

# PRESTON CITY COUNCIL



## THE PLANNING ACT 2008

### RELEVANT REPRESENTATIONS ON BEHALF OF PRESTON CITY COUNCIL

**Development Consent Order (DCO):** Morgan and Morecambe Transmission Asset

**Proposal:** Development consent to construct, operate and maintain, and decommission the Morgan and Morecambe Offshore Wind Farms: Transmission Assets, comprising two electrically separate transmission systems connecting two Windfarms in the east Irish Sea, to the national grid, at Penwortham, Lancashire.

The project comprises onshore and offshore infrastructure. The offshore elements of the project are located in the east Irish Sea within English offshore waters (beyond 12 nm from the English coast) and inshore waters (within 12 nm from the English coast). The onshore elements of the project are located within the local authority areas of Fylde Council, Blackpool Council, South Ribble Borough Council, Preston City Council and Lancashire County Council.

**DCO By:** Morgan Offshore Wind Limited

**Planning Inspectorate Ref:** E020028

**Preston City Council Ref:** 06/2025/0038

**Date:** 20 May 2025



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## **1. INTRODUCTION**

- 1.1.1. This Relevant Representation is submitted by Preston City Council in respect of the Morgan and Morecambe Transmission Assets. The report aims to set out the proposals and constraints which specifically impact the administrative area of Preston City Council so that these can be appropriately considered as part of the Development Consent Order (DCO).
- 1.1.2. Furthermore, the report will highlight the relevant development plan policies from both the existing development plan and the emerging development plan which is expected to be at Regulation 19 following consideration by the full Council on the 30<sup>th</sup> January 2025. The emerging development plan is expected to be adopted in December 2026. A copy of the emerging development plan can be accessed on the Council's website at the following address: <https://www.preston.gov.uk/article/2270/Central-Lancashire-Local-Plan>.

## **2. LOCATION AND SETTING WITHIN PRESTON**

### **2.1. Location**

2.1.1. The proposed transmission infrastructure would be located on the southwestern edge of the district area of the City of Preston within the open countryside, close to the boundary with Fylde Borough Council. The area of Preston to be affected is located west of Preston Docks and north of the River Ribble within the National Character Area 'Lancashire and Amounderness Plain' and MCA 34: Blackpool Coastal Waters and Ribble Estuary.

#### Heritage

2.1.2. There are four listed buildings located to the north and within 120m of the proposed works. One of the listed buildings is Grade I listed and three are Grade II listed. Details of the listed buildings are provided below:

- Old Lea Farmhouse Blackpool Road (Grade 1 listed)
- The Stable Block circa 50 Meters South of Old Lea Hall Farmhouse (Grade II listed).
- Barn circa 120 Metres Southeast of Old Hall Farmhouse (Grade II listed)
- Barn circa 75 Meters North of New Hall Farmhouse (Grade II listed)

All the listed buildings are located north or the proposed cable corridor south of the A583.

*Figure 1 – Listed Buildings*



Taken from <https://www.preston.gov.uk/planningpublicmaps>

## 2.2. **Extent of the works within the City of Preston**

### Cable Corridor

- 2.2.1. The proposed transmission infrastructure would include approximately 630m of cable corridor which would enter on the western boundary of Preston, south of the A583 Blackpool Road. The cable corridor would travel under the Savick Brook, which runs in a north-south direction. The cable corridor would travel in an easterly direction heading slightly northwards to avoid Lea Marsh. Once past Lea Marsh the cable corridor would turn southwards and travel towards the River Ribble. This first phase of the corridor would travel through agricultural land.
- 2.2.2. The 265m of cable corridor prior to the River Ribble would travel through a motor sports site known as Phoenix Park. The Phoenix Park site has planning permission for motocross and go karting uses and allows camping related to

operations at the site including those attending competitions (06/2021/1413) and children receiving education and training (06/2024/0822) at the site.

- 2.2.3. The proposed cable corridor would then travel under the River Ribble and into the authority area of South Ribble.

*Figure 2 – Plan of works proposed within the district area of Preston*

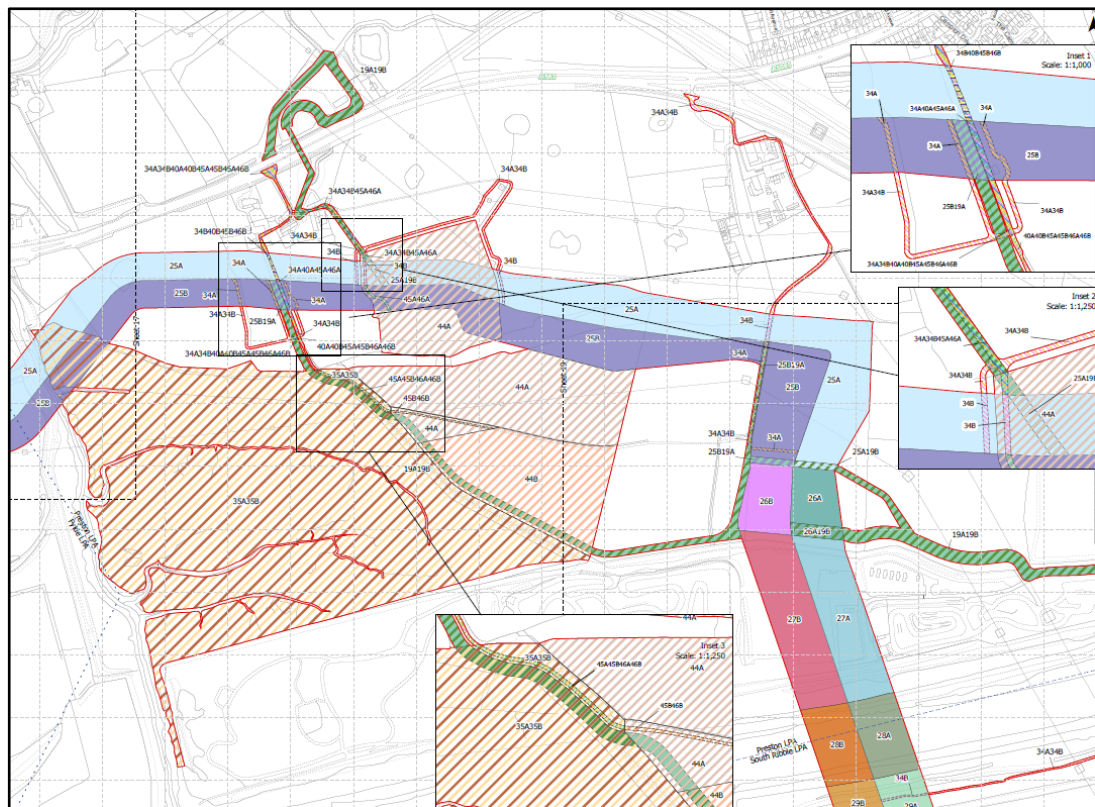


Figure 2 extract of Works Plan – Sheet 18 of 21, Works Plans Part 2, Drawing. No. BP-GBR-MORG-REG-0175

### Temporary Accesses

- 2.2.4. The proposed works would utilise some existing access points as well as constructing two new accesses points for construction vehicles. Two access points would be created as shown on Figure 1.2 Construction Highways Accesses and Haul Road Crossing Points (East) IDs 57 and 58 (Outline Highway Access Management Plan). The first access and egress would be created off the A583 Blackpool Road, and the second off Wallend Road.



Figure 3 – Temporary Access Points

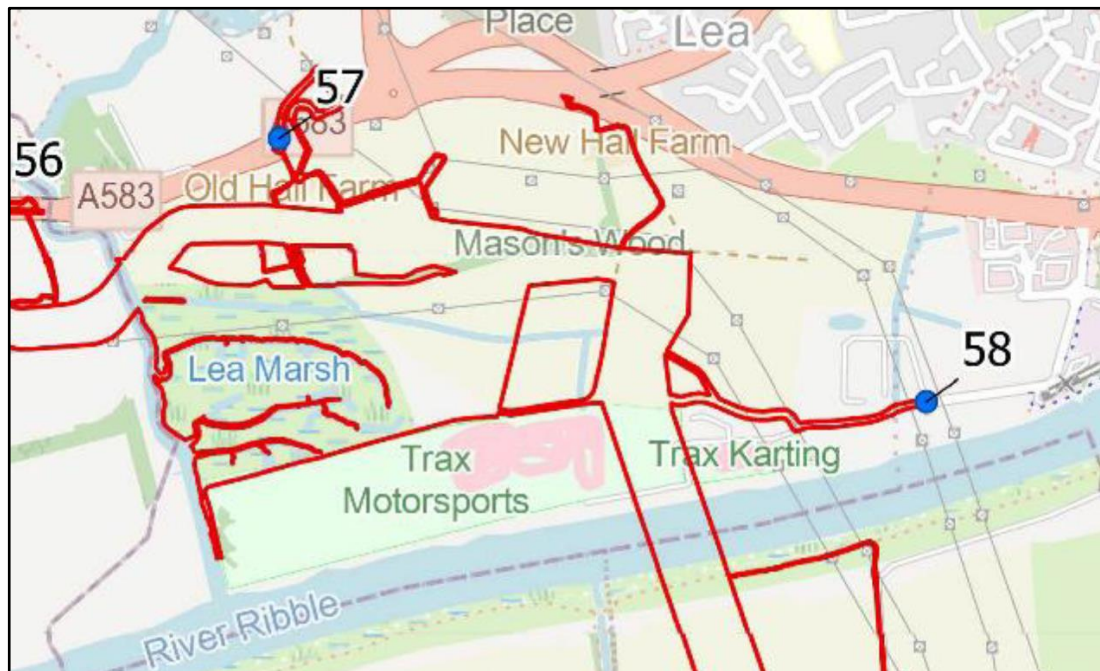


Figure 3 extracted from Figure 1.2 Construction Highway Access and Haul Road Crossing Points (East) Drawing No. 11255-0012-04.

### Mitigation

- 2.2.5. The area of Lea Marsh would include temporary biodiversity mitigation during the construction phase of the development as well as a permanent biodiversity enhancement scheme on its eastern side to provide mitigation to offset the harm to biodiversity, which would be caused by the proposed development.

