

Urban Vision



Ribble Valley Borough Council Infrastructure Delivery Schedule 2017

**Final Version
(Submission Draft Housing and
Economic Development Plan)**

July 2017



**Ribble Valley
Borough Council**



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Executive Summary

This Infrastructure Delivery Schedule (IDS) is the latest version that accompanies the Submission Draft of the Housing and Economic Development Plan (HEPD). It outlines what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan, which is comprised of the adopted Core Strategy and emerging Housing and Economic Development DPD. It represents a strategic approach to planning and infrastructure development in the Borough which aims to ensure that appropriate infrastructure is delivered to ensure sustainable development. Ribble Valley Borough Council previously published a Local Infrastructure Plan (LIP) which provided details on the range of provision of various elements of infrastructure at that point in time (2012). The document provided supporting evidence for the examination of the Core Strategy.

The IDS provides an overview on why it is important to consider the needs for infrastructure resulting from new development. It then goes on to briefly update aspects of the LIP on key elements of infrastructure. It is important to understand that much of the expected development envisaged by the Core Strategy has been committed (either as completed development or yet to be built as part of existing consented schemes). Where additional infrastructure was required from the impact of new development, it has largely been agreed through section 106 legal agreements. This IDS therefore provides a summary of the various section 106 legal agreements attached to developments completed since 2008 (the start date of the Core Strategy) and extant planning permissions across the principal settlements (Clitheroe, Longridge and Whalley); Tier 1 Settlements; and Tier 2 Settlements. It also provides the latest information on the likely infrastructure requirements that are expected from the proposed allocations featured in the publication consultation version of the HEPD.

The preparation of the Infrastructure Schedule has been informed by consultation with a range of stakeholders and service providers. Taken together, the LIP and Infrastructure Schedule 2017 should be treated as 'living' documents which should be regularly monitored and updated throughout the Local Plan period.

1 Introduction

What is this document and why is it needed?

- 1.1 Within Ribble Valley, the Local Plan comprises of the Core Strategy adopted in December 2014 and the emerging Housing and Economic Development Plan (HEDP), which is anticipated to be adopted in 2018. The Core Strategy covers the period 2008 – 2028, and provides the policies that set the framework for the provision of infrastructure.
- 1.2 Providing housing and employment opportunities is not sufficient to create sustainable communities; there is a need to provide the necessary supporting infrastructure. A Local Infrastructure Plan (LIP)¹ was prepared to support the examination of the Core Strategy, and provided an audit of Ribble Valley's infrastructure at that point in time. In order to ensure the continued delivery of the development strategy as described within the Core Strategy, and the sites allocated within the emerging HEDP, infrastructure planning work has been undertaken to identify the infrastructure required to support the continued delivery of the Local Plan, and is presented within this report.
- 1.3 Ribble Valley's infrastructure needs are described within this Infrastructure Schedule Document (IDS); which sets down what is required, when it is required, the likely cost, and how it will be funded. This is a strategic document and therefore does not detail every infrastructure project being planned in Ribble Valley; it does however set out the main infrastructure projects needed to help deliver the Local Plan.
- 1.4 Given the advanced delivery of the growth described within the Core Strategy, it is not appropriate for this document to include every scheme or project planned by every infrastructure provider or service operator in the Borough, nor should this document be read as a shopping list for developer contributions. Instead it should be read as a tool to help ensure that the infrastructure requirements for growth proposed in the Local Plan are understood and clearly identified. This will help ensure that new development and infrastructure are planned for and delivered in a timely and co-ordinated manner.
- 1.5 The interdependencies of infrastructure and service provision mean that the infrastructure outlined within this document will be delivered by a number of teams within Ribble Valley Borough Council (RVBC), Lancashire County Council (LCC) and by various external partners.
- 1.6 This version of the IDS represents the latest "snapshot" of progress in delivering key aspects of infrastructure within Ribble Valley. It will form part of the background

¹ Ribble Valley Local Infrastructure Plan (April 2012)

documents submitted to Government for examination by a Planning Inspector. This document will be kept under review and any additional data included as it becomes available. The Council will continue to work with stakeholders and delivery partners to best understand ongoing infrastructure needs to ensure the continued delivery of the Local Plan.

