

Ribble Valley Borough Council

DEVELOPMENT STRATEGY

**Defining the more sustainable
settlements and patterns of
housing development**

April 2014

1. Introduction

This report has been prepared in response to matters arising during the Examination in Public (EiP) of the Ribble Valley Borough Council Core Strategy. The hearing sessions of the EiP were held 14-22 January 2014.

Following the hearing sessions, the appointed Inspector wrote to the Council¹ advising that he could see little justification for grouping the 32 defined settlements as one. He stated that these settlements vary greatly in terms of size, the level of facilities and services they have and their accessibility and considers the sustainability credentials of these settlements to be wide ranging.

The Inspector also stated that the submission version of the Core Strategy lacks clarity in terms of how the residual number of homes will be apportioned and distributed among the 32 defined settlements. The Inspector noted the Council's intent to resolve this issue through the forthcoming allocations document (the Housing and Economic Development DPD) but considered that the Core Strategy should address this issue by making a main modification to the document. This paper represents this modification and, in line with the Inspector's advice, provides a more refined differentiation between the 32 defined settlements based upon their sustainability, capacity to accept growth and other pertinent factors set out in this report including existing planning commitments. As advised, the level of new housing anticipated is set out, with specific housing targets or a policy approach of development for local needs or regeneration benefits set out for each of the 32 defined settlements.

The overall housing requirement, as set out in this report, is 5,600 units over the plan period (a minimum of 280 units per year on average) as advised by the Inspector following the close of the EiP hearing sessions.

2. The current position

The submitted Core Strategy sets out the proposed development strategy at Key Statement DS1. This sets out that the majority of new housing development will be concentrated within an identified strategic site located to the south of Clitheroe towards the A59 and the principle settlements of Clitheroe, Longridge and Whalley.

In addition to the identified strategic site at Standen and the borough's principal settlements, development will be allocated to the defined settlements listed in this policy. In general, the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to service the development and the extent to which development can be accommodated within the local area.

The defined settlements are:

Barrow	Downham	Mellor Brook	Sawley
Billington	Dunsop Bridge	Newton	Slaidburn
Bolton by Bowland	Gisburn	Osbaldeston	Tosside
Brockhall	Grindleton	Pendleton	Waddington
Calderstones	Holden	Read & Simonstone	West Bradford
Chatburn	Hurst Green	Ribchester	Wilpshire
Chipping	Langho	Rimington	Wiswell
Copster Green	Mellor	Sabden	Worston

¹ Letter from Mr Simon Berkeley to Colin Hirst at RVBC, dated 31st January 2014.

In allocating development, the Council will have regard to the AONB, Green Belt and similar designations when establishing the scale, extent and form of development to be allocated under this policy. The relevant constraints are set out as part of the strategic framework included in this plan.

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

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

Within appendix 2 of the Core Strategy, a numerical breakdown of the residual residential development is provided to illustrate potential distribution. Based on an average annual housing requirement of 280 units per annum (5,600 over the whole plan period) the residual number of houses required for each main settlements based on main settlement population is set out below. This utilises the most up to date monitoring information (31st March 2014).

Settlement	1 No of houses to be provided ²	2 No of houses already completed/permissions given ³ for each settlement area (based on the Parish)	3 Unadjusted residual (less no already completed/permission given)	4 Longridge Adjustment ⁴	5 Proposed Strategic site ⁵	7 Residual number of houses required for each settlement ⁶
Clitheroe	2,320	1040	1280		1040	240
Longridge	1,160	327	833	633		633
Whalley	520	588	0 (-68)			0
Non-defined settlements/areas (8 settlements)	0	432	0 (-432)			
Other 'Defined Settlements' (32 settlements)	1,600	1223	377			
	1,600	1655	-55	145		145
Standen						1040
Total	5,600	3610	2058		1040	2058

² For the 3 main settlements, total number of dwellings is 4000. Number of houses is calculated from settlement population as a % of total main settlement population – Clitheroe 58%, Longridge 29% and Whalley 13%.

³ Does not include sites that are awaiting completion of section 106 agreements at 31st March 2014.

⁴ This allowance reflects development allowed at appeal of 200 units in Preston Borough at Whittingham Lane- 200 units are therefore reapportioned to the most sustainable settlements within the defined settlements.

⁵ Proposed strategic site – 1040 dwellings proposed at Standen. 1040 taken from Clitheroe requirement.

⁶ As at 31st March 2014 – applications have been approved since.

⁷ Whilst there are 40 villages in the Ribble Valley, only 32 of these are categorised as 'defined settlements'- these are the settlements where development is to be allocated. Whilst some development has taken place outside of these settlements (in the remaining 8 villages), the Core Strategy Development Strategy, once adopted, should prevent further development taking place in these locations.

Aims of this discussion paper

This report aims to address the concerns raised by the Inspector by providing a more refined settlement strategy that focuses development to the more sustainable settlements and illustrating how this could be apportioned. It also explores how the sustainability attributes of the settlements will be assessed as well as the potential constraints and the capacity for further growth. In addition, the location of the settlements in relation to the transport corridors will be assessed as this is considered to be a sustainable approach to locating further development.

3. What information has been collected?

To achieve the report aims, information has been collated on facilities and services within the settlements, constraints affecting the settlements and the capacity of the settlements to grow.

Facilities and services: The information collated on this relates to the number of services within each settlement, the accessibility by bus to a key service centre (not only those within the borough but those in surrounding boroughs too), the number of bus services operating within each settlement and the number of bus services which will get residents to employment before 9am and able to return home after 5pm.

Constraints: This looked at whether settlements were within, partly within, adjacent or outside of the AONB, Greenbelt or Flood Zone 3. In addition, the mean house price to income ratio was considered to provide a context with regard to aligning new development in locations where affordability could be achieved.

Capacity for Growth: The capacity for growth information was taken from the recent SHLAA update (2013) as an initial indicator and is set out on table 6 (page 18) of this paper. It shows the following in relation to the sites that are included in the SHLAA. Although only the sites that are within or are closely related to the settlement boundary are used in table 11, the adopted SHLAA illustrates that there are sufficient sites within the Parish boundaries of these settlements to meet the proposed requirements set out in chapter 7, with the exception of Chatburn and Mellor, however the shortfall is not considered significant given the timeframe of the plan.

