital buffers to deliver separation spaces between urban areas and maintain the natural attractiveness of Preston.

Policy EN3 Future Provision of Green Infrastructure

All developments, will where necessary:

- a) provide appropriate landscape enhancements;
- b) conserve important environmental assets, natural resources and biodiversity;
- c) make provision for the long term use and management of these areas; and
- d) provide access to well designed cycleways, bridleways and footpaths (both off and on road), to help link local services and facilities.

Areas of Separation

- 8.9** The Core Strategy has identified three Areas of Separation within Preston to protect the character and identity of settlements that are only separated by a small area of Open Countryside from a neighbouring settlement. To help maintain the openness of these areas of countryside and the quality and distinctiveness of these settlements, the Core Strategy identifies where Areas of Separation are needed.

Policy EN4 Areas of Separation

Areas of Separation, shown on the Policies Map, are designated between:

- Broughton and the Preston Urban Area
- Goosnargh/Whittingham and Grimsargh
- Grimsargh and the Preston Urban Area

Development will be assessed in terms of its impact upon the Area of Separation. Development that leads to a risk of settlements merging will be resisted.

Areas of Major Open Space

8.10 Two locations have been identified within the Preston urban boundary where Areas of Major Open Space are valued as part of the local green infrastructure. These spaces help to maintain visual amenity and landscape character, safeguard environmental and open space resources and help protect Central Lancashire as a place with room to breathe whilst helping to maintain the distinctiveness of the adjoining neighbourhoods.

Policy EN5 Areas of Major Open Space

Areas of Major Open Space, as shown on the Policies Map, are designated within the Preston urban boundary in particular areas between:

- Ingol/Tanterton and Greyfriars/Cadley
- Sharoe Green and Fulwood

Development within the Areas of Major Open Space will not be permitted unless the following criteria are satisfied:

- a) the provisions of Policy EN2 Protection of Existing Green Infrastructure are fulfilled;
- b) development complements and does not compromise the retention within the Area of Major Open Space of a full size 18 hole golf course (unless it can be demonstrated that a need no longer exists for such provision in accordance with NPPF Paragraph 74)
- c) development complements and does not compromise the Area of Major Open Space for other leisure and recreational purposes
- d) the proposal does not detrimentally affect the visual amenity, landscape amenity, landscape character or nature conservation value of the open space/Area of Major Open Space
- e) the identity of the neighbourhoods/urban communities is maintained

Forest of Bowland Area of Outstanding Natural Beauty

- 8.11** Areas of Outstanding Natural Beauty (AONB) are a category of protected landscape, and were originally designated under the 1949 National Parks and Access to the Countryside Act. The Forest of Bowland was designated in 1967. Part of the Forest of Bowland AONB - the area around the Beacon Fell Country Park - lies within Preston.
- 8.12** The City Council belongs to a partnership of local authorities and other stakeholders – the Joint Advisory Committee – which manages the AONB, and is led by Lancashire County Council. The partnership is responsible for preparing a statutory management plan. Further information can be found at www.forestofbowland.com
- 8.13** Development management decisions in the AONB remain the responsibility of the individual local authorities. Special considerations apply to AONBs. The fundamental principle underlying planning and control of development in AONBs is that new development within the AONB that has a materially adverse impact can only proceed where it is demonstrated that it satisfies an overriding national need. There is an expectation of restoration and aftercare should such uses cease. All development is expected to conform to a very high standard of design, to be in keeping with local distinctiveness and to seek to conserve and enhance the AONB's natural beauty.
- 8.14** The partnership does advise on planning matters and to this end it has produced a Renewable Energy Position Statement which sets out the Joint Advisory Committee's position with regard to the siting of renewable energy developments, both

within and adjacent to the boundaries of the Forest of Bowland AONB. A design guide is also in preparation.

Policy EN6 Forest of Bowland

In addition to the criteria set out in Policy EN1, proposals within the Forest of Bowland AONB will make a positive contribution to the natural beauty of the area.

Ribble Coast and Wetlands

- 8.15** Core Strategy Policy 20 supports the continued development of plans and proposals for the Ribble Coast and Wetlands Regional Park. The concept for the Park was included in the North West Regional Economic Strategy and the Regional Spatial Strategy (Policy EM4 and Policy CLCR3), and the City Council has been involved in efforts to establish the Park along with other local authorities in the area. The area includes the Ribble Estuary which is an internationally important habitat for birds. The idea of the park is essentially to promote the area as a visitor attraction in a sustainable way, by providing greater access and improving green infrastructure. Further information can be found at www.ribblecoastandwetlands.com
- 8.16** The precise boundary of the park has yet to be defined but the area of search extends into Preston. While recognising the importance of the Ribble Coast and Wetlands Regional Park, this area within Preston is a significant location for the provision of green infrastructure to support wider needs including the security of energy supplies. In line with the presumption in favour of sustainable development in the

Framework there is, therefore, a presumption in favour of using this area in Preston for the delivery of green infrastructure.

Land Quality

- 8.17** The Framework suggests the planning system should contribute to and enhance the natural and local environment through the remediation and mitigation of contaminated land.
- 8.18** Core Strategy Policy 1: Locating Growth recommends the use of brownfield sites. As these sites have been previously developed, there is the potential for such sites to be contaminated. The contamination of land can have adverse impacts on health and wellbeing, as well as damaging wildlife and contributing to the pollution of water bodies. New development on these sites presents an opportunity to bring contaminated land back into beneficial use whilst improving the water quality both for surface water and groundwater.
- 8.19** Source Protection Zones are used to identify those areas close to drinking water sources where the risk of harm from contamination of groundwater is greatest. Developers are encouraged to consult Environment Agency guidance regarding Source Protection Zones.