### 3. DEVELOPMENT PLAN

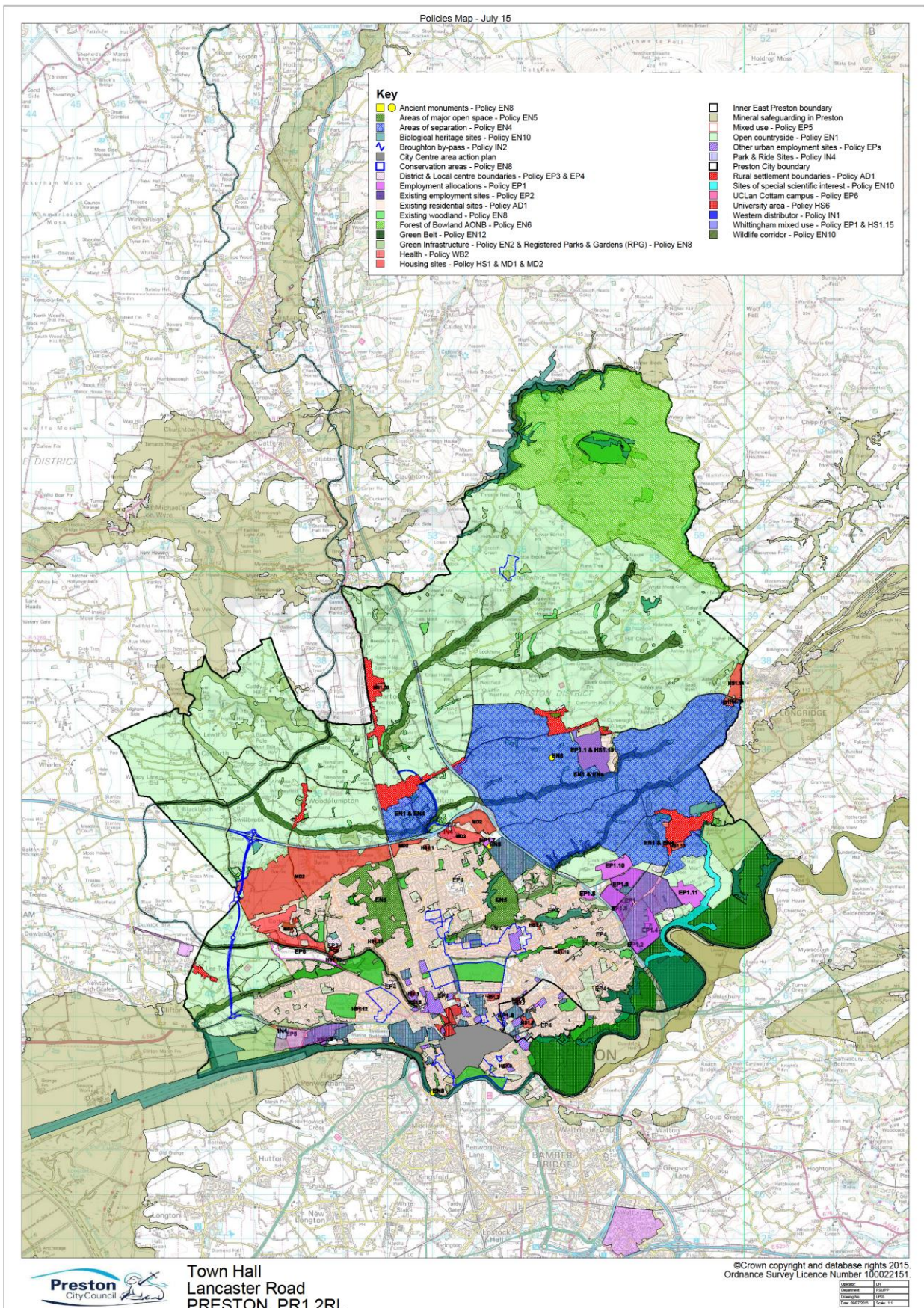
#### 3.1. Current Development Plan

3.1.1. The current Development Plan is made up of the Central Lancashire Core Strategy 2012 and the Preston Local Plan 2012-2026. The policies detailed below would be relevant to the proposed DCO. Extracts of proposed policies are available in Appendix A whilst the documents can be accessed via the planning policy page on the Council's website: <https://www.preston.gov.uk/article/928/Planning-policy>.

Core Strategy	Local Plan
Policy 1 Locating Growth	Policy ST2 General Transport Considerations
Policy 2 Infrastructure	Policy EN1 Development in the open countryside
Policy 15 Skills and Economic Inclusion	Policy EN7 Land Quality
Policy 16 Heritage	Policy EN8 Development and Heritage Assets
Policy 20 Countryside Management and Access	Policy EN10 Biodiversity and Nature Conservation
Policy 21 Landscape Character Areas	Policy EN11 Species Protection
Policy 22 Biodiversity and Geodiversity	
Policy 28 Renewable and Low Carbon Energy Schemes	
Policy 29 Water Management	
Policy 30 Air Quality	
Policy 31 Agricultural Land	



Figure 4 – Local Plan 2012-2026 Policies Map (double click map to enlarge)





### 3.2. **Emerging Development Plan**

3.2.1. As noted in the introduction, a new Development Plan is being developed for Preston City Council, which is expected to reach Regulation 19 on the 30<sup>th</sup> January 2025 following consideration at the City Council's Full Council meeting. The new Development Plan is expected to be adopted in December 2026. The following proposed policies should therefore be considered as part of the proposal, extracts are provided in Appendix A:

#### **Emerging Development Plan**

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Policy SS1 Development Patterns

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Policy EC9 Skills and Economic Inclusion

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Policy EN4 Amenity

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Policy EN5 Green Infrastructure

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Policy EN6 Biodiversity Net Gain

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Policy EN7 Designated Sites for Nature Conservation

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Policy EN8 Trees, Woodlands and Hedgerows

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Policy EN9 Species Protection

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Policy EN10 Development and Flood Risk

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Policy EN13 Heritage Assets and Archaeology

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Policy EN14 Environmental Quality

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Policy EN16 Protection of Agricultural Land

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Policy EN17 Development in the Open Countryside

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Policy EN19 Landscape Character

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Policy CC1 (Strategic Policy): Climate Change

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Policy CC2 Renewable Energy Generation and District Heating Networks

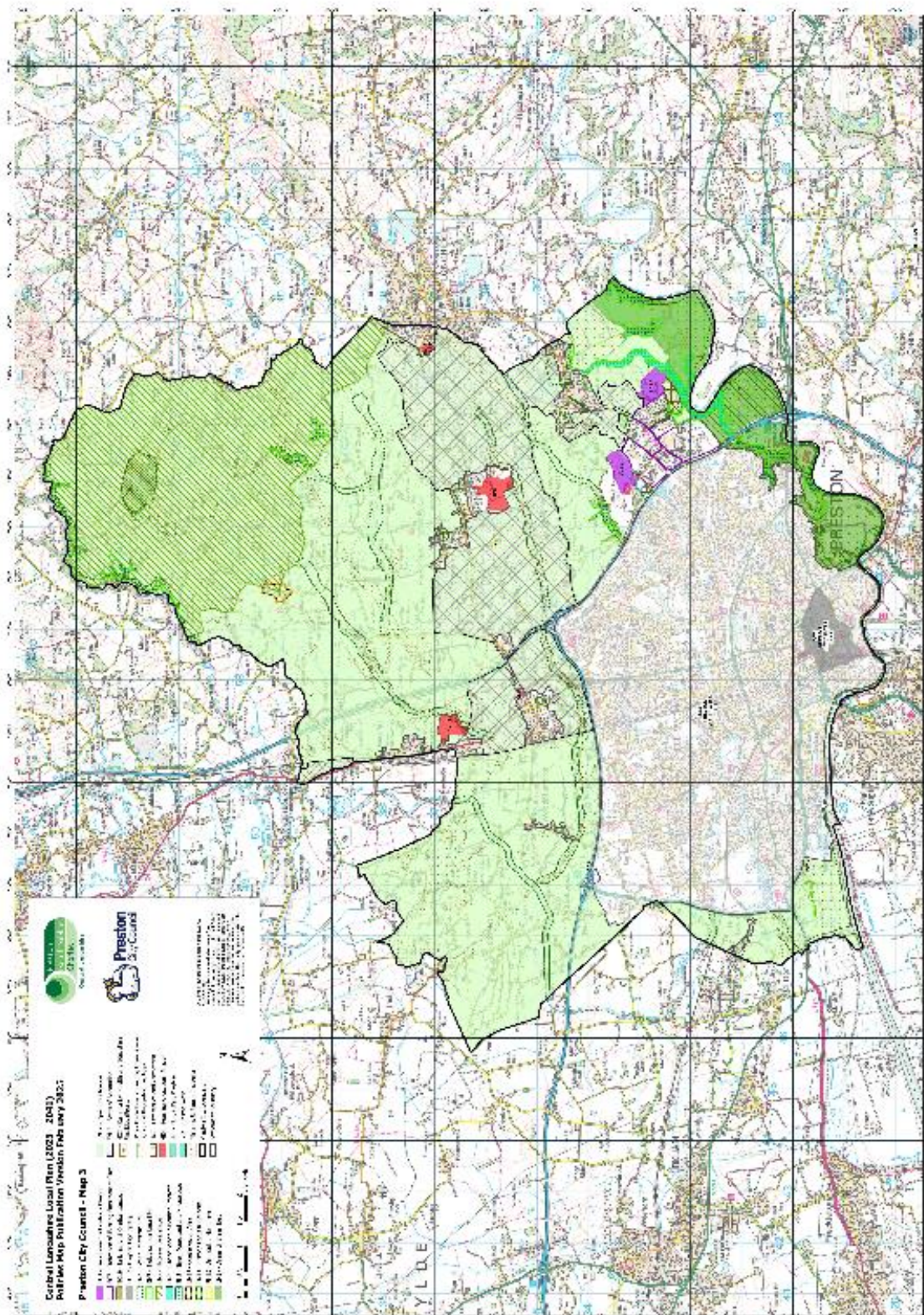
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Policy ST1 (Strategic Policy): Strategic Transport Priorities

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Policy ID1 (Strategic Policy): Infrastructure Planning Principles

*Figure 5 – Emerging Development Plan Policies Map (double click map to enlarge)*







#### **4. COMMENTS ON THE PROPOSED WORKS**

##### **4.1. Landscape**

- 4.1.1. The proposed cable corridor would be located in the open countryside within the National Character Area 'Lancashire and Amounderness Plain'<sup>1</sup> and MCA 34: Blackpool Coastal Waters and Ribble Estuary<sup>2</sup>.
- 4.1.2. This Development Consent Order is for a large-scale project and the submitted documents follows best practice making reference to Landscape and Visual assessment being in accordance with Visual Impact Assessment: Third Edition, 2013, Landscape Institute and Institute of Environmental Management and Assessment (GLVIA3). Additionally, Landscape Institute technical guidance notes are also referred to.
- 4.1.3. The baseline survey & site analysis is comprehensive and there is reference to relevant standards concerning landscape and visual features, eg hedgerow regulations. It also refers to Preston Local Plan 2012-26 Policy EN3.
- 4.1.4. The transmission route would enter the Preston district boundary in the Clifton Marshes area and then runs through Lea Marsh and across the River Ribble to the south. The proposed works would therefore run through the Biological Heritage Sites of Lea Marsh and the River Ribble Lower Tidal Section. From the data included, the works within the Preston district boundary would be pipeline installation and no structures will be erected above ground in this area. Based on the submitted information the impact on the character of the

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<sup>1</sup> <https://nationalcharacterareas.co.uk/lancashire-and-amounderness-plain/>

<sup>2</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/750227/North\\_West\\_-\\_Seascape\\_character\\_assessment\\_report.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/750227/North_West_-_Seascape_character_assessment_report.pdf)

landscape will be greatest during the pre-construction and construction phases.

- 4.1.5. If the works were to go ahead then disturbance and damage to the Biological Heritage Sites appears inevitable as will some loss of other landscape features, such as trees & hedgerow. Preston City Council would therefore encourage detailed analysis of the design with the aim of reducing this impact where possible. Biodiversity enhancement is proposed adjacent to the east side of Lea Marsh, which would fall within the district area of Preston and the final scheme should demonstrate that this adequately compensates for any harm. Additionally, the said scheme will need to ensure that it does not adversely change or harm the existing character of the area. Finally, in view of the distinctive level topography in the area of the proposed development the Council would expect changes to finished ground level to be avoided and where they cannot be that they are kept to a minimum, in order to retain and avoid harm to the existing character of the area.

#### 4.2. **Heritage**

##### Archaeology

- 4.2.1. Lancashire County Council's Historic Environment Team provides advise to Preston City Council on archaeology matters. They have indicated that they have been in discussions with the applicants on the proposed works undertaken so far and are content with the assessment and survey work that has been, and remains to be, undertaken in assessing the archaeological potential of the proposed development corridor.

### Listed Buildings

- 4.2.2. As detailed in Section 2.1 above, there are 4no. listed buildings within two farmsteads, Old Lea Hall Farm (3no. listed buildings including a Grade I listed building) and a Grade II listed barn located 75 metres north of new hall farmhouse, lie in close proximity to the proposed works, as detailed in Figure 6 below. There is a potential for the setting of these buildings to be impacted during the proposed works. This is because the proposed works would involve a large engineering operation to dig the trenches and bury the proposed cables underground, with a cable corridor 75m wide. The machinery and materials required, if stored close to these buildings would have the potential to negatively impact their rural setting and be at odds with the rural character of the area.
- 4.2.3. Furthermore, the scheme proposes to use the existing accesses to the above farmsteads to access the proposed works with one intended to be permanent. Whilst there may be a benefit to not creating additional access off the highway, which could have an urbanising effect on the character of the area, routing traffic past the listed buildings has the potential to cause damage. Firstly, through vibrations from heavy machinery traveling in close proximity to the buildings and secondly by increasing the amount of traffic, which would increase the chance of an accident that as a result, could cause damage to a listed building. It is however acknowledged that these risks would presumably only be for the duration of the works with only limited access likely to be required to the Biological Heritage Site following completion of the works.