What is infrastructure?

1.7 Infrastructure is defined by the Cambridge dictionary² as:

“the basic systems and services, such as transport and power supplies, that a country or organization uses in order to work effectively”

Infrastructure is therefore at the heart of town planning, and is commonly categorised into physical, social and environmental infrastructure. It is commonly understood to include:

- Transport
- Water supply;
- Wastewater;
- Energy;
- Telecommunications;
- Waste;
- Health;
- Social care;
- Education;
- Flood risk; and
- Coastal change management.

The Planning Act 2008 (as amended by the Localism Act 2011) also defines infrastructure to include sporting and recreational facilities, and open spaces, which are included within this document.

- 1.8 Although affordable housing can be considered local infrastructure to support community needs, it is not included within the scope of this document, as the Local Plan sets down that it will be provided by developers within new residential developments.
- 1.9 It should be noted that this document is not a comprehensive commentary of all types of potential infrastructure, and instead focuses on those types that are most closely linked to housing and economic development.

² <http://dictionary.cambridge.org/dictionary/english/infrastructure>

- 1.10 The infrastructure needs of a locality are influenced by a number of factors including: the growth/decrease in a population; the changing needs of a population such as ageing; and changes in travel to work patterns. Effective town planning responds to these changes through the strategy at the heart of the Local Plan; this Infrastructure Schedule supports the policy approach by demonstrating deliverability of this strategy.

Structure of this document

- 1.11 This document builds upon, and complements, the work that has previously been undertaken to support the delivery of the Core Strategy. It does not seek to replicate this information, and instead focuses on the key elements of infrastructure that are required to ensure the continued delivery of the development requirements set out in the Core Strategy and any additional requirements identified in the HEDP.
- 1.12 This document presents the information into three sections for ease of use: a descriptive section covering the context, and anticipated needs for infrastructure; a section covering borough-wide infrastructure matters; and a final section detailing infrastructure that has been delivered or is planned for delivery in the principal settlements, and Tier 1 and Tier 2 villages.
- 1.13 Information contained within this document detailing the costs of infrastructure projects and when they will be required is based on evidence gathered through discussions with stakeholders, partners' strategies, and technical studies from a range of Council services and external infrastructure providers.

Methodology and Governance

- 1.14 Legislation, national planning policy and guidance describe how Local Authorities should plan for infrastructure provision in England. The IDS has been prepared in accordance with national policy and guidance; more details can be found below.
- 1.15 A range of physical, social, community and green infrastructure have been assessed in the IDS to reflect the type of infrastructure likely to be required as a result of the proposed growth in the Borough over the Local Plan period 2008 to 2028.
- 1.16 Throughout the preparation of this document, a series of meetings, telephone discussions and email exchanges have been carried out with infrastructure and service providers to help identify future programmes of work and to assess specific impacts of proposed growth.

1.17 The infrastructure assessment has sought to answer the following questions:

- What are the infrastructure requirements arising from proposed population and housing growth over the Local Plan period?
- When would new or improved infrastructure be required?
- What are the likely costs of new infrastructure?
- Are there any issues or risks to delivery?

1.18 The preparation of the IDS continues the on-going process of consultation and engagement with key stakeholders across the public and private sector, to help ensure that the infrastructure required to support growth in the Borough is delivered.

1.19 Infrastructure planning is a strategic process which by nature cuts across district boundaries. In line with the Duty to Co-operate, cross-boundary co-operation and collaboration will be undertaken with neighbouring authorities and wider county over the Local Plan period, to ensure that the provision of infrastructure, particularly for transport, health, water supply and wastewater is delivered in a sustainable manner. Co-ordinated infrastructure planning will play a vital role in helping to unlock growth and improve economic competitiveness across the sub-region and wider county.

1.20 The IDS has been published to support the submission version of the HEDP. It will be reviewed and updated as appropriate during the examination stage. It will then be monitored on an annual basis following adoption of the plan.

1.21 The monitoring of planning policy is a well-established practice through the use of regular Authority Monitoring Reports. The Infrastructure Schedule should be considered to be a 'living' document which reflects the current information available to date. It is important that the baseline position is updated regularly to ensure that infrastructure provision is targeted in the correct areas, and to ensure liaison with service providers as part of the monitoring process.