Policy EN7 Land Quality

New development should demonstrate that:

- a) any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and
- b) the proposed development will not cause the land to become contaminated, to the detriment of future use or restoration of the site or so that it would cause pollution in the surrounding area.

Horses

- 8.20** Information and guidance on development involving the keeping or riding of horses is contained in the Rural Development Supplementary Planning Document (SPD). The SPD includes information on matters which the Council will take into account when assessing the acceptability of equestrian development and criteria that is to be met when considering applications for development involving horses.

The Historic Environment

8.21 The historic environment contributes to the enjoyment of life in the City and provides a unique sense of place as well as supporting wider economic, cultural, social and environmental benefits. However the historic environment is a non-renewable resource and once harmed, buildings, places, structures, parks and open spaces can lose their character and their significance.

8.22 The importance of the historic environment is set out in the Framework and will be a material consideration to all applications affecting the historic environment.

8.23 In addition to the objectives set out at national level the Council would consider the following objectives to be important in respect to the historic environment of Preston:

- Its potential to be a catalyst for regeneration in an area, in particular through leisure, tourism and economic development.
- That it can provide the stimulus for imaginative and high quality design that responds positively to its context.

8.24 English Heritage prepares policy and practice guidance on the historic environment and the Institute for Archaeologists also provides guidance and sets quality standards for the heritage sector. The Council will treat this as a material consideration when assessing proposals against national and local policy objectives.

8.25 The Council will take proactive steps for the conservation and enjoyment of the historic environment. This will include:

- Making Article 4 Directions to protect parts of the historic environment that, if lost, would harm the significance, appearance, character and setting of a heritage asset or the surrounding historic environment.
- The maintenance of up to date Conservation Area Appraisals and Management Strategies including the designation of new conservation areas where justified.
- Identifying those heritage assets most at risk through neglect and where necessary using its statutory powers to secure their repair and reuse.
- Identifying non-designated heritage assets of local historical importance to Preston and make this publicly available through the Council's website and the Historic Environment Record.

Heritage Assets

8.26 Preston has a significant number of designated heritage assets² that have statutory protection through the planning system. This includes nearly 500 listed buildings and structures, 11 Conservation Areas, 3 Scheduled Ancient Monuments and 8 Registered Parks and Gardens. Details of all designated assets can be found on the Council's website.

8.27 Not all of Preston's heritage is designated – some 1,500 undesignated sites are currently included on the Historic Environment Record – and the Council recognise the value of this 'local' historic environment in planning for the future of the City. The Council will work with the County Archaeology Service local communities to identify heritage assets that have

² NPPF defines a designated heritage asset as a World Heritage Site, Scheduled Ancient Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area

local value. The identification of any locally important heritage assets will be done in line with English Heritage's good practice guidance on local listings. The Council will publish and maintain a list of local heritage assets on its website and as part of the Historic Environment Record.

Heritage Assets and Climate Change

8.28 The council will endeavour to help applicants identify feasible climate mitigation solutions through pre-application discussions which minimise the impact on heritage assets. To support this, the Council will prepare and adopt a SPD on the adaptation of historic buildings to meet the effects of climate change in order to provide clear guidance and best practice advice to property owners.

8.29 Where conflict between climate change objectives and the conservation of heritage assets does occur, the public benefit of mitigating the effects of climate change will be weighed against any harm to the significance of heritage assets in accordance with the relevant policies.

Heritage Statements and Outline Applications

8.30 Applicants are required to submit a heritage statement in support of any application that directly or indirectly impacts on a designated or local heritage asset. Whilst the information provided should be proportionate to the significance of the asset and nature of the works proposed the statement should as a minimum:

- Explain and justify how the proposal has taken into account the historical significance of the asset.
- Demonstrate that the relevant Historic Environment Record (HER) for the site has been consulted.

8.31 Where the HER identifies the potential for the site to include heritage assets of archaeological interest the statement should include a desk based archaeological assessment of the site, and, where necessary, the results of field evaluation.

8.32 Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset this may be used by the Council as grounds to justify refusal of the scheme.

8.33 The Council will not normally accept outline applications that directly impact on heritage assets. Principally this will relate to new development in Conservation Areas, Registered Historic Parks and Gardens, Listed Buildings and Scheduled Monuments. In certain circumstances it may also apply to proposals that impact on the setting of heritage assets if it felt the impact would be significant. This is to ensure the full impact of the proposal can be properly assessed.

8.34 Early pre-application engagement with the Council's Conservation Officer is encouraged.

Scheduled Monuments

8.35 There are three Scheduled Monument within Preston as shown on the Policies Map. These are sites of national archaeological importance and the Council will seek their on-going conservation and protection:

- Cromwell's Mound
- Penwortham Old Bridge
- Chingle Hall

Historic Parks and Gardens

8.36 Historic Parks and Gardens are designated under the National Heritage Act 1983. These areas are shown on the Policies Map and have historic layouts and features which make them of special historic interest. Development should aim to conserve and enhance the character and appearance of historic parks and gardens. The following are designated Historic Parks and Gardens:

- Avenham Park
- Avenham Walk
- Harris Knowledge Park
- Haslam Park
- Miller Park
- Moor Park
- Preston Cemetery
- The Willows, Pedders Lane, Ashton