The tables setting out this information are provided below. The accessibility related charts are principally derived from analysis of current bus and rail timetables available in February 2014. The local highway authority (Lancashire County Council) were contacted regarding the possibility of a more in depth analysis of local settlements' accessibility through computer software modelling (for instance using the Accession software tool) but currently this is not available and new software will not be available in the short term.

As the tables below demonstrate, in broad terms most of the 32 settlements have regular public transport links at least to their nearest Key Service Centre (KSC) of either Clitheroe, Whalley or Longridge, particularly Clitheroe. 17 settlements have public transport that would allow access to employment within their nearest KSC, 26 settlements have public transport options to allow at least shopping and other daytime related visits both to the KSCs and in many cases to surrounding centres in other Boroughs. In many cases public transport also allows theoretical employment related journeys outside the Borough with 14 settlements having bus links to one or more of the surrounding centres of Blackburn, Burnley, Preston, Skipton and Nelson. Only 6 settlements have no public transport connection.

It should also be borne in mind that there are also connections available for employment, education, shopping and entertainment related journeys through buses connecting to the area's four railway stations, which allow access to the Greater Manchester conurbation and directly to Manchester city centre, and also to Preston for access to the West Coast mainline.

The information used within the constraints table (in relation to the AONB and Green Belt) uses information from the 1998 District Wide Local Plan Proposals Map and Map Zone (a county based GIS system) as these boundaries are considered to have been largely unchanged since that time. The location of settlements in relation to Flood Zone 3 has been drawn from the Lancashire County Council Map Zone overlay service, which has the zone mapped from January 2014.

4. Analysis

The following section sets out the data that has been brought together for analysis. From this, an assessment of sustainability has been made. The information is presented in tables for clarity and is followed by a spreadsheet which brings this information together. By presenting the information in this way, it has been possible to compare the facilities and services, constraints and capacity for growth of each of the settlements, allowing for judgements to be made on which of the settlements are the more sustainable.

Table 1 shows the facilities and other services and are drawn from a combination of the County Council Map Zone facility mentioned above, with information dating from October 2011 to February 2014, and current internet sources as of February 2014.

In addition, information has been obtained from local Parish Council's and Borough Councillors to ensure that the information contained in this paper is accurate and up to date. Letters were sent to all Parish Clerks requesting information on the services and facilities in the 32 defined other settlements. This letter produced a good response.

Table 1. Facilities and Services (non-Transport related)

	GP See note 10	Dentist See note 4	Pharmacy See note 9	Post Office See note 5	Village Hall/ Cy centre See note 3	Convenience Store See note 7 and Note 11	Public House	Library	Nursery See note 6	Primary School See note 1	Secondary School	Further/Higher Education
Barrow						✓ (co-op garage)	✓✓		✓	✓		
Billington					✓	✓	✓			✓	✓	
Bolton – by - Bowland				✓	✓	✓	✓			✓		
Brockhall							✓		✓			
Calderstones												
Chatburn				✓	✓	✓ (PO)	✓	✓		✓		
Chipping				✓	✓	✓	✓		✓	✓✓		
Copster Green												
Downham				✓*	✓	✓*(PO)	✓					
Dunsop Bridge				✓	✓	✓ (PO)				✓		
Gisburn					✓	✓ (PO)	✓*			✓		
Grindleton					✓		✓			✓	✓	See Note 8
Holden												
Hurst Green				✓ (part time in house)			✓			✓		✓
Langho	✓		✓	✓		✓	✓		✓	✓		
Mellor	✓		✓		✓	✓ (PO)	✓	✓		✓		
Mellor Brook					✓	✓	✓					
Newton					✓		✓					
Osbaldeston						✓	✓			✓		
Pendleton					✓		✓					
Read and Simonstone			✓	✓		✓	✓	✓		✓✓		
Ribchester					✓	✓ (PO)	✓		✓	✓		
Rimington					✓		✓*					
Sabden	✓			✓	✓	✓	✓		✓	✓✓		
Sawley					✓		✓				✓	See Note 8
Slaidburn	✓			✓	✓	✓	✓			✓		
Tosside					✓		✓					
Waddington				✓		✓ (PO)	✓					
West Bradford					✓		✓			✓		
Wilpshire				✓		✓	✓		✓	✓		
Wiswell							✓					
Worston							✓					

* = closed at present

Table 1 Notes

- Note 1:** There are also primary schools at Balderstone and on road between Longridge and Grimsargh do not appear in chart above as they are not sited within one of the above 32 settlements.
- Note 2:** F/HE facility on road between Longridge and Grimsargh
- Note 3:** Village Halls also at Whitewell, Bashall, West of Holden, Knowle Green and Hesketh Lane. Note also that this category does not show Church Halls.
- Note 4:** All dentists in the Borough are in the three Key Service Centres of Clitheroe, Longridge and Whalley.
- Note 5:** There is also a Post Office at Bashall.
- Note 6:** There are also 7 nurseries in the three Key Service Centres.
- Note 7:** Some Post Offices also serve as village convenience stores and are also included as such in the stores category as they also serve that as a separate function. Some convenience stores are also locate within the petrol station
- Note 8 :** Bowland High School provides Secondary education in the Borough but does not lie within a settlement. It lies between Grindleton and Sawley and has been attributed to both Grindleton and Sawley for the purposes of this study.
- Note 9:** There are also pharmacies in Longridge, Whalley and Clitheroe
- Note 10:** There are also GP facilities in Clitheroe, Longridge and Whalley
- Note 11:** The settlement of Mellor Brook straddles the boundaries of Ribble Valley Borough and South Ribble District Councils and the parishes of Mellor, Balderstone and Samesbury. There is a petrol station with an attached convenience store and also a public house within that part of the settlement within South Ribble and these facilities have been included in the Table as they are integral to the built form of the settlement. The settlement also contains a community centre within that part of the settlement that lies in Balderstone parish.