- 4.2.4. Notwithstanding the above, officers remain concerned with regards to the impact the proposed works would have on the special historic significance and setting of the aforementioned listed buildings, particularly the Grade I listed Old Lea Hall Farmhouse. Officers would therefore strongly discourage the proposed use of the existing access to Old Lea Hall farm to facilitate the construction of this part of the cable line. This is due to the proximity of the works to existing designated heritage assets and the potential harm that could be caused to them, particularly to the existing Grade I listed building, which forms part of the only surviving domestic range of a late-medieval manor house of the de Hoghton family (late C17/early C18). We would therefore request that alternative access points are explored that are not located in such close proximity to protected historic buildings.
- 4.2.5. The proposed works will impact the landscape, and the level of harm would be dependent on the exact nature of the restoration. If the cable corridor is returned to its pre-development character, then there would presumably be no long-term impact. However, if the character of the land was altered by the proposed works, then this could affect the setting of the listed buildings. The level of change would determine the level of harm. However, the restoration of the site to its pre-existing character could be suitably controlled by condition in order to preserve the heritage assets.

*Figure 6 – Constraints*



Extract from Figure 8.2b Onshore environmental Constraints Drawing No. 12693-0358-04

#### 4.3. **Ground Contamination and Ground Water**

##### Ground Contamination

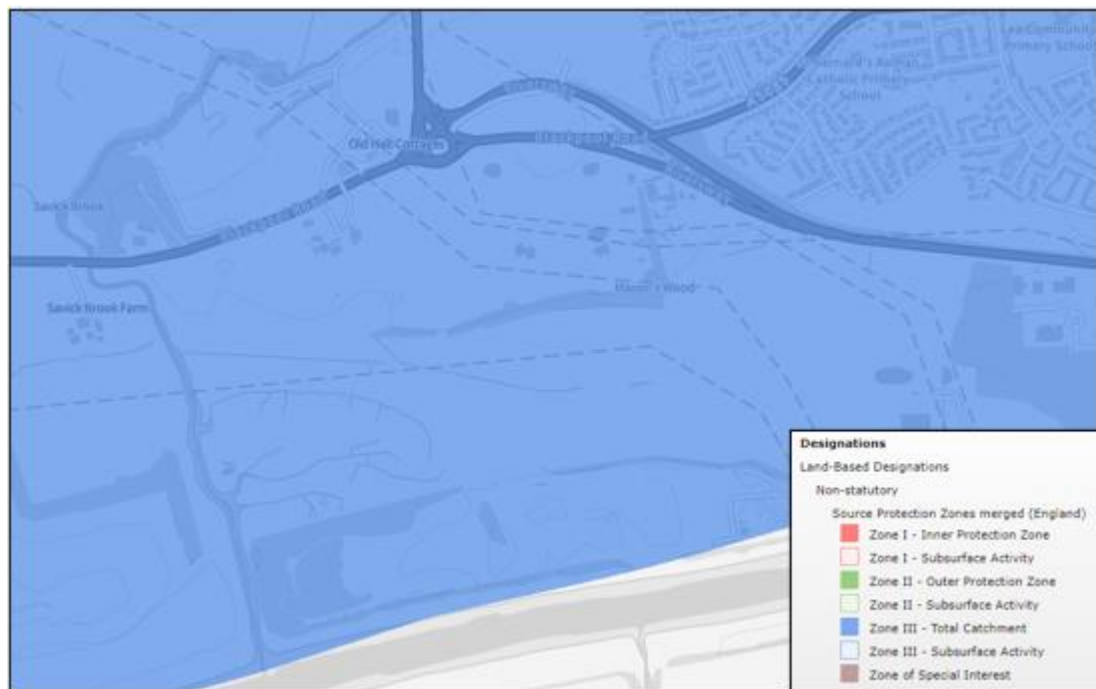
- 4.3.1. The proposed cable corridor would cut through a site known as Phoenix Park located off Wallend Road and running adjacent to the northern boundary of the River Ribble. This site is located over a historic landfill, Lea Marsh, (see Figure 6 above) which was historically used to deposit dredgings from the River Ribble.
- 4.3.2. The Council's Environmental Health Officer has reviewed the Phase 1 Geo-environmental preliminary risk assessment and is satisfied with its recommendation for a Phase 2 Intrusive Ground Investigation followed by the production a Remediation Strategy, Validation Sampling and finally a Verification Report where required. They agree with the proposed watching brief for any contaminated land that has so far been undiscovered during construction. These proposals should be secured by condition to ensure

contaminated land is appropriately dealt with so that it does not pose a risk to human health, ground water or the wider environment.

#### Ground Water

- 4.3.3. The cable corridor route through Preston is wholly within Ground Water Protection Zone III total catchment (see Figure 7 below). Given the corridor will cross through a historic landfill site, the development must ensure that both the construction works and the built development does not allow contaminants to migrate to impact upon the underlying Ground Water Source Protection Zone.

Figure 7 – Groundwater Source Protection Zones

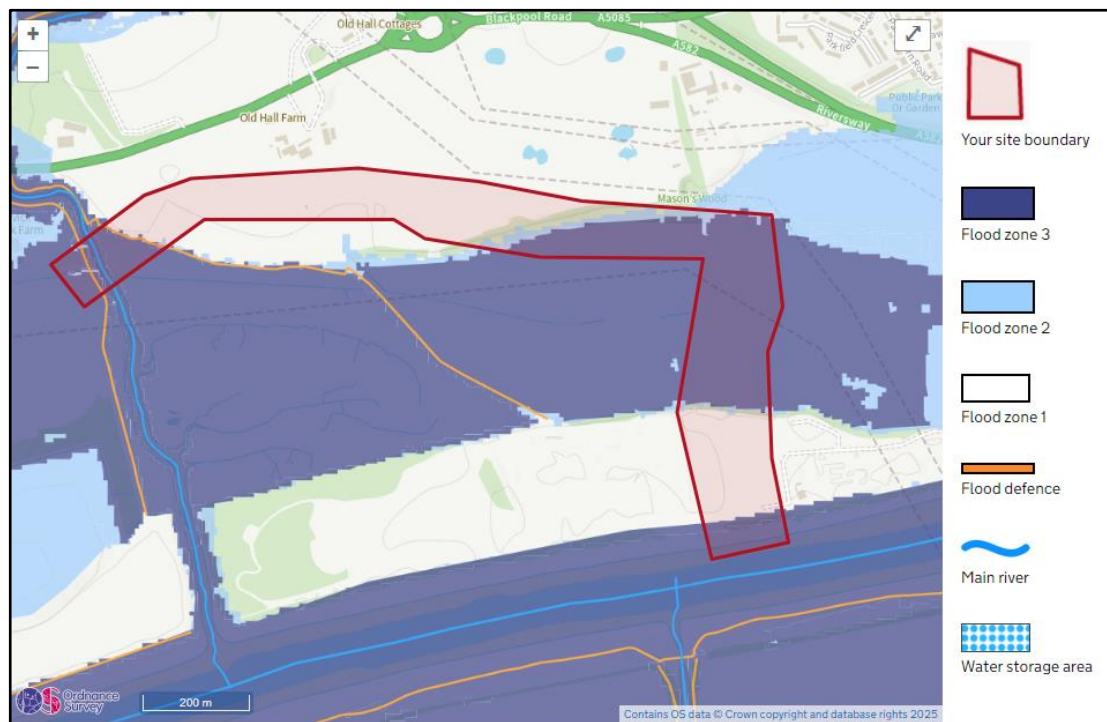


Groundwater data obtained from <https://magic.defra.gov.uk/MagicMap.aspx>

#### 4.4. **Flood Risk**

- 4.4.1. The proposed cable corridor will be partially located within Flood Zone 3 (see Figure 8 below). Flood Zone 3 is identified where it crosses Savick Brook, south of Mason's Wood and adjacent to the River Ribble. The built development would be buried underground and so would be unlikely to be impacted by or impact upon flood risk. However, construction work would be at risk from flooding and could increase flood risk offsite, if flood water were to be displaced by the works. The impacts of development could be controlled by a condition requiring a construction water management plan.

Figure 8 – Flood Zones



Mapping taken from GOV.UK Flood map for planning

#### 4.5. **Amenity**

- 4.5.1. The closest neighbouring property to the proposed construction works is at Old Hall Farm, adjacent to the northern edge of the cable corridor and with construction and permanent access arrangements proposed through the farmstead. New Hall Farm is located 60m north of the proposed corridor and the proposals include a permanent access proposed through the farmstead. Old Hall Cottages, a pair of semi-detached properties located approximately 255m north of the cable corridor and 15m east of a proposed works access onto A583 Blackpool Road. Phoenix Park is located on top of part of the route of the proposed cable corridor and the proposed compound locations for drilling under the River Ribble (as detailed on Works Plan – Sheet 18 of 21 Drawing No. BP-GBR-REG-0175) are proposed to be located adjacent to its north boundary.



- 4.5.2. Both farms include farmhouses, Old Hall Cottages are in residential use and the Phoenix Park development includes accommodation for those attending events at the site and children in care (see section 4.6 for further details on Phoenix Park).
- 4.5.3. The closest main urban area of Preston is Lea and Larches located north of the proposed works. The closest existing property is approximately 385m north of the proposed works located on the north side of the A5085. A new housing development is also under construction north of the A583 Riversway (outline 06/2018/0885, reserved matters 06/2022/1177) with permission for 280no. dwellings.
- 4.5.4. It is unclear how long the proposed works within the district area of Preston would take or at what stage of the proposal they would be undertaken, but given the close proximity to places of residents, there will clearly be a potential for construction works to impact upon amenity of said residents. The operation of the cable infrastructure would not impact upon amenity. Whilst some maintenance of the biodiversity gain site would presumably require visits to inspect and undertake maintenance. Assuming these were undertaken in normal working hours 8am-6pm, they would be unlikely to have an unacceptable detrimental impact. This could be controlled by a suitable management plan.
- 4.5.5. The Council's Environmental Health Officer has reviewed the submitted information relating to Noise and Vibration, Air Quality, Dust Management, Pollution Prevention, Artificial Light Management, Construction Noise and Vibration Management and Statutory Nuisance etc. They note that a best

practice approach has been taken in all reports and undertaken with reference to all relevant legislation and standards.

- 4.5.6. With regards to the proposed measures to control air quality and dust management, noise and vibration, artificial lighting, and pollution prevention are satisfactory. The Officer notes that the recommended hours of working within Preston for construction or demolition works to protect the amenity of local residents are: Monday to Friday 08:00 – 18:00hrs, Saturday 08:00 – 13:00hrs, and No time on a Sunday or Bank Holidays. In contrast the submission proposes: Core working hours for the construction of the intertidal and onshore works will be as follows: Monday to Saturday: 07:00 - 19:00 hours; and up to one hour before and after core working hours for mobilisation (“mobilisation period”) i.e. 06:00 to 20:00. As identified above, there are nearby properties and Phenix Park development which would likely be adversely impacted by the proposed working hours. We would request that the use of Preston’s standard working hours be considered to reduce the impact works would have on these receptors. Additionally, the recommendations put forward in the submitted technical reports for further work and mitigation measures should be conditioned.

#### Community engagement

- 4.5.7. The DCO submission includes an Outline Communication Plan (Document reference J1.1) which sets out that neighbours and key stakeholders will be communicated with. Specifics are to be agreed once contractors are appointed. Councillors are a main point of contact for many members of the public and would likely be contacted if residents have concerns or issues arise.





The wards in which work is being undertaken in or in close proximity to, the ward Councillors for these areas should be kept informed of the program of works and have a point of contact to raise any concerns with.