Conservation Areas

8.37 There are a total of twelve Conservation Areas within Preston, as shown on the Policies Map. The following are designated Conservation Areas:

- Ashton*
- Avenham
- Deepdale Enclosure
- Fishergate Hill*
- Fulwood*
- Harris Children's Home
- Inglewhite
- Moor Park
- St Augustine's

- St Ignatius Square*

**An Article 4 Direction applies to these areas.*

8.38 Conversation Areas that lie within the boundary of the City Centre will be identified on the City Centre Plan Policies Map. The two Conservation Areas within the City Centre boundary are:

- Market Place
- Winckley Square

Policy EN8 Development and Heritage Assets

A) Proposals affecting a heritage asset or its setting will be permitted where they:

- i) accord with national policy on the historic environment and the relevant English Heritage guidance;
- ii) take full account of the information and guidance in the Council's Conservation Area Appraisals and Management Plans and other relevant policy guidance on the historic environment;
- iii) make a positive contribution to the character and local distinctiveness through high quality new design that responds to its context;
- iv) act as a catalyst for the regeneration of the area in accordance with the Council's objectives for regeneration;
- v) are accompanied by a satisfactory Heritage Statement that fully explains the impact of the proposal on the significance of the heritage asset and;
- vi) sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they have consideration for the following:
 - (a) the scale, layout, and appearance to the heritage asset and its setting;
 - (b) the proposed use of the heritage asset being appropriate in relation to its significance

B) Proposals involving the total or substantial loss of a heritage asset or the loss of the elements that contribute to its significance will be refused. Proposals will only be granted in exceptional circumstances where they can be clearly and convincingly justified in accordance with national planning guidance on heritage assets. In addition to the requirements of national policy applicants will be required as part of the justification to provide evidence that:

- i) other potential owners or users of the site have been sought through appropriate marketing where the marketing includes the offer of the unrestricted freehold of the asset at a price that reflects the building's condition and;
- ii) reasonable endeavours have been made to seek grant funding for the heritage asset's conversion and;
- iii) efforts have been made to find charitable or public authorities willing to take on the heritage asset.

C) Where the loss of the whole or part of a heritage asset is approved this will be subject to an appropriate condition or planning obligation to ensure that any loss will not occur until a contract is in place to carry out the development that has been approved.

The Design of New Development

8.39 The importance of good design in relation to the delivery of sustainable development and good planning is set out in national policy guidance. Design will be a material consideration to all applications for new development which includes individual buildings, the creation of public and private spaces and wider area development schemes.

8.40 Good design can deliver wider economic, environmental and social benefits. Therefore it is not just an issue of visual appearance but how design can contribute to the way in which an area functions in the short term and also over the lifetime of the development. On that basis the Council considers that to achieve high quality, sustainable design proposals must:

- Respond positively to their context and setting;
- Address the connections between people and places;
- Be physically, functionally and economically integrated into their existing environment in a positive and inclusive manner;
- Be integral to creating safe, accessible and inclusive environments; and
- Reduce the impact of the development on the natural environment.

8.41 Design Council Cobe prepares policy and practice guidance on the design of the built and natural environment. The Council will treat this as a material consideration when assessing proposals against national and local policy objectives.

8.42 The Council has prepared a Supplementary Planning Document on Design³ to provide guidance on how the

principles of good design that the Council has adopted should be applied by applicants to a particular building or site. The SPD is a material consideration in the assessment of applications.

8.43 The Council will refuse schemes where design is considered to be poor. Examples of poor quality design will include:

- Design solutions that are inappropriate to their context;
- Schemes which fail to take positive opportunities to improve the appearance of the area or the way it functions.

8.44 For major schemes or proposals that are expected to have a significant impact on their surroundings the Council encourages pre-application discussions through its Development Team approach. Further information can be found on the Council's website⁴. The Council will also encourage applicants for major schemes to undergo an independent design review through *Places Matter!*, the regional design review panel.

Design and Access Statements and Outline Applications

8.45 Applicants are required to submit a Design and Access statement (DAS) in support of the majority of applications. The information provided should be proportionate to the type and scale of development proposed. The requirements of a DAS are set out in Circular 01/06 *Guidance on Changes to the Development Control System*.

³ Central Lancashire Design Guide Supplementary Planning Document

⁴ www.preston.gov.uk/yourservices/planning/planning-applications/application-advice/major-development-advice/

8.46 Where a DAS fails to adequately explain and justify the proposal against the requirements of Circular 01/06 and local and national policy this may be used by the Council as grounds to justify refusal of the scheme.

8.47 Where the application is in Outline the information provided in the DAS should be sufficient to explain and justify the concepts for the scheme without the need for further information at reserved matters stage. This is to ensure the full impact of the proposal can be properly assessed at the outline stage.

Policy EN9 Design of New Development

- A) All new development proposals, including extensions to existing buildings, should be designed with regard to the following principles as set out and explained in the Central Lancashire Design Guide SPD:
- Movement and Legibility
 - Mix of Uses and Tenures
 - Adaptability and Resilience
 - Resources and Efficiency
 - Architecture and Townscape
- B) Applications will be approved where they:
- Accord with the principles and guidance set in the Design SPD, the relevant policies in the Core Strategy, national policy on the historic environment and the relevant Design Council Cabe guidance; and
 - Take the opportunity to make a positive contribution to the character and local distinctiveness of the area through high quality new design that responds to its context; and,
 - Are accompanied by a satisfactory Design and Access Statement that fully explains and justifies the design approach for the scheme.