Table 2 – AONB, Green Belt and Flood Zone

	Inside or partly inside AONB No entry = not inside or partly inside	Inside or partly inside Green belt No entry = not inside or partly inside	Within Flood Zone 3 No entry = not inside
Barrow			
Billington		S s/b adj	Small part on N boundary within
Bolton – by -B	Totally within		Within, along Kirk Beck and from Kirk Beck Bridge to Skirden Bridge
Brockhall			uncertain boundary
Calderstones			Within on part of S boundary
Chatburn	E s/b close to but not adj		Partly within, along Chatburn Brook
Chipping	Totally within		Within along Chipping Brook on SE part
Copster Green			
Downham	Totally within		SE part along Downham Beck
Dunsop Bridge	Totally within		Centre of settlement within FZ3
Gisburn	w. s/b adj to AONB		
Grindleton	90% within		Partly within on S boundary
Holden	Totally within		Within along Holden Beck
Hurst Green	c. 90% within		Not in but FZ adj to E boundary
Langho		N,W and E s/b adj	
Mellor		N,W and E s/b adj	
Mellor Brook		E s/b adj	
Newton	Totally within		
Osbaldeston			
Pendleton	Partly within		
Read and Simonstone		S s/bd adj	
Ribchester			Partly within FZ along N and E boundaries
Rimington			
Sabden	Totally within		Within, along two E to W flowing brooks
Sawley	Totally within		Partly within along river to W
Slaidburn	Totally within		Partly within along Hodder and brook
Tosside	Totally within		
Waddington	Partly within		Partly within FZ through centre of settlement along brook
West Bradford	Partly within		Partly within along SE part
Wilpshire		95% of s/b adj to Blackburn boundary	
Wiswell			
Worston	NE s/b v close to AONB		

Notes:

S/b = settlement boundary within 1998 Ribble Valley District wide Local Plan

Table 3 – Detailed Transport Related Provision

	Bus Stop	Rail Station	Bus Route	Detail of bus provision
Barrow	✓		26/27	26/27 (mainline) Burnley – Clitheroe via Whalley service stops at Barrow in both directions on a roughly 30 minute or hourly pattern from Clitheroe from 0640 to 2312 and from Burnley from 0601 to 2213.
Billington	✓		22	25 runs through Billington following same pattern as Langho, Copster Green and Wilpshire
Bolton - by -B	✓			NO SERVICE
Brockhall	✓		25	25 connects to Blackburn every two hours from 0855 to 1902. Return from Blackburn every two hours 0935 to 1815. This also goes in to Clitheroe via Whalley from 1009 to 1849 returning from Clitheroe 1227 to 1837.
Calderstones	✓		5 and 5A	5 and 5A serves Calderstones on same pattern as Chipping, Hurst Green and Ribchester. le to Clitheroe
Chatburn	✓		180 280 X80 14 14A 2 7B 7	Combination of 180, 280 and X80 runs approx. hourly Mon – Fri to and from Clitheroe, Whalley, Skipton and Preston. Out from Chatburn c.0640 to 1815 to Clitheroe, Whalley and Preston and back from Preston from c.0830 to 1910. To Skipton from 0816 to 1818 and back from Skipton from 0910 to 1900 c. hourly. 14 and 14A also connects to Accrington and Blackburn via Clitheroe, Whalley every two hours from 0929 to 1629 and return from Blackburn arr Chatburn every two hours from 0928 to 1628. 2 connects to Clitheroe Mon – Sat hourly from 0810 to 1825. Back from Clitheroe hourly from 0734 to 1755. 7 and 7B go to Clitheroe initially every 30 mins in the morning then hourly after 0919 from 0634 to 1908. Returns from Clitheroe hourly from 0720 to 1847. These services then go onto Nelson. Returns from Nelson are hourly from 0720 to 1815.
Chipping	✓		5 35	5 connects every 2 hours to Clitheroe via Longridge from 0833 to 1908. returns every two hours from Clitheroe via Longridge from 0934 to 1809. 35 connects to Blackburn via Longridge every two hours Mon to Sat from 0728 to 2348. Returns from Blackburn every two hours from 0705 to 2300.
Copster Green	✓		25	25 connects to Blackburn every two hours from 0904 to 1911. Return from Blackburn every two hours 0935 to 1815. This also goes in to Clitheroe via Whalley from 1000 to 1840 returning from Clitheroe 1227 to 1837.
Downham	✓		7 7A 7B	7 and 7A run to Clitheroe Mon – Sat every hour from 0800 to 1854 returning from Clitheroe every hour from 0720 to 1825. The Clitheroe services run on to Nelson hourly and return from Nelson hourly from 0720 to 1815.
Dunsop Bridge	✓		10	Weekday connection to Clitheroe. From D Bridge 0957 hourly to 1617. From Clitheroe 0925 to 1545
Gisburn	✓		180 280 X80	Combination of 180, 280 and X80 runs hourly Mon – Fri to and from Clitheroe, Whalley and Preston. Out from Gisburn c.0630 to 1807 and back from Preston from c.0830 to 1910. Also same services run to and from Skipton hourly, out to Skipton from c 0800 to c. 1800 and back from c 0900 to 1900
Grindleton	✓		2 7B	2 connects to Clitheroe Mon – Sat hourly from 0803 to 1818. Back from Clitheroe hourly from 0734 to 1755. 7B runs to Clitheroe every 30 mins from 0634 to 0730, then at 0839 and 1903. Returns from Clitheroe approx 30 mins 1625 to 1825 then three additional from 1842 to 2242 on Thurs to Sats.
Holden	✗			NO SERVICE
Hurst Green	✓		5	5 connects every 2 hours to Clitheroe from 0805 to 2208. Returns every two hours from Clitheroe from 0934 to 1809 with two later returns Thur to Sat

Table 3 - Transport Related (Cont'd)