#### 4.6. **Consented Development**

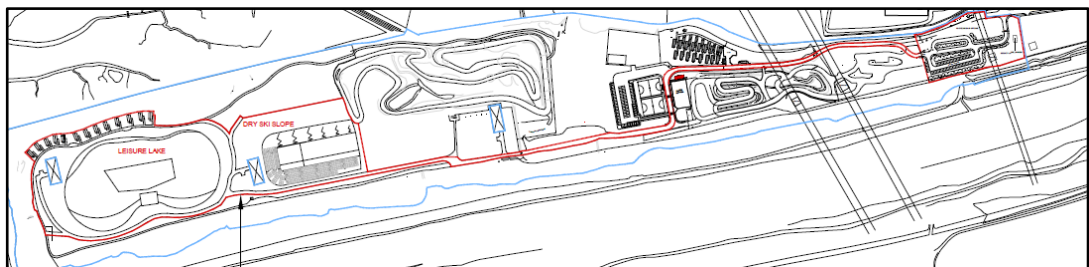
##### Phoenix Park

- 4.6.1. The proposed cable corridor will travel through a site known as Phoenix Park, which is located on the northern bank of the River Ribble and extends from Savick Brook in the west to Wallend Road in the east. The site currently provides for the training and education of children in care together with public access to the motocross and go karting uses. People attending competitions at the site are able to stay at the site overnight and the site includes 16 lodges for occupation by children in care (06/2024/0822).
- 4.6.2. The site has extant permission for a four storey education, training and leisure facility with associated sports pitches (06/2024/0651) which the Council understands has lawfully commenced. Additionally, the application site benefits from an extant permission 06/2023/0245 for a leisure development including dry ski slope, mountain bike track and creation of a leisure lake, which was approved in August 2023.
- 4.6.3. At this stage, it is not known when, or if the approved development at the site will be fully built out. However, the proposed development presents an opportunity to enhance the leisure and training facilities, which would provide social, economic and environmental benefits. Social benefits would be provided through the provision of sports facilities for the general public and



training and education opportunities for children in care. Economic benefits through the building, operation and jobs, which would be created by the development. Finally environmental benefits would be achieved through the redevelopment of the site, which would allow remediation of contamination at the site and through delivery of biodiversity net gain. As such the proposed transmission infrastructure should ensure that this development would not be prevented from being brought forward.

*Figure 9 – Proposed Development at Phoenix Park*

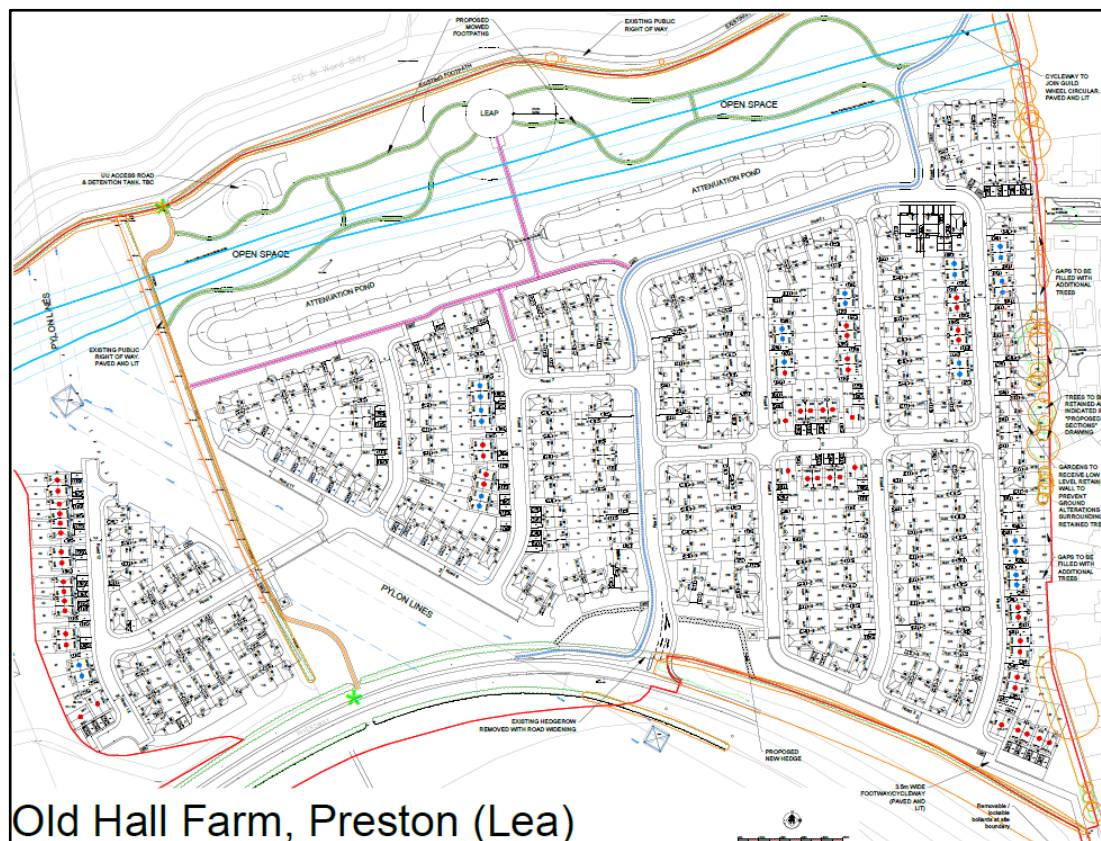


Extract of Location Plan Drawing No. LP-C-01 Rev B submitted under application 06/2023/0245

#### Land off Riversway

- 4.6.4. There is an ongoing development north of Riversway (outline 06/2018/0885, reserved matters 06/2022/1177) which covers approximately 14.5ha of land, which has approval for 280no. dwellings. It is bound to the north by the Guild Wheel Cycle Route, to the east by existing residential development, to the south by Riversway and to the west by the Edith Rigby Way. As the approved development has commenced there will be additional receptors close to the proposed cable corridor. The impacts of the development on these dwellings should be considered as some will likely be delivered prior to works commencing on site if a DCO is granted.

Figure 10 – Riversway Site Plan



Extract of Site Layout Plan approved under application 06/2022/1177

#### 4.7. **Highways**

- 4.7.1. Highways comments are being prepared separately by Lancashire County Council as the Highways Authority.
- 4.7.2. The City Council notes that access to the proposed works would in part be provided by the M6, M55 and Edith Rigby Way, which are major transport routes used by residents of and those who work within Preston. As such any significant increase in traffic or road closures would likely have wide reaching impact which any DCO approval will need to consider and appropriately control.
- 4.7.3. Consideration will also need to be given to the potential cumulative traffic impacts with Edith Rigby Way providing highways capacity for the planned

urban expansion of Preston as allocated under the current Local Plan. Additionally, the emerging Development Plan includes additional land for housing up to the east side of Edith Rigby Way and to the west side around Bartle Hall Hotel where there is an extant outline permission 06/2020/0888. As such the scheme must ensure that traffic impacts are minimised to prevent an unacceptable cumulative impact on highways infrastructure. Road closures of major routes should be prevented.

#### 4.8. **Ecology**

- 4.8.1. Ecology comments are being prepared separately by the Greater Manchester Ecology Unit who act as the Council's Ecology advisors.
- 4.8.2. The principle of providing biodiversity gain on the east side of Lea Marsh has the potential to positively enhance biodiversity within the area.



## **5. CONCLUSIONS**

- 5.1.1. The proposed development will impact on the southwestern edge of Preston west of Preston Docks and south of the A583. There are a number of constraints including: its open countryside location and character, nearby listed buildings, a contaminated historic landfill site, groundwater protection zone, flood risk, residential amenity, proposed development in the area, cumulative impact on highways capacity, and ecology.
- 5.1.2. The UK Government has an ambition to deliver 50 GW of offshore wind by 2030. This is part of a range of works aimed at reducing greenhouse gas emissions as a response to climate change. In principle the proposals would work towards this but must ensure that impacts to the local environment from the proposed works are appropriately controlled and minimised. Additionally, the works must not place an unacceptable impact on residents who live close to the proposed works or the road infrastructure relied on by those who live and work in Preston.
- 5.1.3. We trust that this document sets out the constraints and areas of concern which affect the authority of Preston and will be fully considered as part of the DCO application.

## **APPENDICIES**

## **APPENDIX A – RELEVANT POLICY EXTRACTS**

## Appendix A1 – Core Strategy Policy Extracts (double click policy to open)

### Policy 1: Locating Growth

Focus growth and investment on well located brownfield sites and the Strategic Location of Central Preston, the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble, whilst protecting the character of suburban and rural areas. Some Greenfield development will be required on the fringes of the main urban areas. To promote vibrant local communities and support services, an appropriate scale of growth and investment will be encouraged in identified Local Service Centres, providing it is in keeping with their local character and setting, and at certain other key locations outside the main urban areas.

Growth and investment will be concentrated in:

(a) The Preston/South Ribble Urban Area comprising:

- I. The Central Preston Strategic Location and adjacent inner city suburbs, focusing on regeneration opportunities in Inner East Preston, the Tithebarn Regeneration Area and the New Central Business District Area in particular.
- II. The northern suburbs of Preston, focusing on Local Centres, with greenfield development within the Cottam Strategic Site and the North West Preston Strategic Location.
- III. The settlements south of the River Ribble, comprising:
  - Penwortham, focusing on the regeneration of the District Centre\*, but with some greenfield development at the South of Penwortham and North of Parlington Strategic Location.
  - Leacock Hall, focusing on the regeneration of brownfield sites.
  - Banker Bridge, focusing on the regeneration of the District Centre\* and brownfield sites.
  - Walton-le-Dale, Higher Walton, focusing on brownfield sites.

(b) The Key Service Centres of:

- I. Leyland / Parlington, focusing on regeneration of Leyland Town Centre\* and brownfield sites.
- II. Chorley Town, focusing on the regeneration of the Town Centre\* but with some greenfield development.
- III. Longridge, where land within Central Lancashire may be required to support the development of this Key Service Centre in Ribbles Valley.

(c) Strategic Sites allocated as:

- I. BAE Systems, Samlesbury – employment
- II. Gunder (Lancashire Central) – employment
- III. Buckshaw Village – mixed use

## Policy 2: Infrastructure

**Work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions, having taken account of other likely funding sources.**

**If a funding shortfall in needed infrastructure provision is identified, secure, through developer contributions, that new development meets the on and off-site infrastructure requirements necessary to support development and mitigate any impact of that development on existing community interests as determined by the local planning authority.**

**In such circumstances developer contributions in the form of actual provision of infrastructure, works or facilities and/or financial contributions will be sought through one off negotiations and/or by applying a levy as appropriate. This will ensure that all such development makes an appropriate and reasonable contribution to the costs of provision after taking account of economic viability considerations.**

**The levy to be charged on a specific development will take account of cases where actual provision of infrastructure, works or facilities normally covered by the levy is provided as part of the development proposals.**

**The local planning authorities will set broad priorities on the provision of infrastructure, which will be linked directly to the commencement and phasing of Development. This will ensure that appropriate enabling infrastructure is delivered in line with future growth, although some monies will be specifically collected and spent on the provision of more localised infrastructure. The infrastructure provision will be coordinated and delivered in partnership with other authorities and agencies.**

### Sustainability Appraisal

- \* This policy is a relatively new addition to the Core Strategy process and evolved as a result of representations received at the Issues and Options stage.
- \* It is a positive inclusion within the sustainability appraisal process as it supports the inclusion of a broad range of infrastructure including transport, utilities and green infrastructure which cover all three aspects of social, economic and environmental sustainability.
- \* No options were proposed for this policy as there are strict government guidelines relating to developer contributions.
- \* Overall no significant adverse impacts.