Natural Environment

- 8.48** The Framework states that the planning system should contribute to and enhance the natural and local environment. It requires that Local Planning Authorities set out criteria based policies which proposals for any development on or affecting potential wildlife or geodiversity sites or landscape areas will be judged. It states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; and minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 8.49** The Framework states that the planning system should contribute to and enhance the natural and local environment. It requires that Local Planning Authorities set out criteria based policies which proposals for any development on or affecting potential wildlife or geodiversity sites or landscape areas will be judged. It states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; and minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 8.50** Core Strategy Policy 18: Green Infrastructure seeks to manage and improve environmental resources. The important contribution landscape makes to an area's distinctiveness is also highlighted in Core Strategy Policy 21: Landscape Character Areas, and Policy 17: Design of New Buildings –

which require new development to be well integrated into the landscape.

Biodiversity and Nature Conservation

- 8.51** All sites within international, national and local environmental designations are recognised by the Core Strategy and are afforded a level of protection from any adverse impacts of development through Core Strategy Policy 22: Biodiversity and Geodiversity.
- 8.52** Preston has an extensive network of sites important for biodiversity. These include Sites of Special Scientific Interest (SSSI), statutory sites of national conservation value. There is at present one SSSI, Red Scar and Tun Brook Woods SSSI, within Preston as shown on the Policies Map.
- 8.53** Similarly, at the county and local level sites that make a significant contribution to the natural diversity of the Plan area and are worthy of protection in their own right are Biological Heritage Sites (BHS), Geological Heritage Sites (GHS) and Wildlife Corridors. They form an important part of the nature conservation network and need to be protected from development that will cause fragmented networks or isolated habitats. Biological Heritage Sites (BHS) and Geological Heritage Sites (GHS) are identified on the Policies Map.
- 8.54** As well as the need to protect, conserve and enhance designated sites it is also important to protect, conserve and enhance nationally and locally important species that use a variety of sites/habitats as part of a nature conservation network. Lancashire County Council is producing an Ecological Network covering the County, and this includes Preston.

- 8.55** Biodiversity has many important roles and functions including protecting biodiversity for its own sake, adapting to climate change, recreation, health and wellbeing etc. As part of a changing climate it is important to allow habitats and species the opportunities to adapt, making provision where possible. Ecological networks form an important basis for this and it is the Council's view that these networks should be maintained and enhanced, where appropriate to allow habitats and species the best opportunity to adapt to a changing climate.
- 8.56** Priority species and habitats (as covered by Policy EN11) play an important role and are protected under European and National Law. Where species or habitats may come under threat, it is the developer's responsibility to carry out all necessary surveys. Ecology surveys need to be provided to assess the quality, quantity and value of biodiversity on site or near the site and how the development may affect biodiversity. In certain cases development will not be permitted and in other cases mitigation/compensatory measures of equal area, quality and diversity, if not higher will apply to try and reduce or overcome the impacts and where possible provide net gains or enhancements to improve the borough's nature conservation assets.
- 8.57** The Council will work with the other Central Lancashire authorities of Chorley and South Ribble and the Wildlife Trust, with a view to agreeing a Central Lancashire approach to nature conservation. This may be in the form of a Supplementary Planning Document (SPD).

Policy EN10 Biodiversity and Nature Conservation

In Preston, Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced:

Priority will be given to:

- i. Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar sites, Special Protection Areas, Special Areas of Conservation, national nature reserves, sites of special scientific interest and biological heritage sites, geological heritage sites, local nature reserves and wildlife corridors together with any ecological network approved by the Council;
- ii. Protecting, safeguarding and enhancing habitats for European, nationally and locally important species;
- iii. The ecology of the site and the surrounding area (safeguarding existing habitats/features such as but not exclusive to trees, hedgerows, ponds and streams), unless justified otherwise.
- iv. When considering applications for planning permission, protecting, conserving, restoring and enhancing Preston's ecological network and providing links to the network from and/or through the proposed development site.

In addition development must adhere to the provisions set out below:

- a. The production of a net gain in biodiversity where possible by designing in wildlife and by ensuring that any adverse impacts are avoided or if unavoidable are reduced or appropriately mitigated and/or compensated;
- b. The provision of opportunities for habitats and species to adapt to climate change;
- c. The support and encouragement of enhancements which contribute to habitat restoration;
- d. Where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, the developer will be expected to carry out all necessary surveys in the first instance; planning applications must then be accompanied by a survey assessing the presence of such habitats/species and, where appropriate, make provision for their needs;
- e. In exceptional cases, where the need for development in social or economic terms is considered to significantly outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation and/or restoration will be required through planning conditions and/or planning obligations.

The following definition of what constitutes damage to natural environment assets will be used in assessing applications potentially impacting upon assets:

1. Loss of the undeveloped open character of a part, parts or all of the ecological network;
2. Reducing the width or causing direct or indirect severance of the ecological network or any part of it;
3. Restricting the potential for lateral movement of wildlife;
4. Causing the degradation of the ecological functions of the ecological network or any part of it;
5. Directly or indirectly damaging or severing links between green spaces, wildlife corridors and the open countryside; and
6. Impeding links to ecological networks recognised by neighbouring planning authorities.