Langho	✓	✓	22	22/22A runs twice hourly Mon – Sat to and from Clitheroe, Whalley and Blackburn from c 0600 to c. 2300.
			180 280 X80	Also combination of 180, 280 and X80 runs hourly to Whalley, Clitheroe and Preston Mon - Sat from c 0700 to c 1900 in Preston. To Clitheroe from 0755 to 1936 and back from Clitheroe from 0652 to 1826.
			25	25 connects to Blackburn every two hours from to 0851 to 1858. Return from Blackburn every two hours 0935 to 1815. This also goes in to Clitheroe via Whalley from 1013 to 1853 returning from Clitheroe 1227 to 1837.
Mellor	✓		15	15 runs to Blackburn every hour from 0703 to 1814 and returns hourly from Blackburn at 0630 to 1745
			217	217 runs to Preston return one bus per day Wed and Fri out at 0959 returning from Preston 1345
Mellor Brook	✓		180 280 X80	Combination of 180, 280 and X80 runs approx. hourly Mon – Fri to and from Clitheroe, Whalley and Preston. Out from Mellor B to Preston from 0718 to 1853 and back from Preston from c.0830 to 1910. To Whalley and Clitheroe from 0759 to 1927 and back from Clitheroe from 0649 to 1822 approx hourly.
			15	15 runs to Blackburn every hour Mon to Sat from 0656 to 1814 and returns from Blackburn from 0630 to 1745.
			217	217 runs to Preston return one bus per day Wed and Fri out at 0946 returning from Preston 1345.
Newton	✓		10	Weekday connection to Clitheroe. From Newton 1015 to 1635 hourly. From Clitheroe 0925 to 1545.
Osbaldeston	✓		217	217 runs to Preston return one bus per day Wed and Fri out at 0956 returning from Preston 1345.
Pendleton	✓			NO SERVICE
Read and Simonstone	✓		26	26 runs on same pattern as Sabden, hourly Mon to Sat to Clitheroe, Whalley and Burnley.
Ribchester	✓		5	5 connects every 2 hours to Clitheroe from 0755 to 1930 Returns every two hours from Clitheroe from 0934 to 1809 then on to Longridge . Two hourly from Longridge from 0747 to 1922 .
			35	35 connects to Blackburn every two hours Mon to Sat from 0750 to 0010 and returns from Blackburn every two hours from 0705 to 2300.
Rimington	✓		7A	7A runs to Clitheroe every two hours from 0901 to 1501 and returns from Clitheroe every two hours from 1025 to 1425 then running on to Nelson . returns from Nelson are every two hours from 0830 to 1430.
Sabden	✓		27	27 runs hourly Mon to Sat from c. 0640 to 2013 to Clitheroe and Whalley. Also connects hourly to and from Burnley
Sawley	✓		2	2 connects to Clitheroe Mon – Sat hourly from Sawley from c 0800 to 1813. Back from Clitheroe hourly from c 0740 to 1755
Slaidburn	✓		10	Weekday connection to Clitheroe. From Slaidburn 1010 to 1630 hourly. From Clitheroe 0925 to 1545.
Tosside	x			NO SERVICE
Waddington	✓		10	Weekday connection to Clitheroe. From Waddington 1023 to 1643 hourly. From Clitheroe 0925 to 1545.
			7 7A 7B	Services to Clitheroe mostly every 30 mins or hourly from 0648 to 1912, returning from Clitheroe with same frequency from 0720 to 1825 with two later services Thurs to Sats. Services to Clitheroe also go on to Nelson and return from Nelson hourly from 0720 to 1815.
				Initially 30 mins then hourly to Clitheroe from 0634 to 1908. returns from Clitheroe hourly or more frequently from 0720 to 1825 with two later services on Thursto Sats. Services from Clitheroe go on to Nelson and return from Nelson hourly from 0720 to 1815.
West Bradford	✓		7 7A 7B	Initially 30 mins then hourly to Clitheroe from 0634 to 1908. returns from Clitheroe hourly or more frequently from 0720 to 1825 with two later services on Thursto Sats. Services from Clitheroe go on to Nelson and return from Nelson hourly from 0720 to 1815.
				Initially 30 mins then hourly to Clitheroe from 0634 to 1908. returns from Clitheroe hourly or more frequently from 0720 to 1825 with two later services on Thursto Sats. Services from Clitheroe go on to Nelson and return from Nelson hourly from 0720 to 1815.
Wilpshire	✓	✓	25	25 connects to Blackburn every two hours from 0912 to 1919. Return from Blackburn every two hours 0935 to 1815 . This also goes in to Clitheroe via Whalley from 0951 to 1831 returning from Clitheroe 1227 to 1837.
			35	35 connects to Blackburn every two hours Mon to Sat from 0805 to 0022 and returns from Blackburn every two hours from 0705 to 2300.
Wiswell	✓			NO SERVICE
Worston	x			NO SERVICE

Table 4 – Presence of a Bus Service and Railway Station.

	Clitheroe	Longridge	Whalley	Black burn	Burnl ey	Preston	Nelso n	Accringt on	Ski pto n	Rail Servic e
Barrow	✓		✓		✓					
Billington	✓		✓	✓						
Bolton – by - B	N/S									
Brockhall	✓		✓	✓						
Calderstones	✓	✓	✓							
Chatburn	✓		✓			✓	✓	✓	✓	
Chipping	✓	✓		✓						
Copster Green	✓		✓	✓						
Downham	✓						✓			
Dunsop Bridge	✓									
Gisburn	✓		✓			✓		✓	✓	
Grindleton	✓									
Holden	N/S									
Hurst Green	✓									
Langho	✓		✓	✓		✓				Rail Sta.
Mellor				✓	✓	✓				
Mellor Brook	✓		✓	✓		✓				
Newton	✓									
Osbaldeston						✓				
Pendleton	N/S									
Read and Simonstone	✓		✓		✓					
Ribchester	✓	✓		✓						
Rimington	✓						✓			
Sabden	✓		✓		✓					
Sawley	✓									
Slaidburn	✓									
Tosside	N/S									
Waddington	✓						✓			
West Bradford	✓						✓			
Wilpshire	✓		✓	✓						Rail Sta.
Wiswell	N/S									
Worston	N/S									

Notes re Table 4 :

Note 1 - this table only shows the presence of a bus connection, not the frequency of the service.

Note 2 – table shows direct bus service links only, others may be available through changes on to other bus services, particularly at Clitheroe, Whalley and Longridge, or to rail services at Langho, Clitheroe, Whalley or Wilpshire.

Note 3: N/S indicates that there is no bus service, though there may be a bus stop indicated on some data sources

	Employment and Other daytime related visits	Shopping and Health related daytime visits only	Destinations
Barrow	✓		Clitheroe, Whalley, Burnley.
Billington	✓		Clitheroe, Whalley, Blackburn.
Bolton by -B	N/S		
Brockhall		✓	Clitheroe, Whalley
Calderstones	✓		Clitheroe
Chatburn	✓		Clitheroe, Whalley, Skipton, Preston, (shopping and non employment visits also possible to Accrington and Blackburn)
Chipping	✓		Longridge, Blackburn.
Copster Green		✓	Clitheroe, Whalley, Blackburn.
Downham	✓		Clitheroe, Nelson.
Dunsop Bridge		✓	Clitheroe
Gisburn	✓		Clitheroe, Whalley, Preston, Skipton.
Grindleton	✓		Clitheroe
Holden	N/S		
Hurst Green	✓		Clitheroe
Langho *	✓		Clitheroe, Whalley, Blackburn, Preston.
Mellor	✓		Blackburn
Mellor Brook	✓		Clitheroe, Whalley and Preston.
Newton		✓	Clitheroe
Osbaldeston		✓	Preston (wed and fri only).
Pendleton	N/S		
Read and Simonstone	✓		Clitheroe, Whalley, Burnley.
Ribchester	✓		Clitheroe, Whalley, Blackburn.
Rimington		✓	Clitheroe, Nelson.
Sabden	✓		Clitheroe, Whalley, Burnley.
Sawley	✓		Clitheroe
Slaidburn		✓	Clitheroe
Tosside	N/S		
Waddington	✓		Clitheroe
West Bradford	✓		Clitheroe
Wilpshire *	✓		Blackburn
Wiswell	N/S		
Worston	N/S		

Table 5 – Accessibility by Public Transport for Employment and Shopping etc.