## Policy 15: Skills and Economic Inclusion

**Improve Skills and Economic Inclusion by:**

**(a) Working with existing and incoming employers to identify skills shortages.**

**(b) Working with colleges, training agencies and major local employers to develop courses and life-long learning and increase access to training, particularly in local communities that are the most deprived in this respect.**

**(c) Encouraging knowledge based businesses and creative industries associated with the University of Central Lancashire to enable graduate retention.**



## Sustainability Appraisal

\* Options were concerned with the location of employment sites and the protection of employment sites. Overall, for the first issue it was deemed that the most sustainable option would be to locate employment sites in existing urban areas such as the city and town centres and to pursue development on brownfield land. Secondly, employment sites should be protected from other uses for economic sustainability and released only where existing sites were no longer suitable for their intended use.

\* A combination of options was necessary to support the retail and leisure sector through encouraging improved and successful visitor, community and shopping facilities to meet economic and social sustainability outcomes as well as by reducing the need to travel and having a positive impact on environmental sustainability. These themes have been taken forward in the publication policy.

\* Locating development within the rural areas and countryside is often a concern for environmental sustainability, however the appraisal recognised the need to support appropriate rural development to sustain the rural economy and enable the survival of rural communities and facilities.

\* The sustainability appraisal identified a conflict between the need to open access to jobs and expansion of small businesses. A balanced approach is necessary and the policy taken forward is to support economic inclusion and provide greater access to jobs, in such a way that no significant environmental harm ensued.

\* Overall the policies taken forward were deemed to have the fewest negative impacts.

### Protecting and Conserving Heritage Assets

10.4 Central Lancashire boasts a rich and varied built environment, which includes landscapes, sites, structures and buried remains of significant historic and architectural interest. The individual heritage assets date from prehistoric and Roman times to the present day, although much of the more visible buildings and townscapes stem from the recent industrial past. Heritage assets make a valuable contribution to the areas economic and social wellbeing as well as providing a focus for heritage led regeneration.

10.5 Listed Buildings and Scheduled Ancient Monuments are protected by legislation and English Heritage keep an up to date register of all listed buildings and scheduled ancient monuments and those at risk. Alongside these exist a number of designated heritage assets including Registered Parks and Gardens, Conservation Areas and other areas of historic interest that are protected through the planning process.

10.6 Central Lancashire has over 1,000 Listed Buildings, 26 Conservation Areas, 17 Scheduled Ancient Monuments and 13 Parks and Gardens of Historical Interest. As well as these designated heritage assets the Lancashire Historic Environment Record lists over 3,500 other known assets, some of which are of particular local interest, and merit increased protection by means of a Local List.

## Policy 16: Heritage Assets

**Protect and seek opportunities to enhance the historic environment, heritage assets and their settings by:**

- a) Safeguarding heritage assets from inappropriate development that would cause harm to their significance.**
- b) Supporting development or other initiatives where they protect and enhance the local character, setting, management and historic significance of heritage assets, with particular support for initiatives that will improve any assets that are recognised as being in poor condition, or at risk.**
- c) Identifying and adopting a local list of heritage assets for each Authority.**



### Countryside Management and Access

10.17 The Ribbles Coast and Wetlands Regional Park (Ribbles and Ait Estuaries) is a National Nature Reserve and is one of the most important wildlife habitats in Europe. The Beacon Fell Country Park manages public access and conserves an upland area in the north east of Central Lancashire, which extend beyond the boundary into the Forest of Bowland Area of outstanding Natural Beauty (AONB). The West Pennine Moors Partnership plays a similar (but less formal) role in helping to co-ordinate the management of the 'Moorland Gateway' upland areas east of Chorley. Whilst the habitats are supported by international and national legislation, these areas are also important for the development of tourism and recreation and the Core Strategy continues to support their development.

## Policy 20: Countryside Management and Access

**Support the continued development of plans and proposals for the Ribbles Coast and Wetlands Regional Park, Beacon Fell Country Park and the Moorland Gateway to the West Pennine Moors especially for the benefits to land management, nature conservation and sustainable access.**





### Landscape Character Areas

10.18 Landscape is important in the way that it contributes to an area's distinctiveness and key activities. All the 'natural' landscapes in Central Lancashire have been shaped by human activity over thousands of years. The Landscape Strategy for Lancashire (2000) produced by Lancashire County Council in partnership with the former Countryside Agency and the Lancashire Historic Landscape Characterisation identified a broad range of landscape character areas within Central Lancashire worthy of conserving, protecting and enhancing.

10.19 The character areas relevant for Central Lancashire may be summarised as:

- The moorland hills and fringes of Beacon Fell in the north (including part of the Forest of Bowland AONB) and West Pennine Moors in the south east, together with their industrial foothills;
- Wide areas of undulating lowland farmland to the north and west, and along the Ribble Valley in the east;
- The Ribble Valley itself, a dominating landscape running from the east of Central Lancashire, out to the valley estuary and the important coastal marshes to the west;
- The coastal plains of the Fylde, and the Longton-Walmer Bridge area, close to the urban centre of Preston;
- The mosslands at Hooke and Farrington to the west of Leyland and from Bretherton to Mawdesley.

10.20 This is not a comprehensive list but it highlights the variety of landscape character within Central Lancashire and, whilst not all are nationally significant, they are recognised as locally distinct and highly valued. New development in the countryside can, through its design, use of external materials and siting, integrate well into the local settlement pattern and through associated works can improve as well as conserve the character of the landscape.

## Policy 21: Landscape Character Areas

**New Development will be required to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.**



## Policy 22: Biodiversity and Geodiversity

**Conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area, through the following measures:**

- (a) Promoting the conservation and enhancement of biological diversity, having particular regard to the favourable condition, restoration and re-establishment of priority habitats and species populations;**
- (b) Seeking opportunities to conserve, enhance and expand ecological networks;**
- (c) Safeguarding geological assets that are of strategic and local importance.**

### Sustainability Appraisal

\* Options have been developed as the most sustainable and in compliance with national policy

\* The sustainability appraisal process noted that a combination of the preferred options was the most beneficial, as it allowed flexibility yet also protection for natural environmental assets.

\* The options taken forward are as a response to the sustainability appraisal process and are deemed to have no significant adverse impacts.



## Policy 28: Renewable and Low Carbon Energy Schemes

**Proposals for renewable and low carbon energy schemes will be supported and planning permission granted where the following criteria are met:**

**(a) The proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;**

**(b) The reason for the designation of a site with statutory protection would not be compromised by the development;**

**(c) Any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;**

**(d) Any significant adverse effects of the proposal are considered against the wider environmental, social and economic benefits, including scope for appropriate mitigation, adaptation and/or compensatory provisions.**



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## Policy 29: Water Management

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**Improve water quality, water management and reduce the risk of flooding by:**

- (a) Minimising the use of potable mains water in new developments;**
  - (b) Working with the regional water company and other partners to promote investment in sewage water treatment works to reduce the risk of river pollution from sewage discharges;**
  - (c) Working with farmers to reduce run-off polluted with agricultural residues into watercourses;**
  - (d) Appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas particularly in Croston, Penwortham, Walton-le-Dale and southwest Preston;**
  - (e) Pursuing opportunities to improve the sewer infrastructure, particularly in Grimsburgh, Walton-le-Dale and Euxton, due to the risk of sewer flooding;**
  - (f) Managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity;**
  - (g) Encouraging the adoption of Sustainable Drainage Systems;**
  - (h) Seeking to maximise the potential of Green Infrastructure to contribute to flood relief.**
- 



### Air Quality

12.23 Spatial planning can affect air quality. The Air Quality Management Areas (AQMAs) for the three districts have been considered to ensure that proposed locations for development and investment will not adversely affect areas already suffering the most air pollution and in what ways the Core Strategy can improve air quality.

12.24 The AQMAs show that there are no major industrial sources of air pollution in Central Lancashire. They also show that transport and congestion are major contributors to air pollution locally and there is often a direct link between poor air quality and the main transport corridors. In view of this, improvements to air quality will be best achieved through the implementation of the Travel Strategic Objectives and policies. Chapter 5 considers how growth and development can be accommodated in locations that will reduce reliance on the car and seeks to encourage more sustainable transport arrangements.

12.25 There are many other ways in which this Core Strategy will contribute to overall improvements in air quality. For example improvements will be achieved by protecting, enhancing and investing to improve the Green Infrastructure network as set out in Chapter 10. This will include a number of factors that contribute directly to air quality improvements such as protecting existing trees and woodlands and encouraging the planting of more trees where opportunities exist.

## Policy 30: Air Quality

**Improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.**



## Agriculture

### Soil

12.26 National policies set out the need to maintain and enhance the resilience and quality of soils, and to encourage the sustainable use of soil resources, including protecting the best and most versatile agricultural land. Central Lancashire has large areas of good quality agricultural soils, especially in the west. Fertilisers and pesticides play an important part in the agricultural quality of land, but there is some evidence that farm run-off does pollute local rivers. Upland blanket bog on the moorland east of Chorley is an effective carbon store and is also a useful water management measure for controlling downstream flooding.

12.27 Chapter 9 refers to the likely changes in local agriculture and this will re-emphasise the importance of making good use of the best farmland as well as the need for responsible chemical applications to fields and crops. Achieving a balance between productivity needs and pollution and biodiversity implications is required.

## Policy 31: Agricultural Land

**Protect the best and most versatile agricultural land, (Grades 1, 2 and 3a) that occurs in the west of Central Lancashire when considering both agricultural and other forms of development to avoid irreversible damage to, and instead achieve the full potential, of the soil.**

## Sustainability Appraisal

- \* The sustainability appraisal assessed a number of options and found the most sustainable option was a combination of all of the preferred options suggested.
- \* Option B on micro generation was identified as the most sustainable option overall however, micro generation alone could not reach national and regional targets to reduce carbon dioxide emissions.
- \* Option A avoiding development on all areas of flood risk was considered too restrictive as some sites were more prone to risk of flooding and to varying degrees but a combination approach with other proposed options would offer a more balanced approach.
- \* The climate change policies are a combination of the preferred options taken forward into the publication version and thus the most sustainable option with no significant adverse impacts.

## Appendix A2 – Local Plan Policy Extracts (double click policy to open)

Preston Local Plan 2018-26

### 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.

## Development in the Open Countryside

8.4 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.

8.5 Information on the re-use, replacement of and extension to buildings within the Open Countryside is contained within the Rural Development Supplementary Planning Document.

8.6 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.

## Land Quality

8.19 The Framework suggests the planning system should contribute to and enhance the natural and local environment through the remediation and mitigation of contaminated land.

8.20 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.

8.21 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.

## Horses

8.22 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.

### 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.

### **Policy ENS – 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 Historic England 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;**

8.59 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 at least equal area, quality and diversity will be required in order to reduce or overcome the impacts and where possible provide net gains or enhancements to improve Preston's nature conservation assets.

8.60 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, S41 Habitats of Principal Importance, 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.

5.63 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.