Species Protection

- 8.58** Nature conservation designations are not always related to sites. Part 1 of the Wildlife and Countryside Act 1981 (as amended) sets out the protection that is given to specific wild animals and plants. Every five years the list of protected species is reviewed. Some species, for example badgers, are given protection under their own legislation, the Protection of Badgers Act 1992. European protected species, which include all species of bat in Britain, are given additional protection under the Conservation of Habitats and Species Regulations 2010. The presence of a protected species is a material consideration when considering development proposals. The planning system has, therefore, an important role to play in the implementation of the legislation relating to protected species.
- 8.59** Amongst other things, it is an offence to damage the resting or breeding places of protected animals and to destroy protected plants. Preston City Council may require applicants to commission a survey by a suitable specialist to identify the extent of the protected species on a site and to assess the effect of their proposals. In some cases this may involve survey work at an appropriate time of the year. Natural England is consulted on any planning applications which would affect a protected species and Preston City Council has a duty to inform applicants of their obligations under the legislation which is additional to that provided by the planning system.
- 8.60** Priority will be given to the in situ conservation of protected species which can often be achieved through careful design, landscaping, timing and method of development. The option of translocation will only be considered where the benefits of the

development outweigh the value of in situ conservation. Government guidance is available for developers. Development affecting a European Protected Species will only be permitted where the requirements of the Conservation of Habitats and Species Regulations 2010 can be met. Planning conditions and, where appropriate, planning agreements will be used to secure suitable safeguards and management to sustain the population of the protected species. Where Preston City Council considers that satisfactory provisions have not been provided or cannot be achieved, then development will be considered inappropriate.

Policy EN11 Species Protection

Planning permission will not be granted for development which would have an adverse effect on a protected species unless the benefits of the development outweigh the need to maintain the population of the species in situ. Should development be permitted that might have an effect on a protected species planning conditions or agreements will be used to:

- a) Facilitate the survival of the individual species affected;
- b) Reduce the disturbance to a minimum; and
- c) Provide adequate alternative habitats to sustain the viability of the local population of that species.

9. Promoting Health and Wellbeing

Core Strategy Objectives

- SO18: To improve the health and wellbeing of all Preston's residents and reduce the health inequalities that affect the more deprived urban area, particularly Inner East Preston.
- SO19: To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities services, including healthy food.
- SO20: To create environments in Preston that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime.

Key Core Strategy Policies

- Policy 23: Health
- Policy 24: Sport and Recreation
- Policy 25: Community Facilities

Introduction

- 9.1** Health and wellbeing is identified as one of the Core Strategy's main cross cutting themes as many aspects of planning policy contribute to achieving and maintaining better health.
- 9.2** The Core Strategy sets out a number of proposals to promote health and wellbeing including the provision and protection of health care facilities, sport and recreation facilities and community facilities. This Local Plan achieves this by protecting existing facilities and allocating land for new facilities.

Health Care Facilities

- 9.3** As part of the changes to the NHS brought about by the Health and Social Care Act 2012, Primary Care Trusts (PCTs) and Strategic Health Authorities (SHAs) ceased to exist on 31 March 2013. Their responsibilities were taken over by NHS Greater Preston Clinical Commissioning Group (CCG) and NHS Trust Development Authority.
- 9.4** New and improved health facilities in Preston have been identified by NHS Central Lancashire over the plan period to meet expected demand. Greater Preston CCG is responsible for the provision of health care facilities in Preston. Chapter 3: Delivering Infrastructure identifies the need for additional primary care facilities in Central Preston, Ingol and North West Preston.
- 9.5** Where need for other schemes is identified, the scheme will be assessed against the relevant policies in this Local Plan.

- 9.6** To meet local need the following site has been allocated for a medical centre and pharmacy and sheltered/extra care housing for the elderly:
- Land off Preston Road, Grimsargh.

Open Space, Sport and Recreational Facilities

- 9.7** Access to open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of residents. The Core Strategy aims to protect existing sport and recreation facilities in Preston unless they are proven to be surplus to requirements or unless improved alternative provision can be made. The Core Strategy also states that sites for major new facilities will be identified where there is evidence of need. Open space, sport and recreation facilities are protected within Policy EN2 – Protection of Green Infrastructure.
- 9.8** An Open Space Study and Playing Pitch Strategy have been produced which set minimum standards for provision and identify any deficiencies in provision. The local standards will be applied to all housing developments and are included in policy HS3. The majority of deficiencies can be addressed by seeking new open space, sport and recreation provision from new housing developments.
- 9.9** The Open Space Study assessed the quality and value of all areas of open space in Preston, with the exception of areas of amenity greenspace and natural/semi-natural greenspaces below 0.2 hectares as it is considered that sites below this size have less recreational value. These sites, however, provide valuable visual amenity and will continue to be protected from development. The quality and value

assessment was used to decide which areas of open space should continue to be protected.

Allotments

- 9.10** The recreational and environmental benefits of allotment gardens are widely accepted. Allotments provide valuable green space within Preston and this is recognised by the Core Strategy, which aims to help reduce health inequalities by safeguarding and encouraging the role of allotments. The Central Lancashire authorities have jointly prepared a Supplementary Planning Document on Access to Healthy Food which promotes the creation of more allotments and encourages community food growing opportunities. Allotments are protected within Policy EN2 – Protection of Existing Green Infrastructure.

Community Facilities and Related Uses

- 9.11** The Core Strategy encourages the provision of new community facilities and protection of existing community facilities including community centres, village and church halls, places of worship, and health facilities. They act as the focus of community activity and contribute towards community cohesion.
- 9.12** This Local Plan seeks to safeguard existing facilities such as public houses, and neighbourhood convenience shops within Preston, unless they are proven to be no longer viable or relevant to local community need.
- 9.13** To achieve this there are two community facility policies. The first, Policy WB1, protects existing provision and the second, Policy WB2, sets out future provision. The Rural Development

SPD provides guidance on the change of use of local community facilities.