N/S = No Service

Notes re Table 5:

Note 1: All journeys mentioned are direct, other destinations are potentially accessible through connections, principally at Clitheroe, Longridge and Whalley. An example would be to access Clitheroe from Mellor by walking to Mellor Brook and then taking a bus from there.

Note 2: Employment accessibility is assumed if it is possible to access the destination by direct bus to arrive by 0900 and to return home direct after 1700.

Note 3: Further connections to centres such as Blackburn, Preston, Bolton and Manchester Victoria are available via buses to the rail stations at Clitheroe, Whalley, Langho and Wilpshire.(latter two marked with an *)

Rail Connectivity in Ribble Valley

The four Ribble Valley stations of Clitheroe, Whalley, Langho and Ramsgreave/Wilpshire have regular connections to the wider rail system through services towards Blackburn.

In detail the area's stations have direct services Monday to Friday to Manchester Victoria every 30 minutes from 0640 to 0740 (from Clitheroe), all of which arrive in Manchester before 0900. After that there is a roughly hourly service from 0826 to 2240. To access Manchester Piccadilly there is a 5 to 10 minute change at Bolton.

Returning from Manchester Victoria there are initially 30 minute services from 0723 to 0900 then hourly from 0900 to 1623, then on a thirty minute pattern from 1623 to 1900, then hourly to 2200.

Also there are roughly hourly services on Saturdays and Sundays both to and from the area from 0707 to 2246 connecting with Manchester Victoria

Services to Preston, and from there connections on the West Coast Mainline, are available with a roughly 10 minute change at Blackburn.

The above links would enable connections for work, education (such as the universities and colleges in Preston, Bolton, Salford and Manchester), shopping and entertainment.

Demand Responsive Transport options

In addition to the formally scheduled public transport options outlined above there is a demand responsive option in the area, the Little Green Bus (LGB) service. This offers a door to door service for passengers who have difficulty in accessing regular public transport and operates around the towns and villages of the area. The service also co ordinates a volunteer car scheme and also there are day trips organised for a variety of purposes including shopping. The LGB currently provides approx 27,000 single passenger trips per year with main pick up points at Waddington, Clitheroe, Hurst Green, Ribchester and Longridge on Mondays; Sabden, Wilpshire, and Langho on Tuesdays; Chipping, Downham, Rimington, Bolton by Bowland on Tuesdays and Billington, Read and Mellor on Thursdays. However the service will pick up anywhere where there is a need.

Numbers of Businesses within Defined Settlements

	No of Businesses	Comments
Barrow	22	
Billington	3	
Bolton – by - B	5	
Brockhall	3	
Calderstones	0	
Chatburn	6	Does not include Pendle Trading Estate
Chipping	7	
Copster Green	1	
Downham	2	
Dunsop Bridge	6	
Gisburn	17	
Grindleton	2	
Holden	1	
Hurst Green	4	
Langho	8	
Mellor	4	
Mellor Brook	5	Does not include BAe site
Newton	1	
Osbaldeston	1	
Pendleton	1	
Read and Simonstone	14	Does not include Time Computer site or Fort Vale site
Ribchester	24	
Rimington	5	
Sabden	9	
Sawley	1	
Slaidburn	9	
Tosside	1	
Waddington	4	
West Bradford	1	
Wilpshire	24	
Wiswell	1	
Worston	0	

Notes:

The above table describes the approximate number of commercial businesses that are thought to be located within the boundaries of the defined settlements but not those that exist in the countryside around them, including farm based enterprises. They are drawn from recently produced parish based business rate data. They include businesses such as shops, pubs and post offices mentioned elsewhere in other tables as local facilities but also include other businesses classed as workshops, warehouses, factories, petrol stations, depots, hotels, holiday cottages, restaurants, hairdressers and garages. They do not include other categories of

activities that are also liable for business rates but are not considered to be strictly part of the economic life of the settlements. These include mobile phone masts, schools, car parks, social and sporting clubs, village halls, sewage works, doctor's surgeries and recycling centres.

Also the figures count numbers of businesses, not the numbers of employees, or turnover or other related measures.

It is also important to consider that they as strictly as possible relate to the settlement boundaries and therefore some businesses that local people may consider to be a part of a settlement will not be counted because they are close to, but not actually within, the defined area.

It is also important to emphasise that the settlements listed above do not include the three key service centres of the Borough, Clitheroe, Longridge and Whalley, where many businesses are located, or the major employment sites at BAe near Samlesbury, the Time Computers and Fort Vale sites near but not within Simonstone, or Pendle Trading Estate near Chatburn.

There are no recorded business rates liabilities in Calderstones and Worston settlements.

5. What does the information show?

The collated data (as set out in table 6) provides information on the sustainability of the defined settlements. This makes it possible to assess which of the 32 settlements are more sustainable.

The findings have been derived from an analysis of the most up to date sustainability, constraint and capacity information available. The analysis is based on the most recent information available. It is broad brush given the timeframe available but is a helpful starting point. The assessment work undertaken is robust and transparent and sufficient in identifying which settlements are the more sustainable.

The approach taken allows a comparison of the relative sustainability merits of the settlements can be undertaken, using the criteria defined in this report. That is those settlements with the most facilities and services, fewest constraints and best accessibility are determined as more sustainable. These are then considered in light of the capacity for future growth (i.e. is there sufficient land available for further growth) and the location of the settlements in terms of transport corridors. From this nine settlements emerge which are considered the 'more sustainable' in line with the Inspector's comments.

The 9 'more sustainable' settlements, in this context, are as follows (in alphabetical order):

- Barrow
- Billington
- Chatburn
- Gisburn
- Langho
- Mellor
- Mellor Brook
- Read and Simonstone
- Wilpshire

These settlements are considered to be the most sustainable, accessible and least constrained when viewed as a whole. As discussed, these are considered to have strong transport connections and are located on, or close to significant transport corridors.