### **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.

## Appendix A3 – Emerging Plan Policy Extracts (double click policy to open)

### Spatial Strategy

#### Policy SS1: Development Patterns

1. New housing, employment and commercial growth and associated infrastructure will be focused on the most sustainable locations in Central Lancashire where development can:
    - a) Benefit from, and/or provide, a range of facilities, services, open spaces, and jobs.
    - b) Help regenerate our City and Town centres.
    - c) Support and reinvigorate the role of centres as focal points for services, facilities, employment, and sustainable transport.
    - d) Make the best use of well-located previously developed land and buildings.
    - e) Provide the greatest opportunities to reduce greenhouse gas emissions and create climate resilient places.
    - f) Facilitate active travel and the use of public transport.
    - g) Harness and enhance local culture and heritage.
    - h) Support and enhance a network of accessible green and blue infrastructure and nature recovery.
  2. The Green Belt in Central Lancashire will continue to prevent urban sprawl by keeping land permanently open. The extent of the Green Belt is shown on the Policies Map and development proposals within the Green Belt will be determined in accordance with national policy and guidance to meet the national purposes of Green Belt.
  3. New development will be focussed within settlement boundaries and on allocated sites as shown on the Policies Map.
  4. Outside of settlement boundaries, allocated sites and the Green Belt, land will be regarded as open countryside, as shown on the Policies Map. Development in the open countryside to enable limited rural housing, support agriculture, the local rural economy and recreation will be supported where it is appropriate to a rural area.
  5. The character and distinct identity of settlements should be enhanced and protected. Areas of Separation will be maintained where there is a risk of settlement coalescence, as shown on the Policies Map.
  6. Development proposals should be sensitively integrated into their environments, including settlement pattern, historic context and landscape, demonstrating an understanding of the intrinsic qualities of the landscape setting and character type, and seeking to make a positive contribution to the enhancement of the local landscapes and the historic environment.
- 3.8** The purpose of Policy SS1 is to shape and support the achievement of a sustainable pattern of development in Central Lancashire over and beyond the plan period. Key locational principles are identified which will play an important



- 5.19** The NPPF states that local plans should promote the development and diversification of agricultural and other land based rural development. The rural nature of large parts of Central Lancashire and the significant role that agriculture plays in the area's economy, means that agricultural, forestry and other land-based rural businesses have a notable presence in the landscape. Consequently, development needed to directly support such uses must be sensitively designed, located and operated to minimise adverse impacts.
- 6.20** Agricultural diversification can provide opportunities to improve the viability of many farm businesses and provide additional local job opportunities. However, farm diversification schemes must be sensitively designed to prevent harm to their surroundings. Commercial enterprises where a rural location can be justified to maintain and enhance the rural economy will be supported providing all other relevant criteria are met.

#### **Policy EC9: Skills and Economic Inclusion**

Development types specified by the Council's Validation requirements should contribute to improving the equality of access to construction sector opportunities through the provision of employment, apprenticeships, work placements, training and skills opportunities generated during its construction phase and are required to be supported by an Employment Plan (including associated Action Plan).

- 5.21** Construction phases provide unique opportunities for local people to begin their career and/or learn new trades. The Council will seek to harness these opportunities by securing Employment Plans (including Action Plans).
- 6.22** Employment Plans shall set out commitments to provide employment, apprenticeships, work placements, training and skills opportunities during the development's construction phase. These should be targeted towards the Central Lancashire population and focus on addressing identified employment and skills inequalities. The plan should be prepared and monitored, consistent with the latest guidance. Monitoring indicators and targets within Employment Plans shall as a minimum meet the benchmarks for the development use and gross development value, set out in the latest version of the Construction Industry Training Board National Skills Academy for Construction (CITB NSAC) Client Based Approach guidance and benchmarks. The requirements of the plan will apply to the duration of the construction phase.
- 6.23** Flexibility to targets within Employment Plans may be acceptable where the format of development proposed would result in a substantially shorter construction period than would other typical formats within the proposed use.
- 5.24** A supporting Action Plan will confirm how the Employment Plan will be implemented. This will set out milestones and timescales, to demonstrate how the objectives within the Employment Plan will be met, including details of community engagement activities.
- 6.25** The Council may seek to independently verify any evidence submitted to demonstrate compliance with Policy EC9 at the applicant's expense. Monitoring costs will be secured by Section 106 planning obligation.

- Building for Life ([Building for Life 12](#) - High Density supplement)
- [Historic England Tall Building guidance advice](#) notes (latest March 2022)

**Policy EM4: Amenity**

1. The Council will seek to protect and where possible enhance both visual and residential amenity.
2. Developments will be required to:
  - a) protect or enhance the character of the existing building(s) and the surrounding area with respect to design, scale, massing and materials used; and
  - b) provide or maintain a good standard of daylight, sunlight, outlook, privacy and amenity for all existing and future occupants of buildings; and
  - c) ensure new dwellings have adequate private amenity space in keeping with the character of the area.
3. Developments should be sited and designed to ensure that they would not have a significant negative impact on the operation of adjacent businesses and/or facilities ('Agent of change' principle).

**7.19** The Council expect that development is well designed and is not harmful to the visual amenity of its surroundings. Visual amenity impacts can be mitigated through appropriate design, scale and massing in terms of the character of the surrounding area and use of materials. The Council will also expect development to avoid harmful effects on the amenity of those occupying new development and the occupiers/users of existing properties nearby. Residential amenity is influenced by a range of factors such as private outdoor space, privacy, outlook and natural light. The relationship of buildings to each other and their individual design can have a significant impact on these factors and on residents' comfort.

**7.20** The Council's Supplementary Planning Guidance provides further information of how developments should be designed to ensure a high standard of visual and residential amenity. Under the Agent of change principle, development must integrate with its surroundings, including existing adjacent uses. Following development, adjacent businesses and facilities should be expected to operate as normal. Consequently, where the introduction of users/occupiers who may be sensitive to noise from adjacent land uses is proposed, mitigation should be included to shield them from those adjacent operations. Mitigation measures will vary depending upon the development's typology and its location but should be clearly demonstrated within the development's design and may be controlled through condition.

#### **Policy EN5: Green Infrastructure**

1. Developments shall prioritise the protection, quality, connectivity and multi-functionality of green infrastructure, and the ecosystem services that it provides.
2. The design of development shall contribute to improvements, accessibility, connectivity, and expansion of green infrastructure by establishing new green infrastructure features, enhancing and maintaining existing green infrastructure, and maintaining the connectivity between features.
3. Developments shall, as appropriate to their context and scale:
  - a) Protect and enhance the functionality and quality of the existing green infrastructure;
  - b) Incorporate diverse green infrastructure that is appropriate to the landscape, reflects the local and historic character, and complements existing green infrastructure;
  - c) Maintain and enhance the connectivity between green infrastructure features, whilst providing connectivity between existing and new features;
  - d) Provide a Habitat Management and Monitoring Plan (HMMP) to secure green infrastructure.
  - e) Incorporate features for the benefit of local wildlife such as integrated swift bricks, bird and bat boxes, hedgerows at plot boundaries and hedgehog highways.
4. Where proposals will result in the loss or degradation of green infrastructure, and/or sever or degrade the connectivity between existing green infrastructure features, the proposals shall meet the following criteria to be considered acceptable:
  - a) The necessity and benefits of the development demonstrably outweigh the adverse impacts upon public amenity and nature conservation value; and
  - b) Where it is demonstrated that harm cannot be avoided, the NPPF mitigation hierarchy is to be followed, whereby the harm is minimised and appropriate mitigation, compensation and/or enhancement is provided.
5. Land is allocated for new green infrastructure provision incorporating an extension to Aullington Cemetery, the provision of new allotments and a habitat bank for biodiversity net gain at the following site:

**EN5.1 – Land at Harrison's Farm, Aullington**

8. Land is allocated for a Central Park to the northeast of Lostock Hall. To help deliver the Central Park a limited amount of enabling residential development (up to 125 dwellings at Lime Kiln Farm) may be permitted. However, any scheme for residential development must clearly identify how this will enable the Park to be delivered ensuring good linkages to the wider greenspace network. This may include the physical transfer of land to South Ribble Borough Council and/ or developer contributions.

**EN5.2 – Central Park**

#### **Policy EN6: Biodiversity Net Gain**

1. Development proposals shall retain, protect, and enhance biodiversity and ecologically valuable habitat proportionate to their scale and context. Habitat creation and enhancements shall be delivered in a manner of like-for-like, or better, than habitats lost or adversely impacted by development.
2. Developments must deliver the mandatory Biodiversity Net Gain (BNG) requirement of at least 10% unless exempt, as quantified using the latest version of the statutory biodiversity metric. Developments shall demonstrate how the Biodiversity Gain Hierarchy has been followed, and shall target BNG delivery in the following sequential order (alone or in combination, as required):
  - On-site
  - Off-site, within the LPA boundary
  - Off-site, within Central Lancashire
  - Off-site, within the National Character Area (NCA)
  - Off-site, nationally
  - Purchase of statutory biodiversity credits (as a last resort)
3. Applicants are to provide justification for where any deviation from the above Hierarchical approach occurs. Where on-site compensation is not possible and opportunities to deliver on-site have been exhausted, or on-site delivery does not generate the most benefits for nature, off-site biodiversity compensation and enhancement shall be considered acceptable. At each stage in the above hierarchy, the delivery of BNG shall also be targeted on land identified within the Local Nature Recovery Strategy (LNRS), consistently and where possible.
4. All applications subject to mandatory BNG shall provide a draft Biodiversity Gain Plan including draft completed statutory metric(s), demonstrating how the BNG objective will be achieved. All BNG applications shall provide sufficient information to enable the LPA to determine whether the BNG objective can be achieved if granted consent. Applications with existing and proposed on-site habitats of significant biodiversity value are to provide a draft Habitat Management and Monitoring Plan (HMMP) demonstrating how the habitat(s) will be managed and maintained for at least 30 years from the completion of the development, including how long-term management and monitoring will be funded. Developments delivering above 10% net gain on site shall declare whether excess biodiversity units are intended for registration onto the Biodiversity Gain Sites Register for sale and/or allocation to other schemes, and the types and number of biodiversity units to be registered.
5. Developments exempt from mandatory BNG (small-scale self-build applications) and developments for which BNG does not apply (retrospective applications), shall deliver no net loss and shall avoid, minimise, mitigate and compensate for adverse impacts on biodiversity, proportionate to their scale. Where possible, exempt developments shall provide enhancements for biodiversity.

**7.32 Biodiversity Net Gain (BNG) is an approach to development, that ensures habitats for wildlife are left in a measurably better state than before the**

**Policy EN7: Designated Sites for Nature Conservation**

1. Developments shall avoid adverse impacts on designated sites and their qualifying features. Designated sites of international, national, and local importance within Central Lancashire, as shown on the policies map, include:
  - Ribble and Alt Estuaries Ramsar Site
  - Ribble and Alt Estuaries Special Protection Area (SPA)
  - Ribble Estuary Marine Conservation Zone (MCZ)
  - Ribble Estuary National Nature Reserves (NNR)
  - Sites of Special Scientific Interest (SSSI)
  - Forest of Bowland Area National Landscape
  - Biological Heritage Sites (BHS)
  - Local Nature Reserves (LNR)
  - Local Geodiversity Sites (LGS)
  - Wildlife Corridors
2. Developments shall aim to achieve no net loss of the ecological or conservation value of designated sites and deliver net gain where appropriate. Developments shall protect, conserve and enhance the existing Wildlife Corridors and ecological network (including the emerging LNRS), Priority Habitats and Inreplaceable Habitats.
3. Developments causing significant direct or indirect harm to designated sites or their designation features, or propose development on opportunity areas identified in the emerging LNRS shall only be permitted where:
  - a) There are no suitable alternatives, and the benefits of development clearly outweigh the impact on the qualifying features or conservation value of the site(s); and
  - b) The benefits of development clearly outweigh the impacts on the site's contribution to the ecological network; and
  - c) Adverse impacts on sites and qualifying features have been minimised, mitigated, and suitably compensated for, in accordance with the NPPF Mitigation Hierarchy, and enhancements have been provided.
4. Development proposals directly or indirectly affecting designated sites, Priority Habitats and / or Inreplaceable Habitats must be supported by an Ecological Assessment which demonstrates how the ecologically important features may be impacted by the proposals, and includes details of avoidance, mitigation, compensation, and enhancement, where appropriate. Developments impacting Inreplaceable habitats will not be permitted.
5. A wintering bird survey may be required to support development proposals in order to provide certainty that the loss of functionally linked land will not adversely affect the integrity of the Ramsar sites and Special Protection Areas (SPAs) identified above. The wintering bird survey should determine a site's individual and cumulative importance for relevant bird species and inform mitigation proposals.