Policy WB1 Protection of Community Facilities

Development proposing the change of use or loss of any premises or land currently or last used as a community facility (including community centres, village and church halls, places of worship, public houses and neighbourhood convenience stores) will be permitted where it can be demonstrated that:

- a) the use no longer serves the needs of the community in which it is located; and
- b) adequate alternative provision has been made, or is already available, in the local area; and
- c) the use is no longer financially viable; or
- d) there is an amenity or environmental reason why the facility is no longer acceptable.

Policy WB2 Allocations for New Community Facilities

The following site, as shown on the Policies Map, is allocated for a pharmacy and medical centre and sheltered/extra care housing for the elderly to meet local needs in Grimsargh and the adjacent rural areas:

- WB2.1 Land off Preston Road, Grimsargh

Hot Food Takeaways

- 9.14** The government is committed to promoting healthier communities. Their research highlights the need for Local Authorities to manage the proliferation of fast food outlets as a means of combating the known adverse impact on community health.
- 9.15** The Central Lancashire authorities have jointly produced a Supplementary Planning Document (SPD) on Access to Healthy Food to complement the Core Strategy and expand upon Policy 23: Health. Its primary aim is to address the lack of access to healthy food choices due to the concentration of fast food takeaways in some locations, particularly in areas of poor health. The SPD identifies 400m exclusion zones around primary schools, secondary schools and sixth form colleges (either within or outside Local Education Authority controls) where planning permission will not be given for new hot food takeaways (Use Class A5).
- 9.16** Proposals for hot food takeaways will only be permitted in District and Local Centres outside of the 400 metre exclusion zone where it would not result in an overconcentration of hot food takeaways to the detriment of the retail function of the centre as a whole. Proposals for hot food takeaways in these locations will be assessed against Policies EP3: Cottam District Centre, EP4: Local Centres and Policies within the City Centre Plan.
- 9.17** The 400 metre exclusion zone will also be applied to any new schools and colleges that are built during the plan period. If any existing schools and colleges close during the plan period, the 400 metre exclusion zone around that school or college will no longer be applicable.

Policy WB3 Hot Food Takeaways

Proposals for hot food takeaways (Class A5 uses) will only be permitted in District and Local Centres that are not located within the 400 metre exclusion zone around primary schools, secondary schools and sixth form colleges (current school and college locations identified in Appendix F) and if they are in accordance with Policy EP4.

10. Tackling Climate Change

Core Strategy Objectives

- SO21: To reduce energy use and carbon dioxide emissions in new development.
- SO22: To encourage the generation and use of energy from renewable and low carbon sources.
- SO23: To manage flood risk and the impacts of flooding.
- SO24: To reduce water usage, protect and enhance Preston's water resources and minimise pollution of water, air and soil.

Key Core Strategy Policies

- Policy 27: Sustainable Resources and New Developments
- Policy 28: Renewable and Low Carbon Energy Schemes
- Policy 29: Water Management
- Policy 30: Air Quality
- Policy 31: Agricultural Land

Planning for Climate Change in Preston

10.1 Tackling climate change is a cross cutting theme of the Core Strategy and it includes policies to encourage energy efficiency in new developments and encourage renewable and low carbon energy generation in the City. This all helps to reduce carbon emissions.

10.2 Planning for climate change involves seeking to limit the impact of new developments by reducing or minimising their carbon emissions. Climate change is already happening and in the future is likely to bring about more extremes of weather locally such as higher winds, rising sea levels, higher rainfall and also longer droughts. Nevertheless, as well as trying to mitigate the effects of development on the climate, we must also look to make sure that development can adapt to future climate change. For example, proper provision of green infrastructure can help in this regard, by helping to absorb surface water and also by providing shade.

Energy Efficiency

10.3 The Core Strategy requires all new developments to be designed and built in a sustainable way. New buildings must be constructed to reach energy efficiency standards set out in the Code for Sustainable Homes and BREEAM.

Sites for Renewable Energy Generation

10.4 Government guidance encourages local authorities to consider identifying areas suitable for renewable and low carbon energy. The Core Strategy does not identify particular sites, but does set out criteria in Policy 28 against

which proposals will be assessed. To assist local planning authorities, Lancashire County Council commissioned a study to look at the renewable energy potential of each district. This is a desk-top study looking at the technical potential resource – further detailed work would need to be done to establish what is deployable in practical terms. Many factors can influence what is actually deployed, including environmental, economic and planning constraints. The study is based on a previous study done for the whole of the North West, and uses an established method. It looks at a range of different technologies, from wind to micro generation.

10.5 The Preston study⁵ found that Preston has a potential renewable energy capacity of 661 MW, or about 6% of the total capacity identified for Lancashire. Preston has considerable potential for renewable energy generation from micro generation reflecting the city's urban characteristics and population density. It also has some potential for wind generation. There is relatively little potential from other sources.

10.6 Micro generation typically refers to renewable energy systems that can be integrated into buildings to primarily serve the on-site demand. They are applicable to both domestic and non-domestic buildings and can be connected to the grid. Micro generation technologies cover the full range of renewable energy categories: wind, solar, biomass, hydropower and heat pumps. Solar water heating and solar voltaic are increasingly popular due to recent government incentives.