The remaining 23 settlements are categorised in this context as being 'less sustainable'. These are as follows (in alphabetical order):

- Bolton-by-Bowland
- Brockhall
- Calderstones
- Chipping
- Copster Green
- Grindleton
- Holden
- Hurst Green
- Downham
- Dunsop Bridge
- Newton
- Osbaldeston
- Pendleton
- Ribchester
- Rimington
- Sabden
- Sawley
- Slaidburn
- Tosside
- Waddington
- West Bradford
- Wiswell
- Worston

Table 6: Potential groupings of settlements

Facilities & Services	Accessibility by bus to KSCs (7 in total) accessible	Access to employment by bus	Businesses within the defined settlements	Constraints	House price: Income Ratio	Capacity for Growth SHLAA Capacity	Dwellings in each ward 2011 Census	Potential groupings
No of services in settlement				In, out or adj to constraint areas				
Mellor 7	Chalburn 6	Chalburn 4	Wipshire 24	Barrow (nwba)	Waddington & West Bradford 8.4	Langho 909	Aighton, Bailey and Chagley 565	More Sustainable defined settlements
Langho 7	Gisburn 5	Langho 4	Ribchester 24	Brockhall (nwba)	Aighton, Bailey & Chagley 7.7	Read & Simonstone 789	Alston and Hathersall 1077	Barrow
Sabden 7	Langho 4 + rail station	Langho 4	Barrow 22	Copster Green (nwba)	Bowland, Newton & Slaiburn 7.4	Barrow 765	Billington and Old Langho 1282	More Sustainable defined settlements
Chalburn 6	Mellor Brook 4	Barrow 3	Gisburn 17	Osbaldeston (nwba)	Ribchester 6.7	Gisburn 274	Bowland, Newton and Slaiburn 577	Barrow
Chipping 6	Barrow 3	Billington 3	Read & Simonstone 14	Rimington (nwba)	Chipping 6.7	Grindleton 181	Chalburn 584	Langho
Slaiburn 6	Billington 3	Mellor Brook 3	Sabden 9	Wiswell (nwba)	Billington & Old Langho 6.7	Osbaldeston 138	Chipping 584	Mellor
Read & Simonstone 6	Brockhall 3	Read & Simonstone 3	Slaiburn 9	Gisburn (nwba)	Gisburn, Rimington 6.3	Slaiburn 123	Clayton-le-Dale with Ramsgreave 1116	Billington
Billington 5	Calderstones 3	Ribchester 3	Langho 8	Langho (nwba)	Whalley 6.3	Billington 123	Derby and Thornley 1447	Wipshire
Bolton-by-Bowland 5	Chipping 3	Sabden 3	Chipping 9	Mellor (nwba)	Read & Simonstone 5.6	Calderstones 113	Dilworth 1075	Chalburn
Ribchester 6	Copster Green 3	Chipping 2	Chalburn 6	Mellor Brook (nwba)	Read & Simonstone 5.5	Chipping 104	Edisford and Low Moor 1252	Gisburn
Wipshire 5	Read & Simonstone 3	Downham 2	Dunsop Bridge 6	Read & Simonstone (nwba)	Littlemoor (Clitheroe) 5.5	Copster Green 89	Gisburn, Rimington 617	Read & Simonstone
Grindleton 4	Ribchester 3	Calderstones 1	Bolton-by-Bowland 5	Wipshire (nwba)	Chalburn 5.3	Waddington 83	Langho 997	Mellor Brook
Hurst Green 4	Sabden 3	Grindleton 1	Mellor Brook 5	Worston (nwba)	St Mary's (Clitheroe) 5.2	West Bradford 80	Littlemoor 1446	
Barrow 4	Wipshire 3 + rail station	Hurst Green 1	Rimington 5	Billington (w1orM)	Mellor 5.1	Dunsop Bridge 77	Mellor 1217	
Downham 4	Downham 2	Mellor 1	Mellor 4	Calderstones (w1orM)	Alston & Hathersall (Longridge) 4.9	Bolton-by-Bowland 59	Primrose 1425	
Dunsop Bridge 4	Mellor 2	Sawley 1	Waddington 4	Chalburn (w1orM)	Langho 4.9	Wiswell 59	Read and Simonstone 1134	
Gisburn 3	Rimington 2	Waddington 1	Hurst Green 4	Downham (w1orM)	Dilworth (Longridge) 4.5	Sabden 54	Ribchester 706	
Waddington 3	Waddington 2	West Bradford 1	Billington 3	Hurst Green (w1orM)	Wiswell & Pendleton 4.5	Wipshire 46	Sabden 630	Less Sustainable defined settlements
West Bradford 3	Waddington 2	Wipshire 1	Brockhall 3	Newton (w1orM)	Sabden 4.4	Hurst Green 46	St Mary's 1299	Brockhall
Mellor Brook 3	Dunsop Bridge 1	Brockhall 0	Grindleton 2	Pendleton (w1orM)	Salthill (Clitheroe) 4.2	Ribchester 37	Waddington	Waddington
Sawley 3	Grindleton 1	Copster Green 0	Downham 2	Ribchester (w1orM)	Derby with Thornley 4.2	Mellor Brook 28	Sabden	Sabden
Osbaldeston 3	Hurst Green 1	Dunsop Bridge 0	Downham 2	Pendleton (w1orM)	Edisford & Low Moor (Clitheroe) 4.1	Newton 28	Pendleton	Pendleton
Brockhall 2	Newton 1	Newton 0	Holden 1	Tosside (w1orM)	Primrose (Clitheroe) 3.9	Chalburn 25	Osbaldeston	Osbaldeston
Tosside 2	Osbaldeston 1	Osbaldeston 0	Newton 1	Bolton-by-Bowland (w2orM)	(Information in this column only Available at a Parish, not settlement, level)	Worston 21	Newton	Newton
Newton 2	Sawley 1	Rimington 0	Osbaldeston 1	Chipping (w2orM)		Mellor 18	West Bradford	West Bradford
Pendleton 2	Slaiburn 0	Slaiburn 0	Pendleton 1	Dunsop Bridge (w2orM)		Holden 14	Tosside	Tosside
Rimington 2	Bolton-by-Bowland 0	Bolton-by-Bowland 0	Sawley 1	Grindleton (w2orM)		Rimington 14	Rimington	Rimington
Wiswell 1	Holden 0	Holden 0	Tosside 1	Holden (w2orM)		Dc-vnham 9	Sawley	Sawley
Worston 1	Pendleton 0	Holden 0	West Bradford 1	Sabden (w2orM)		Pendleton 6	Grindleton	Grindleton
Holden 0	Tosside 0	Wiswell 1	Wiswell 1	Sawley (w2orM)		Brockhall 0	Calderstones	Calderstones
Copster Green 0	Wiswell 0	Wiswell 0	Calderstones 0	Waddington (w2orM)		Sawley 0	Worston	Worston
Calderstones 0	Worston 0	Worston 0	Worston 0	West Bradford (w2orM)		Tosside 0	Holden	Holden
							Downham	Downham
							Chipping	Chipping
							Slaiburn	Slaiburn
							Bolton-by-Bowland	Bolton-by-Bowland
							Dunsop Bridge	Dunsop Bridge
							Hurst Green	Hurst Green
							Ribchester	Ribchester
							Copster Green	Copster Green