### **Policy EN8: Trees, Woodlands and Hedgerows**

1. Development proposals shall be prepared based on the overriding principles that
  - a) The existing tree, woodland, and hedgerow cover is retained, protected, improved; and
  - b) Opportunities for expanding tree, woodland and hedgerow cover are actively considered and implemented; and
  - c) The loss or degradation of existing trees, woodlands and hedgerows where justified, is adequately mitigated; and
  - d) Ancient woodlands, ancient trees and veteran trees will be retained and protected.
- Existing Trees, Woodlands and Hedgerows**
2. Development proposals which affect existing trees, woodlands, and/or hedgerows shall be accompanied by adequate supporting information, such as an Arboricultural Impact Assessment, in order to demonstrate that the impact of the development has been adequately assessed.
3. Existing trees, woodlands, and hedgerows shall be incorporated into development proposals in a positive manner. Opportunities for expanding tree and hedgerow cover shall also be demonstrated.
4. Where a proposal will result in the loss of a tree(s) protected by a Tree Preservation Order, a tree(s) within a Conservation Area, or hedgerows qualifying as a Priority Habitat, or where the proposals will result in significant degradation of existing trees, woodland and hedgerows, it shall be demonstrated by the applicant that
  - a) There is no loss of amenity value which arises because of the development; and
  - b) The removal of one or more trees would be in the interest of good arboricultural practice; and
  - c) The need for, and benefits of, the development in that location clearly outweigh the loss; and
  - d) There are no suitable alternatives.
- Mitigating for loss and degradation of Trees, Woodlands, and Hedgerow**
5. Buildings and other structures shall be sited to allow adequate space for natural development of existing and planted trees, considering predicted height and canopy spread to minimise degradation or conflict.
6. Where it has been demonstrated by the applicant that there will be an unavoidable loss of trees and/or hedgerow in order to facilitate the proposal, then appropriate mitigation via compensatory planting will be required. Tree planting shall be provided on-site at a ratio of 2 trees per 1 loss, and loss of

locations may not be appropriate in town and City Centres. When proposing new trees in urban areas, applicants should provide a mix of species and justify their appropriateness for urban conditions.

- 7.56** Developers will be required to provide appropriate management measures and implementation plans to protect newly planted trees and hedgerows. Where construction works are permitted on sites with existing tree, woodland and/or hedgerow cover, then appropriate management measures will be required to safeguard existing cover and demarcate root protection zones.
- 7.57** All planning applications will be required to provide an Arboricultural Survey with appropriate information, where trees and/or hedgerows are present and will be impacted. Surveys should assess their ecological, historical, health and amenity value and clearly identify ancient/mature and veteran trees.
- 7.58** Ancient Woodlands (woodlands which have been continuously wooded since 1800AD) including plantations on Ancient Woodlands are particularly important for their flora, fauna and their undisturbed soil and drainage patterns. It is essential that Ancient Woodlands are protected from the adverse effects of development since they are an irreplaceable habitat. Ancient and veteran trees are also irreplaceable habitats and are to be protected from the adverse effects of development.

#### **Policy EN8: Species Protection**

1. Developments that cause significant harm to and/or compromise the conservation status of legally protected species and/or priority species, shall only be permitted where:
  - a) The necessity and benefits of the development significantly outweigh the impacts on the protected and/or priority species and their conservation status; and
  - b) It is demonstrated that significant harm cannot be avoided, and the amount of harm is minimised, and appropriate mitigation, compensation and/or enhancement provision is provided, in accordance with the NPPF mitigation hierarchy.
2. Development design must actively protect and enhance habitat connectivity and ecological corridors, including Wildlife Corridors, and incorporate habitat and species enhancement strategies, and protected species strategies, aligning with the surrounding environment and the context of the development, where possible.
3. Developments shall use low level lighting and shall be designed to avoid and minimise light spill onto ecological corridors to maintain their function and habitat connectivity value for protected and priority species.
4. Development proposals that are likely to impact on legally protected and/or priority species must be supported by an Ecological Appraisal and relevant protected species surveys, that include details of avoidance, minimising harm, mitigation, compensation, and enhancement for species, where appropriate.



- 7.84** Permission will not be granted for developments that have an adverse impact on protected and priority species unless it can be demonstrated the needs and benefits of the development significantly outweigh the ecological value and the impacts on the protected and priority species and their conservation status. In such cases, all development proposals should demonstrate that the NPPF mitigation hierarchy has been fulfilled, i.e. to avoid and minimise adverse impacts, provide suitable mitigation, compensation, and enhancements to promote the conservation of protected and priority species.
- 7.85** Priority will be given to the on-site mitigation for protected and priority species, achievable through suitable design, landscaping, timing, and content of mitigation measures, where appropriate. Translocation and off-site enhancements will only be considered when the benefits of the development outweigh the value of in situ conservation, or where there are no suitable, viable alternatives on-site. Planning conditions and, where appropriate, planning agreements will be used to secure suitable safeguards and management to sustain the local population of protected and priority species. If the Councils find that sufficient and satisfactory mitigation measures have not been provided or cannot be achieved, then development will be refused.

#### **Policy EM10: Development and Flood Risk**

1. Proposals for development shall avoid areas at higher risk of flooding (as defined in the FPG) from all sources, considering the current and future impacts of climate change – so as to avoid any increased flood risk to people and property during the design flood.
2. Development will be required to demonstrate that it is safe from all types of flooding and that it will not exacerbate flood risk onsite or elsewhere within the plan area, including neighbouring agricultural land. Where appropriate, applications should be supported by a site-specific flood risk assessment and flood risk issues are clearly considered, and flood resilience is addressed, accounting for climate change.
3. Where a residual risk remains after applying the sequential approach to the location of development and taking mitigating actions, appropriate flood resistance and/or resilience measures and a flood warning and evacuation plan must be provided.
4. In Flood Zone 3b (the functional floodplain) only proposals for 'Water Compatible' development will be considered appropriate – designed and constructed to remain operational and safe for users in times of flood, and not impede water flows or result in significant loss of floodplain storage.
5. Development proposals must have no adverse impact on the capacity and water quality of any receiving surface water bodies or groundwaters, including watercourses and/or the operational functions of existing flood defence infrastructure.



development and provide details of measures required to mitigate any risks to groundwater and public water supply during all phases of the development. Subject to the outcome of the risk assessment, the mitigation measures may include the highest specification design for the new foul and surface water sewerage systems (pipework, trenches, manholes, pumping stations and attenuation features).

#### **Policy EN13: Heritage Assets and Archaeology**

1. Proposals affecting a designated heritage asset and/or its setting shall:
  - a) conserve, enhance or better reveal the significance of the asset (including its setting). Consideration shall be given to:
    - i. siting/location, scale/height, layout and materials;
    - ii. the conservation, re-installment, repair and/or revealing of features, elements and historic fabric, which contributes to the asset's significance and/or character and appearance;
    - iii. the contribution made by the immediate setting (including any landscaping and boundary treatments) to the significance of the asset;
    - iv. any impacts on the surrounding historic environment;
    - v. whether the proposed use best preserves its significance;
    - vi. avoiding/mitigating any conflict with the conservation of the heritage asset or adjacent heritage assets.
  - b) be accompanied by a suitably detailed Heritage Statement providing an understanding of the asset's significance and explaining the impact of the proposal on the asset's significance.
2. Where proposals affect a conservation area as shown on the policies map, or its setting, these shall be informed by the assessments of significance contained within any Conservation Area Appraisals and Management Plans.
3. Proposals that seek to repair and/or re-use designated heritage assets registered on Historic England's 'Buildings at Risk Register' in a manner appropriate to their special interest will be supported.
4. Proposals involving the total loss or 'substantial harm' to a designated heritage asset will not be supported, unless it can be demonstrated that the harm/loss will provide substantial 'public benefits', justified by evidence consistent with national policy. This evidence should include documented efforts to find suitable new uses for the asset.
5. Where the loss of the whole or part of a designated heritage asset is accepted, this will be subject to conditions and/or planning obligation, to ensure that the lost asset is fully recorded, archived and a copy of the report(s) deposited with the Lancashire Historic Environment Record (HER).

#### **Energy efficiency adaptations**

6. Proposals to install equipment, retrofit measures and other features pursuant to improving energy efficiency, should be sited to minimise any harm to the

panelling, internal layout, and any walls in listed buildings. In most instances, removal of modern features such as pebbledash, paint from brickwork, non-original style windows, doors, satellite dishes or other equipment from heritage assets will be supported.

- 7.85** Whilst the majority of designated heritage assets across Central Lancashire are in good condition, 5 Listed Buildings and 1 Conservation Area in Preston, and 3 Listed Buildings and 2 Scheduled Monuments within the Chorley area are included in Historic England's Heritage at Risk Register 2023. Woodfold Park which straddles the Council areas of Ribble Valley, Blackburn with Darwen and South Ribble is also listed as a Registered Park and Garden at risk. The Heritage at Risk Register is continuously monitored and updated.
- 7.86** The NPPF is prescriptive regarding how proposals involving the loss and harm of heritage assets should be determined. The interpretation of terms within the NPPF such as 'substantial harm' and 'public benefits' is set out within national guidance. The evidence necessary to justify loss and harm is also specified within the NPPF and its associated guidance.
- 7.87** For energy efficiency adaptations, Historic England provides guidance on how these can be applied sensitively. The statutory definition of 'public benefits' is very broad. National guidance does however advise that 'public benefits' do not need to be visible and should be linked to the NPPF's environmental objective. The Councils will therefore regard energy efficiency as a 'public benefit', to be considered within the context of the NPPF's prescriptive tests associated with 'harm'. To inform this assessment, evidence regarding the energy levels that the adaptations are likely to achieve should be presented within an Energy or Sustainability Statement.

#### **Policy EN14: Environmental Quality**

1. Development proposals will be expected to deliver a high-quality environment, and pollution shall be minimised and mitigated in both development's construction and continued operation.
2. Development shall not:
  - a) cause deterioration of air quality or introduce uses sensitive to air pollution into areas of existing poor air quality;
  - b) build on contaminated land, without satisfactory remediation;
  - c) subject occupiers/users to inappropriate noise and vibration, or introduce uses sensitive to noise and vibration into excessively noisy environments;
  - d) emit excessive levels of artificial light, odour and / or dust; and
  - e) result in significant harm to soil quality.
3. A Construction Environmental Management Plan is required alongside any planning application for development on a strategic site or on a housing, employment or mixed use allocation. It is also required for some developments on non-allocated sites to ensure that they will not have a detrimental impact on the environment through the creation of noise, vibration, dust or lighting disturbance.

**Policy EN16: Protection of Agricultural Land**

1. The Council will seek to protect the best and most versatile agricultural land.
2. Where proposals would result in the loss of 0.5Ha or larger of best and most versatile agricultural land, the Council will require an Agricultural Land Classification Report, including detailed field assessments in accordance with technical advice or information from Natural England. The report should demonstrate that:
  - a) there is an overriding need for the development, with the benefits of development clearly outweighing the impacts of the economic and other benefits of the land;
  - b) the development cannot be sited on lower grade agricultural land;
  - c) the amount of agricultural land taken for development is the minimum required; and
  - d) the impacts of the proposal upon ongoing agricultural operations have been minimised using appropriate design solutions.
3. The severance/fragmentation of viable farm holdings or uninterrupted farmland shall be avoided wherever possible.

**7.107** Policy EN16 sets out a policy approach for agricultural land. The NPPF (2023) defines 'best and most versatile agricultural land' as land in grades 1, 2 and 3a of Natural England's Agricultural Land Classification. Most of the agricultural land in Central Lancashire is Grade 3a or 3b. There are large areas of land that are grade 1 and 2, predominantly towards the west of the Central Lancashire Area. There are some areas of lower grade agricultural land, grade 4 and 5 in eastern areas.

**7.108** Where relevant, development proposals should take account of agricultural land and the possible effect on the efficiency of production of surrounding farm holdings. Once best and most versatile agricultural land is built upon, it is difficult to mitigate for its loss. However, other forms of mitigation or improvement may be possible through the planning system, including:

- careful site layout and design;
- reducing flood risk, pollution, and soil erosion;
- soil management measures to increase water uptake and reduce erosion;
- maintaining and improving field drainage; and strategic placement of buffer strips and hedgerows; and
- protecting best and most versatile agricultural land for environmental mitigation.