⁵ Lancashire Sustainable Energy Study – Preston Renewable Energy Potential (April 2011) ; SQW

10.7 A significant proportion of Preston's total potential (285MW or 43%) comprises commercial wind (commercial scale on-shore wind farms, or individual turbines). These are assumed to need an average wind speed of 5m/s at 45 m above the ground in order to be viable. There is also some potential for small-scale wind comprising installations of less than 100kW, typically being turbines with tip heights of 15 m or so.

10.8 The government has taken steps to increase the scope of what householders and businesses can install in terms of micro generation technologies without requiring planning permission. Further information on this can be found on the Council's web site at: <http://www.preston.gov.uk/yourservices/planning/planning-policies/renewable-energy/> and at the Planning Portal (www.planningportal.gov.uk).

10.9 Policy guidance concerning commercial scale wind energy and other technologies that require planning permission is contained in Core Strategy Policy 28. We have not sought to identify suitable sites for commercial scale energy developments – any proposals will be assessed against Policy 28 and other relevant policies.

10.10 The installation of appropriate decentralised, renewable or low carbon energy sources is encouraged. The scale of development promoted in the Core Strategy and this Local Plan at Cottam and North West Preston means that developers should look to provide the most efficient and sustainable forms of heat and energy possible. This could include district heating or decentralised energy networks. This is one way that the requirement set out in Core Strategy Policy 27 (b) concerning the reduction of carbon

emissions by 15% (20% from January 2015) could be achieved.

Managing Flood Risk

- 10.11** Climate change may mean increased summer temperatures and a higher risk of flooding or drought. This Local Plan can help adapt to these changing conditions by directing development away from those areas at high risk of flooding. This has been part of our site selection process. New developments are also encouraged to deploy sustainable drainage systems for surface water. These can be incorporated into the green infrastructure network.
- 10.12** In allocating sites, we have also taken account of sewer capacity.

Air Quality

- 10.13** The Core Strategy has a dedicated air quality policy, which aims to improve air quality through various initiatives. Air quality issues can be a material consideration when considering development proposals. Every local authority in England and Wales has a statutory duty to review local air quality under the Environment Act 1995. The aim of the review process is to identify any areas where the Governments National Air Quality Standards and Objectives for 7 key pollutants are likely to be exceeded, to declare any such areas an 'Air Quality Management Area' and then to prepare action plans to show what can be done to improve air quality in these areas.
- 10.14** Following the results of the Detailed Assessment in 2004, two Air Quality Management Areas (AQMA) were declared

in September 2005, at Church Street / Ringway (AQMA1) and Blackpool Road / Plungington Road (AQMA2). In both these areas it is likely that levels will exceed those set by the National Air Quality Objectives for nitrogen dioxide.

- 10.15** Following this declaration of the two Air Quality Management Areas, the Council was required to complete and implement an Air Quality Action Plan to reduce the levels of Nitrogen Dioxide. Much is related to traffic, and particularly stationary traffic. The Council works closely with the highway authority (Lancashire County Council) to address these issues.
- 10.16** Further AQMAs have been designated close to Broughton Cross (AQMA3) and on New Hall Lane (AQMA4) on 1st May 2012 and the Action Plan for these AQMAs will follow in due course. There is a further AQMA likely to be declared at London Road in the near future. An Air quality Steering group will be created in the near future to inform this process.

Electric Vehicles

- 10.17** The government is promoting the use of electric and other ultra-low emission vehicles through grants and other initiatives (see for example <http://www.communities.gov.uk/news/newsroom/1809344>). The greater use of electric vehicles will help reduce traffic emissions and noise. The government has taken steps to enable more public charging points to be provided – they are now permitted development.

Glossary

This glossary assists readers in understanding the text of the Local Plan particularly where technical or unfamiliar terms are used. It does not purport to provide a definitive or legalistic description of such terms.

Affordable Housing Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. It should therefore be available at a cost low enough for them to afford, determined by local incomes and local house prices. Affordable housing should include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Air Quality Management Area (AQMA)

An area where levels of pollution and air quality might not meet national air quality objectives. If it does not a plan is prepared to improve the air quality – a Local Air Quality Action Plan.

Allocation

The land use assigned to a parcel of land as proposed in a statutory Local Plan.

Area Action Plan (AAP)

A plan for a specific area where significant change or conservation is needed.

Article 4 Direction A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Biodiversity The whole variety of life, including genetic, species and ecosystem variations.

Biological Heritage Sites (BHS)

Biological Heritage Sites is the name given to the most important non-statutory wildlife sites in Lancashire. They contain valuable habitats such as ancient woodland, species-rich grassland and bogs.

Brownfield Land See 'Previously Developed Land'.

Building Research Establishment Environmental Assessment Method (BREEAM)

BREEAM is a nationally and internationally recognised environmental assessment method and rating system for non-domestic buildings. It was first launched in 1990 and sets the standard for best practise in sustainable building design, construction and operation and is a recognised measure of a building's environmental performance.

Central Lancashire The collective name for the administrative area covered by Preston, Chorley and South Ribble Council's, which is the area covered by the Core Strategy.

Code for Sustainable Homes

The Code is the national standard for the sustainable design and construction of new homes. The Code aims to reduce our carbon emissions and create homes that are more sustainable.

Community Infrastructure Levy (CIL)

A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure.

Conservation Area

An area designated by a Local Planning Authority for preservation and enhancement due to the special architectural or historic interest of its buildings and their settings.

Core Strategy

The main Development Plan Document that sets out the long-term spatial vision for Preston, the spatial objectives and strategic policies to deliver that vision, having regard to the Sustainable Communities Strategy. The Central Lancashire Core Strategy covers the local authority areas of Preston, South Ribble and Chorley.