Access to employment assumed if possible to access destination by direct bus to arrive before 9am and return home after 5pm

1600 total houses to be provided in these 32 settlements
576 residual to go into the 32 settlements

(nwba) = not within or adjacent to a constraint
(nwba) = not within but adjacent to a constraint
(w1orM) = within one or more constraint areas
(w2orM) = within two or more constraint areas

6. Existing housing commitments- planning permissions and completions

The Inspector has asked for capacity information to be taken into account. It is important to have an understanding of the level of permissions and completions within the defined settlements.

As the table on page 3 illustrates, 1,600 dwellings are to be provided within the 32 defined settlements. Of this, 1655⁸ dwellings have been committed through either planning permissions or completions. This equates to an oversupply in these settlements of 55, however, as an adjustment of 200 units is made from the Longridge total and is proposed to be reapportioned to the most sustainable of the defined settlements, the total number of units required in the 32 defined settlements is 145.

Table 7

Settlement	1 No of houses to be provided ⁹	2 No of houses already completed/permissions given ¹⁰ for each settlement area (based on the Parish)	3 Unadjusted residual (less no already completed/ permission given)	4 Longridge Adjustment ¹¹	5 Proposed Strategic site ¹²	7 Residual number of houses required for each settlement ¹³
Clitheroe	2,320	1040	1280		1040	240
Longridge	1,160	327	833	633		633
Whalley	520	588	0 (-68)			0
<i>Non-defined settlements areas (8 settlements)¹⁴</i>	0	432	0 (-432)			
<i>Other Defined Settlements' (32 settlements)</i>	1,600	1223	377			
	1,600	1655	-55	145		145
Standen						1040
Total	5,600	3610	2058		1040	2058

Based on this, 145 units are required to be apportioned across the 9 'most sustainable' of the defined settlements. Consideration is given to assigning specific housing targets to these 9 settlements according to their ability to accommodate development. This will guide further allocations however it has to be recognised that the housing numbers are targets and not absolute ceilings.

⁸ As at 31st March 2014.

⁹ For the 3 main settlements, total number of dwellings is 4000. Number of houses is calculated from settlement population as a % of total main settlement population – Clitheroe 58%, Longridge 29% and Whalley 13%.

¹⁰ Does not include sites that are awaiting completion of section 106 agreements at 31st March 2014.

¹¹ This allowance reflects development allowed at appeal of 200 units in Preston Borough at Whittingham Lane- 200 units are therefore reapportioned to the most sustainable settlements within the defined settlements.

¹² Proposed strategic site – 1040 dwellings proposed at Standen. 1040 taken from Clitheroe requirement.

¹³ As at 31st March 2014 – applications have been approved since.

¹⁴ Whilst there are 40 villages in the Ribble Valley, only 32 of these are categorised as 'defined settlements'- these are the settlements where development is to be allocated. Whilst some development has taken place outside of these settlements (in the remaining 8 villages), the Core Strategy development Strategy, once adopted, should prevent further development taking place in these locations.

7. Impact on likely additional development across the 32 defined settlements

As the nine 'more sustainable' defined settlements have been determined within chapter 5 of this paper, it is now possible to identify the number of units needed in the more sustainable settlements. The approach taken uses one of a population based approach, similar to that previously used in the Core Strategy for calculating the requirement for Clitheroe, Longridge and Whalley. The population for each of the nine most sustainable of the 'other defined settlements' has been estimated using information from the 2011 Census¹⁵.

The populations for the nine settlements are shown in column 1 of table 8 according to population size. Column 2 presents this information as a percentage of all of the 9 'more sustainable' settlements for information purposes.

Table 8

Settlement	1. Population of settlement	2. As % of total population of the nine settlements
Wilpshire	3816	29%
Read & Simonstone	2168	16%
Billington	1629	12%
Langho	1599	12%
Mellor	1432	11%
Chatburn	1102	8%
Barrow	646	5%
Mellor Brook	411	3%
Gisburn	379	3%
TOTAL	13182	100%

The information in relation of Mellor Brook relates to the population, which is within the settlement in the Ribble Valley Borough. The Council recognises that the settlement Borough boundary effectively dissects the whole settlement, part of which is in the South Ribble Borough Council administrative area. If that area was included, it is estimated that the population of the whole settlement would be about 520.

It is clear from the above that Wilpshire is significantly the largest of the more sustainable settlements in terms of population. This reflects its long recognised urban nature and relationship with Blackburn. There is a further cluster of five settlements with populations in excess of 1000. The remaining three, Mellor Brook, Gisburn and Barrow have much smaller populations, however Barrow has been a receptor for growth and is recognised as a main location for employment where strategic employment opportunities will be promoted. With this in mind, the settlements can be banded to enable targets, relative to the nature of the settlement to be established. The 9 settlements have consequently been banded into 3 groups, which reflects the population scale, shown in column 1 of table 8.

¹⁵ Population estimates are compiled using the "best fit" of Output Areas that correspond with the settlement defined according to the settlement boundaries of the District-wide Local Plan. Whilst not an exact fit, these are considered to be the best estimates that can be compiled. Population in dwellings constructed since the 2011 census will not be included.

Taking account of the above, it is suggested therefore that the 145 residual requirement be distributed among these settlements in bands as shown in table 9 to reflect the significance of Wilpshire and Barrow, a broad spread of development to the remaining larger settlements and a modest provision in the smaller villages to support in particular affordable housing.