**7.109** In assessing any applications that involve the loss of best and most versatile agricultural land, the Council will be informed by Natural England's 'Guide to assessing development proposals on agricultural land'.

**Policy EM17: Development in the Open Countryside**

1. Development proposals in the Open Countryside, outside the settlement boundaries and Areas of Separation as shown on the Policies Map, will be limited to:
  - a) rural housing exception initiatives, which accord with Policy HS8 Rural Exception Sites; or rural workers dwellings, in accordance with Policy HS9 Rural Workers Dwellings; or
  - b) the replacement, conversion or re-use of an existing building, where it is of a similar size and scale, within the same curtilage and of a design in keeping with the locality or
  - c) agriculture and forestry or the sustainable growth and expansion of an existing business where it can be demonstrated that there is a justified need; or
  - d) local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure; or
  - e) appropriate facilities for outdoor sport, outdoor recreation and cemeteries.
2. In all of the above circumstances, development proposals, will only be acceptable where they do not have a harmful effect on the character of the countryside, or the amenities of the surrounding area.
3. The replacement of residential caravans or mobile homes, which do not benefit from a permanent planning permission, with permanent buildings will only be acceptable where allowed for under Policy HS9 Rural Workers Dwellings.

**7.110** The Open Countryside surrounding the Preston main urban area and the West Pennine Moors and associated land to the east of the M61 in Chorley Borough, is highly valued by residents, visitors and businesses alike for its scenic, recreational, aesthetic and productive qualities. It also provides important Areas of Separation between defined settlements and the main urban area of Preston. Much of the land is fertile agricultural land and plays a key part in supporting local food production.

**7.111** The Open Countryside comprises parts of the Local Plan area outside of identified settlements and Green Belt, with some parts also being covered by the Areas of Separation Policy. Development in the Open Countryside will normally be unacceptable unless it can be shown to be essential to local needs and the rural economy and cannot be accommodated within existing settlements.

**7.112** In line with national policy, the following type of proposals for development in the Open Countryside are considered acceptable in principle where the application demonstrates:

- an essential need for a rural location; or
- the location is necessary for the provision of public utilities and infrastructure; or
- it helps to sustain an existing business; or

- 7.117** A landscape assessment has been provided on behalf of the Central Lancashire Councils to assess and set out the importance and role of continuing to maintain gaps, identified as Areas of Separation, between the settlements and the main urban area of Preston. The study identifies that the open countryside areas across Central Lancashire perform an important role in separating and providing a setting for the area's rural settlements. Maintaining the individual identities of our communities is an important priority for the Local Plan. To support this, the extent, amount and location of our Areas of Separation have been reviewed and revised, taking into consideration recent developments and planning commitments within these areas, where significant development has taken place outside of the settlement boundary.
- 7.118** The local plan seeks to manage development within these areas in order keep them physically separate from each other. Development over recent years on the periphery of the urban area has impacted some settlements and put areas at risk of merging, particularly those settlements of Broughton and Grimsburgh closer to the edge of the urban area.
- 7.119** The Council considers that designating areas between settlements as settlement gaps to be kept free of urbanising development is the best way of preventing further loss of local identity. Following a review of the boundaries of settlement gaps and consideration of the extent of land required to prevent coalescence of settlements, the Council has defined a number of such gaps as shown on the policies map.
- 7.120** Any new development within a settlement gap should not physically and/or visually undermine the gap between settlements. Any new development including the intensification or redevelopment of existing activities within gaps should seek opportunities to enhance the function of the gap. Consideration will be given to how the proposed siting, design, colours, materials and any storage of materials, lighting, boundary treatment, landscape features, landscape improvements and/or appropriate long term management arrangements serves to ensure the proposed development meets the criteria in policy EN2 Design Criteria for New Development and supports the growth strategy as set out under SS1 Development Patterns.

#### **Policy EN19: Landscape Character**

1. Development should be sensitive to its landscape setting, retaining and enhancing the distinctive qualities of the landscape in which it is situated.
2. Proposals will be required to:
  - a) Protect and enhance the character and qualities of the local landscape through appropriate design and management; and
  - b) Make provision for the retention and enhancement of features of landscape importance; and
  - c) Protect key public views and vistas; and
  - d) Where appropriate provide appropriate landscape mitigation.



### **Policy CC1 (Strategic Policy): Climate Change**

- 1. Development proposals, public realm and Infrastructure Improvements should maximise opportunities to contribute to the delivery of net zero greenhouse gas emissions and be designed, constructed and operated to:**
  - a) Address the mitigation of climate change, including where appropriate, measures to:**
    - i. Reduce greenhouse gas emissions,**
    - ii. Minimise the need to travel and car dependency,**
    - iii. Promote active travel and the use of public transport,**
    - iv. Provide Infrastructure to support the transition to zero and low carbon vehicles,**
    - v. Minimise energy and water use and whole life carbon impacts**
    - vi. Encourage waste minimisation and prevention**
    - vii. Maximise energy and resource efficiency and promote a circular economy**
    - viii. Provide carbon storage and sequestration through nature-based solutions**
    - ix. Maximise renewable and low carbon energy generation.**
  - b) Address and reduce climate related risks through adaption measures where appropriate in order to:**
    - i. Improve the resilience of communities, businesses, infrastructure, and the natural environment to climate change impacts,**
    - ii. Integrate green and blue infrastructure to fulfil a range of functions including for flood risk management, sustainable drainage, urban cooling, and biodiversity,**
    - iii. Prioritise the use of nature-based solutions, helping to protect and restore natural environmental assets.**
- 2. Applications for major development proposals should include an Energy Statement to demonstrate how the net zero greenhouse gas emissions targets will be met, and carbon emissions should be calculated through a nationally recognised Whole Life-Cycle Carbon Assessment, demonstrating actions taken to reduce life-cycle carbon emissions.**

- 8.7** UK local authority greenhouse gas emissions estimates (National Statistics, 2022) indicate that 36% of end-user greenhouse gas emissions assigned to Central Lancashire were attributed to transport, 24% to the domestic sector and 15% to Industry in 2020 (the respective figures for the UK were 28%, 26% and 19%). This highlights the importance of achieving a shift towards more sustainable travel modes and electric vehicles, improving the energy efficiency, insulation, and heating methods of existing homes and businesses and ensuring that new developments are designed, constructed and operated to reduce greenhouse gas emissions. In 2025, compliance with the Future Homes and Buildings Standard will become mandatory, aiming to decarbonise new homes and buildings. It will require new homes built from 2025 to

**Policy CC2: Renewable Energy Generation and District Heating Networks**

1. Proposals for renewable and low carbon energy generating development, and related enabling infrastructure and storage facilities will be supported where (individually, or cumulatively) the following criteria are met:
  - a) it avoids or can satisfactorily mitigate unacceptable impacts arising from the construction and operation of the development on local communities and the natural, built and historic environment, in accordance with other Local Plan policies.
  - b) direct local community benefits are provided over the period of the development
  - c) appropriate plans and mechanisms are in place for the removal of infrastructure and restoration of the site, should the facilities cease to be operational.
  - d) necessary connections to the existing national grid infrastructure are demonstrated, unless the energy generation would be used on-site to meet the needs of a specific end user.
2. Subject to the criteria set out above the following types of proposals will be supported and encouraged:
  - a) the co-location of energy production with energy users.
  - b) proposals for decentralised renewable and low carbon energy production and distribution, including district and combined heating and energy local networks.
  - c) community led renewable energy initiatives.
  - d) small scale on-site renewable energy generation including for domestic residential and commercial development proposals.
3. Depending on the scale of the proposals, applicants may be required to engage with the community, local authority, and other relevant authorities at an early stage prior to the formal submission of any proposals.

- 6.12** Policy CC2 encourages increased levels of renewable energy generation, helping to achieve wider environmental and economic benefits from green industries and a zero carbon economy. A radical increase in the proportion of energy generated from renewable and low carbon sources is needed to achieve net zero and help address energy costs. Energy generation contributes to emissions and air pollution, which impacts negatively on health and our natural environment.
- 6.13** Powering Up Britain (2023) sets out the Government's blueprint for the future of energy, bringing together the British Energy Security Strategy (2022) and the Net Zero Strategy (2021). It aims to diversify, decarbonise, and domesticate energy production. The Government's ambition is to fully decarbonise the power system by 2030 with the UK powered by clean electricity and relying on low carbon technologies. Energy security remains a key overall priority.

## Chapter 9: Sustainable Travel

### Introduction

- 9.1** The way we travel will be central to achieving net zero carbon, growing prosperity, healthy lifestyles and making improvements to our natural and historic environment. Minimising the need to travel remains a vital part of creating attractive places. Access and ease of movement, especially by active travel, are important considerations in good place-making. Transport infrastructure and services are fundamental to supporting economic growth, creating jobs and connecting people to essential services such as healthcare or education. The movement of freight is important for many businesses and the wider economy. The integration of land use and transport planning is essential for achieving sustainable development.
- 9.2** The NPPF requires that transport is considered early in both plan making and for development proposals and should support high quality places. The overall emphasis is on promoting sustainable transport. The capacity of existing transport infrastructure and the provision of new transport infrastructure both can both contribute to effective transport provision. Opportunities to promote walking, cycling and public transport use should be promoted. Environmental impacts should be assessed with a view to avoiding and mitigating any adverse effects and high quality places should be supported.

### Policy Overview

- 9.3** The first policy in this chapter supports the delivery of strategic transport priorities across Central Lancashire as an overarching approach. Support for sustainable and active travel is set out in the second policy with parking standards addressed in the third policy.

### Policy ST1 (Strategic Policy): Strategic Transport Priorities

1. The Councils will support the provision of transport infrastructure. This includes projects identified within (but not limited to):
  - a) Central Lancashire Infrastructure Delivery Plan (IDP);
  - b) Local Transport Plan
  - c) Central Lancashire Highways and Transport Masterplan
  - d) Local Cycling and Walking Infrastructure Plans.
  - e) Bus Service Improvement Plan
  - f) Public Rights of Way Improvement Plan
2. Development proposals should not compromise the delivery of identified transport infrastructure.
3. Land beyond the highway may be safeguarded from development and contributions may be sought from major development to support the implementation these projects.

- 10.6** The second policy addresses how new development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community through different types of developer contributions. The third policy focuses specifically on digital and communications infrastructure.

**Policy ID1 (Strategic Policy): Infrastructure Planning Principles**

1. The development of new infrastructure, or improvements to existing infrastructure, will be supported where it can be demonstrated that there is an identified need to support the delivery of the Local Plan or national priorities, in accordance with other Local Plan policies.
2. The Council will work with infrastructure providers and developers to ensure that additional infrastructure capacity is effectively delivered by:
  - a) Using the Infrastructure Delivery Plan to identify requirements and guide delivery.
  - b) Making the best use of existing infrastructure capacity where possible.
  - c) Phasing development, where appropriate, to ensure the timely and coordinated delivery of infrastructure.
  - d) Requiring any new development that is likely to create an identified shortfall in infrastructure capacity or exacerbate existing deficiencies to adequately mitigate or compensate for those shortfalls and deficiencies.
3. The loss of existing infrastructure will be resisted unless a suitable alternative can be provided, or it can be demonstrated that the infrastructure is no longer required.

- 10.7** Policy ID1 requires the provision of the infrastructure needed to support new development so that it is delivered as an integral part of the development at the appropriate stage and, where necessary improves any deficiencies in existing provision. Much of the infrastructure needed to support development is not provided directly by the Councils. As part of the IDP different infrastructure providers have been contacted to establish infrastructure availability and capacity issues that the providers felt would be key considerations for the new CLLP, and to highlight key planned investments and improvements. Looking forward the IDP will continue to be updated to reflect the latest available inputs and data. The Councils will continue to work in partnership with infrastructure service providers, funding providers and developers to ensure that the new development proposals will be supported by the delivery of associated infrastructure at the earliest practical opportunity and phased appropriately.

- 10.8** The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the infrastructure needed to support development is provided in a timely manner. Wherever possible, new or improved