Developer Contributions

Monies collected from developers or direct works done by them to mitigate the impacts of new development where these cannot be satisfactorily addressed by conditions attached to a planning permission. This may include the creation of new wildlife areas or to

provide additional infrastructure required by the development, such as new school facilities or provision of affordable housing

Development Management

That part of the planning process that deals with planning applications and enforcement. However, it differs from “development control” in that it uses the process not just to control the effects of unrestricted development but as a proactive tool for managing development opportunities.

Development Plan Document (DPD)

A statutory policy document of the LDF, such as the Core Strategy, Area Action Plan and Site Specific Allocations.

District Centres

District Centres usually comprise groups of shops often containing at least one supermarket, and a range of non-retail services, such as banks, building societies and restaurants as well as local public facilities such as a library.

Empty Homes

A long term empty residential property is one which has been unoccupied continuously for 6 months or more and not registered for Council Tax purposes as a second home or annexe.

Extra Care Housing

Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support

available on site. People who live in Extra Care Housing have their own self contained homes, their own front doors and a legal right to occupy the property. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages and can sometimes provide an alternative to a care home.

Geological Heritage Site

Geological Heritage Sites are the equivalent of Regionally Important Geological and Geomorphological Sites in Lancashire. They are currently the most important places for geology and geomorphology outside statutorily protected land such as Sites of Special Scientific Interest.

Green Belt

Statutorily designated land around built-up areas intended to limit urban sprawl and prevent neighbouring settlements joining together. There is a strong presumption against inappropriate development. Not all Greenfield land is in the Green Belt.

Greenfield Land

Land that is not built on, typically farm land but also playing fields and allotments.

Green Infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage Assets

A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Historic Environment Record (HER)

Historic environment records are information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. For Lancashire, the HER is managed by the County Council on behalf of all the Lancashire borough councils, and consists of a database linked to a geographical information system (GIS), and associated reference material, together with a dedicated staffing resource.

Infrastructure

Facilities, services, and installations needed for the functioning of a community, such as transportation and communications systems,

water and power lines, and public institutions including schools and hospitals.

Issues and Options The name previously given to the earliest stage in the preparation of the development plan document when local planning authorities should gather evidence about their area and engage with stakeholders. Changes to the regulations in 2008 removed this term, however early engagement with stakeholders remains a requirement.

Key Service Centre Towns or villages which act as service centres for surrounding areas, providing a range of services and with good transport links to surrounding towns and villages.

Local Centres Include a range of small shops of a local nature, serving a small catchment; typically local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot food takeaway and laundrette. In rural areas, large villages may perform the role of a local centre.

Local Development Framework (LDF) The Local Development Framework (LDF) was introduced through the Planning and Compulsory Purchase Act 2004. The LDF replaced the previous system of Structure Plans and Local Plans. A LDF was a set of documents that determined how development

in an area would be planned over time. The Government has now abandoned the term Local Development Framework and, through its reforms, switched to the term 'Local Plan' to describe the portfolio of documents.

Local Enterprise Partnership (LEP)

A partnership between local authorities and businesses formed in 2011 to help determine local economic priorities and lead economic growth and job creation within its local area. They carry out some of the functions previously carried out by the regional development agencies which were abolished in March 2012.

Local Transport Plan (LTP)

Local Transport Plans are strategic documents which set out the local transport priorities in the long term. The current Local Transport Plan for Lancashire, Local Transport Plan 3 (LTP3) runs from 2011-2021. This LTP consists of a 10 year overarching strategy, supported by 3 year rolling implementation plans. Lancashire County Council is the transport authority representing Preston and has prepared a joint document with Blackpool Council and Blackburn-with-Darwen Council.

Local Nature Reserve

Local Nature Reserves (LNRs) are for both people and wildlife and are designated by English Nature. They are places with wildlife

or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it.

Neighbourhood Plan

A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Previously Developed Land (PDL)

Land which is or was occupied by a permanent structure, including the cartilage of the developed land (although it should not be assumed that the whole cartilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Policies Map

A map on an Ordnance Survey base, illustrating the policies and proposals of a

local plan and defining sites for particular developments or land uses and the areas to which specified development management policies will be applied.

Ramsar Site

These are wetlands of international importance, designated under the 1971 Ramsar Convention.

Sites of Special Scientific Interest (SSSIs)

A conservation designation of national importance, identifying the Country's very best wildlife and geological sites. They include come of the most spectacular and beautiful habitats in the UK.

Spatial Planning

Planning (used in preparing the LDF) which goes beyond traditional land uses to integrate policies for the development and use of land with other (non-planning) policies and programmes which influence the nature of places and how they function.

Strategic Flood Risk Assessment (SFRA)

These are required to meet national and regional policy requirements in relation to flood risk in a local area.

Strategic Locations

Broad areas identified as having strategic significance in implementing the Core Strategy

Strategic Sites Sites that have been identified as having strategic importance in implementing the Core Strategy.

Supplementary Planning Document (SPD) Supplementary Planning Document - give further guidance on specific policy topic areas such as affordable housing provision, that have been identified in core policy in the Local Development Framework or to give detailed guidance on the development of specific sites.

Sustainability Appraisal (SA) An assessment that considers the environmental, social and economic effects of a plan and appraises them in relation to the aims of sustainable development.

Sustainable Development Development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs. There are three dimensions to sustainable development: economic, social and environmental.

Wildlife Corridor A wildlife corridor is an area of habitat connecting wildlife populations separated by things like roads or development.