Local Enterprise Partnership

1.22 The Lancashire Local Enterprise Partnership (LLEP) was established in 2011. It is a voluntary partnership between the local authorities, universities and businesses within Lancashire which focuses on some key areas for development:

- Raising the profile and visibility of Lancashire
- Inward investment and strategic development
- Business support
- Supply chain and sector development
- Skills development

1.23 The LLEP produced the Strategic Economic Plan (SEP)³ in 2014 which sets the growth ambitions for the next 10 years, with a clear focus on realising the potential of the whole of Lancashire. It provides the framework to the Growth Deal with Government and will direct the resources within the agreed European Structural Investment Fund (ESIF) strategy.

Duty to Co-operate

1.24 Ribble Valley is one of the largest authorities within Lancashire and has a higher number of adjoining authorities than most boroughs, therefore ensuring a harmonious approach to infrastructure provision is important.

1.25 As depicted in figure 1 below, Ribble Valley is bounded by the following Local Authorities:

- Craven (North Yorkshire)
- Pendle
- Burnley
- Hyndburn
- Blackburn with Darwen (unitary)
- South Ribble
- Preston
- Wyre, and
- Lancaster

³ The Strategic Economic Plan is available on the LEP Website - <http://www.lancashirelep.co.uk/>



Figure 1: The administrative areas surrounding Ribble Valley Borough Council

- 1.26 As part of the process of developing the Core Strategy, RVBC engaged with neighbouring local authorities and other key partners to identify and agree the approach to strategic planning matters. RVBC published a comprehensive supporting paper setting out the approach to Duty to Co-operate⁴ as part of the examination of the Core Strategy.
- 1.27 In the preparation of the publication version of the HEDP, RVBC held a meeting on 15th March 2017 to discuss Duty to Co-operate matters, infrastructure provision and cross boundary spatial planning considerations. Most neighbouring authorities detailed above attended, together with key infrastructure delivery partners from Lancashire County Council (Highways and Planning); East Lancashire CCG; United Utilities; Lancashire Fire and Rescue Service; Lancashire Police; and Lancashire Wildlife Trust. No significant concerns regarding infrastructure provision and how this might influence the delivery of the HEDP were raised during this meeting, however stakeholders did reserve the right to make detailed, formal comments upon the publication of the HEDP. Stakeholders flagged up the importance of the Forest of Bowland AONB, and ensuring that a consistent approach was utilised across administrative boundaries; this is an issue that should be dealt with through policy documents rather than through an IDS.
- 1.28 A further meeting was held with Blackburn with Darwen Council on 3 May 2017 to discuss specific infrastructure issues related to the proposed housing allocation at Wilpshire (HAL2). Blackburn with Darwen's subsequent consultation response to the

⁴ Ribble Valley Borough Council, Supporting Paper in relation to the Duty to Co-operate
https://www.ribblevalley.gov.uk/download/downloads/id/8436/duty_to_co-operate.pdf

draft HEPD set out their position with respect to HAL2. Blackburn with Darwen requested that:

“...we would expect to see a statement in relation to Allocation HAL2 that:

- Any transport assessments considering the development of this site must align with assessments already undertaken in relation to the Parsonage Road, North Blackburn and Roe Lee sites in Blackburn with Darwen in terms of assumptions regarding planned and committed development, traffic generation and network impact; and*
- Blackburn with Darwen Borough Council as highway authority must be consulted at scoping stage in relation to any Transport Assessment concerning Allocation HAL2.”*

1.29 This request is reflected in Section 4 of the IDS.

Monitoring and review

1.30 The IDS is a living document which seeks to reflect up to date information on infrastructure provision and requirements. It recognised that content will be updated in line with changes to plans and strategies from external partners and stakeholders.

1.31 Infrastructure requirements will change during the time taken to develop and adopt the emerging Plan, and over the Plan period, in line with changing local and national government priorities, and the impact of planned growth as it is delivered.

1.32 The delivery of infrastructure and the new infrastructure requirements will be monitored and updated on an annual basis, in line with the Council's usual reporting on plan monitoring in the Authority Monitoring Report, enabling the IDS to be tied into the delivery of the Local Plan.