Table 9

Category	Settlement	Apportionment of residual requirement
Tier 1 village	Wilpshire	45
Tier 1 village	Barrow	0
Tier 1 village	Read & Simonstone	18
Tier 1 village	Billington	18
Tier 1 village	Langho	18
Tier 1 village	Mellor	18
Tier 1 village	Chatburn	18
Tier 1 village	Mellor Brook	5
Tier 1 village	Gisburn	5
	TOTAL	145

As previously stated, it should be noted that the determination of a requirement should not be taken as a ceiling; it is feasible that other developments may come forward in the plan period which, with in the overall policy context of the plan, are acceptable.

For information, Tier 1 Village Settlements are the 9 most sustainable of the 32 defined settlements and the Tier 2 Village Settlements are the 23 less sustainable of the 32 settlements.

Based upon the consideration and analysis of the above information, the table below (table 10) sets out the likely development anticipated within each of the defined settlements in the borough.

Table 10: Likely development across the defined other settlements

Category	Settlement	Planning Completions residential 2008- present ¹⁶	Permissions/ for present ¹⁶	Residual number of houses to be developed up to 2028 ¹⁷
Principal Settlement	Clitheroe	1040		240
Principal Settlement	Longridge	327		633
Principal Settlement	Whalley	588		0
<i>Strategic Site</i>	<i>Standen</i>	<i>0</i>		<i>1,040</i>
Tier 1 Village Settlement	Wilpshire	21		45
Tier 1 Village Settlement	Barrow	710		LNH/RB
Tier 1 Village Settlement	Read & Simonstone	27		18
Tier 1 Village Settlement	Billington	58		18
Tier 1 Village Settlement	Langho	3		18
Tier 1 Village Settlement	Mellor	20		18
Tier 1 Village Settlement	Chatburn	9		18
Tier 1 Village Settlement	Mellor Brook	18		5
Tier 1 Village Settlement	Gisburn	11		5
Tier 2 Village Settlement	Copster Green	19		LNH/ RB
Tier 2 Village Settlement	Brockhall	44		LNH/ RB
Tier 2 Village Settlement	Waddington	9		LNH/ RB
Tier 2 Village Settlement	Sabden	129		LNH/ RB
Tier 2 Village Settlement	Pendleton	0		LNH/ RB
Tier 2 Village Settlement	Osbaldeston	0		LNH/ RB
Tier 2 Village Settlement	Newton	1		LNH/ RB
Tier 2 Village Settlement	West Bradford	3		LNH/ RB
Tier 2 Village Settlement	Tosside	1		LNH/ RB
Tier 2 Village Settlement	Rimington	6		LNH/ RB
Tier 2 Village Settlement	Sawley	3		LNH/ RB
Tier 2 Village Settlement	Grindleton	5		LNH/ RB
Tier 2 Village Settlement	Calderstones	85		LNH/ RB
Tier 2 Village Settlement	Worston	0		LNH/ RB
Tier 2 Village Settlement	Wiswell	0		LNH/ RB
Tier 2 Village Settlement	Holden	0		LNH/ RB
Tier 2 Village Settlement	Downham	0		LNH/ RB
Tier 2 Village Settlement	Chipping	23		LNH/ RB
Tier 2 Village Settlement	Slaidburn	0		LNH/ RB
Tier 2 Village Settlement	Bolton-by-Bowland	1		LNH/ RB
Tier 2 Village Settlement	Dunsop Bridge	0		LNH/ RB
Tier 2 Village Settlement	Hurst Green	6		LNH/ RB
Tier 2 Village Settlement	Ribchester	11		LNH/ RB

LNH/RB means Local Needs Housing or development which has Regeneration Benefits only will be allowed in these settlements.

¹⁶ Commitment figures in settlements, not parish. Information taken from Housing Land Monitoring Report 31st March 2014, but takes account of the Barrowlands appeal approval of 504 units in Barrow.

¹⁷ Figures are correct as at 31st March 2014. The residual figure is based on an average annual requirement of 280 units.

8. Summary implications for the Core Strategy

The findings of this work have resulted in main modifications to the Core Strategy being necessary. This has led to the following changes:

1. Wording to Key Statement DS1: Development Strategy has been amended to take into consideration the findings of this report.
2. Development Management policies DMG2: Strategic Considerations has been amended to reflect the proposed categorisation of the 'most sustainable' and 'less sustainable' other defined settlements.
4. The following text will be included within the Core Strategy to illustrate the anticipated level of housing within each of the defined other settlements.
5. The table at appendix 2 (para 15.2) provides detailed numerical information on how it is proposed the residential development in the borough will be distributed. This table will be replaced with the following (table 11 below):

Table 11

Settlement	1 No of houses to be provided ¹⁸	2 No of houses already completed/permissions given ¹⁹ for each settlement area (based on the Parish)	3 Unadjusted residual (less no already completed/ permission given)	4 Longridge Adjustment ²⁰	5 Proposed Strategic sites ²¹	7 Residual number of houses required for each settlement ²²
Clitheroe	2,320	1040	1280		1040	240
Longridge	1,160	327	833	633		633
Whalley	520	588	0 (-68)			0
Non-defined settlements/areas (8 settlements) ²³	0	432	0 (-432)			
Other 'Defined Settlements' (32 settlements)	1,600	1223	377			
Standen	1,600	1655	-55	145		145
Total	5,600	3610	2058		1040	2058

¹⁸ For the 3 main settlements, total number of dwellings is 4000. Number of houses is calculated from settlement population as a % of total main settlement population – Clitheroe 58%, Longridge 29% and Whalley 13%.

¹⁹ Does not include sites that are awaiting completion of section 106 agreements at 31st March 2014.

²⁰ This allowance reflects development allowed at appeal of 200 units in Preston Borough at Whittingham Lane- 200 units are therefore reappportioned to the most sustainable settlements within the defined settlements.

²¹ Proposed strategic site – 1040 dwellings proposed at Standen. 1040 taken from Clitheroe requirement.

²² As at 31st March 2014 – applications have been approved since.

²³ Whilst there are 40 villages in the Ribble Valley, only 32 of these are categorised as 'defined settlements'- these are the settlements where development is to be allocated. Whilst some development has taken place outside of these settlements (in the remaining 8 villages), the Core Strategy Development Strategy, once adopted, should prevent further development taking place in these locations.