2 Context

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, which in terms of infrastructure, requires that Local Plans should:

"[...] plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework" (para 157).

The NPPF goes on to state that:

"Local planning authorities should work with other authorities and providers to:

assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas" (para 162).

The importance of the preparation of an IDP is also highlighted:

"It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review" (para 177).

Planning Practice Guidance

- 2.2 This web-based resource is published by the Department for Communities and Local Government (DCLG) and provides more detail on the policies provided in the NPPF, giving an indication of the Secretary of State's views on how to implement those policies. Paragraph 18 usefully emphasises the role and importance of infrastructure planning, providing very detailed guidance on the matter:

“[...] The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.

Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself [...]” (Ref ID: 12-018-20140306)

- 2.3 The requirements set out in the extract above have been incorporated into the methodology used through the preparation of this document.

Planning Obligations

- 2.4 Planning obligations (sometimes referred to as ‘developer contributions’) are tools available to Local Planning Authorities to utilise within the planning process. Specifically, their use should be considered when an otherwise unacceptable development could be made acceptable in planning terms through a contribution being provided by the developer. The contribution can either be “in kind” (i.e. infrastructure supplied by the developer) or a financial (i.e. paid to the Council or passed to a third party to provide the infrastructure). They are used to secure measures that cannot generally be secured by imposing a planning condition or by other statutory means.

The Community Infrastructure Levy

- 2.5 The Community Infrastructure Levy (CIL) was introduced through the Planning Act 2008, followed by secondary legislation in 2010. The levy allows local authorities to raise funds from owners or developers of land undertaking new developments. The CIL is collected through the preparation of a Charging Schedule, supported by a range of infrastructure planning and economic viability evidence.
- 2.6 If a CIL was to be adopted, it would be a non-negotiable schedule of tariffs set down in a document referred to as the CIL Charging Schedule, which would be reviewed

on a regular basis. The money raised through the levy would help to fund the infrastructure needed to deliver the objectives of the Core Strategy.

- 2.7 The Council has not implemented CIL, and will continue to review the approach having regard to relevant evidence and the recent publication by Communities and Local government of the '*Community Infrastructure Levy review: report to government*.'⁵

Local Planning Policy

- 2.8 The Core Strategy plans for the provision of 5,600 net additional new dwellings at an expected rate of around 280 dwellings per annum over the plan period (2008 – 2028). An additional requirement for eight hectares of employment land is also identified in the plan.
- 2.9 The Core Strategy included details on how the Council proposed to work with various individuals and organisations to ensure the delivery of infrastructure required as a result of new development. It was acknowledged in the Core Strategy that much of the infrastructure provision would be identified in detail in planning applications. Moreover, the production of the HEPD was identified as a means to identify any additional infrastructure requirements generated by that plan.
- 2.10 Much of the expected development for housing and employment set out in the Core Strategy has now been committed either in terms of completed built development or consented within a planning permission. The latest published monitoring report⁶ by the Council states that 1,770 dwellings have been completed and a further 3,998 dwellings have planning permission. The total figure (5,768) is therefore in excess of the expected 5,600 dwellings planned for in the Core Strategy. However, the Core Strategy figure does not represent a maximum target. Moreover in terms of individual settlements, a residual supply for Mellor (17 dwellings) and Wilpshire (34 dwellings) has been identified and brought forward in the proposed allocations contained in the HEPD. With respect to economic development, the HEPD identifies three allocations amounting to four hectares against a residual requirement of 1.6 hectares.
- 2.11 Funding for infrastructure comes from a variety of sources, including the Council's own capital budget, S106 developer contributions, the New Homes Bonus, Government grants and grants from other public bodies. Bids are usually prepared using evidence to demonstrate why the funds are needed, prior to receiving the grants.

⁵See <https://www.gov.uk/government/publications/community-infrastructure-levy-review-report-to-government> accessed February 2017

⁶Housing Land Availability Schedule (April 2017) – available from the Council's website at https://www.ribblevalley.gov.uk/download/downloads/id/11111/housing_land_availability_survey_april_2017.pdf

3 Borough Wide Infrastructure

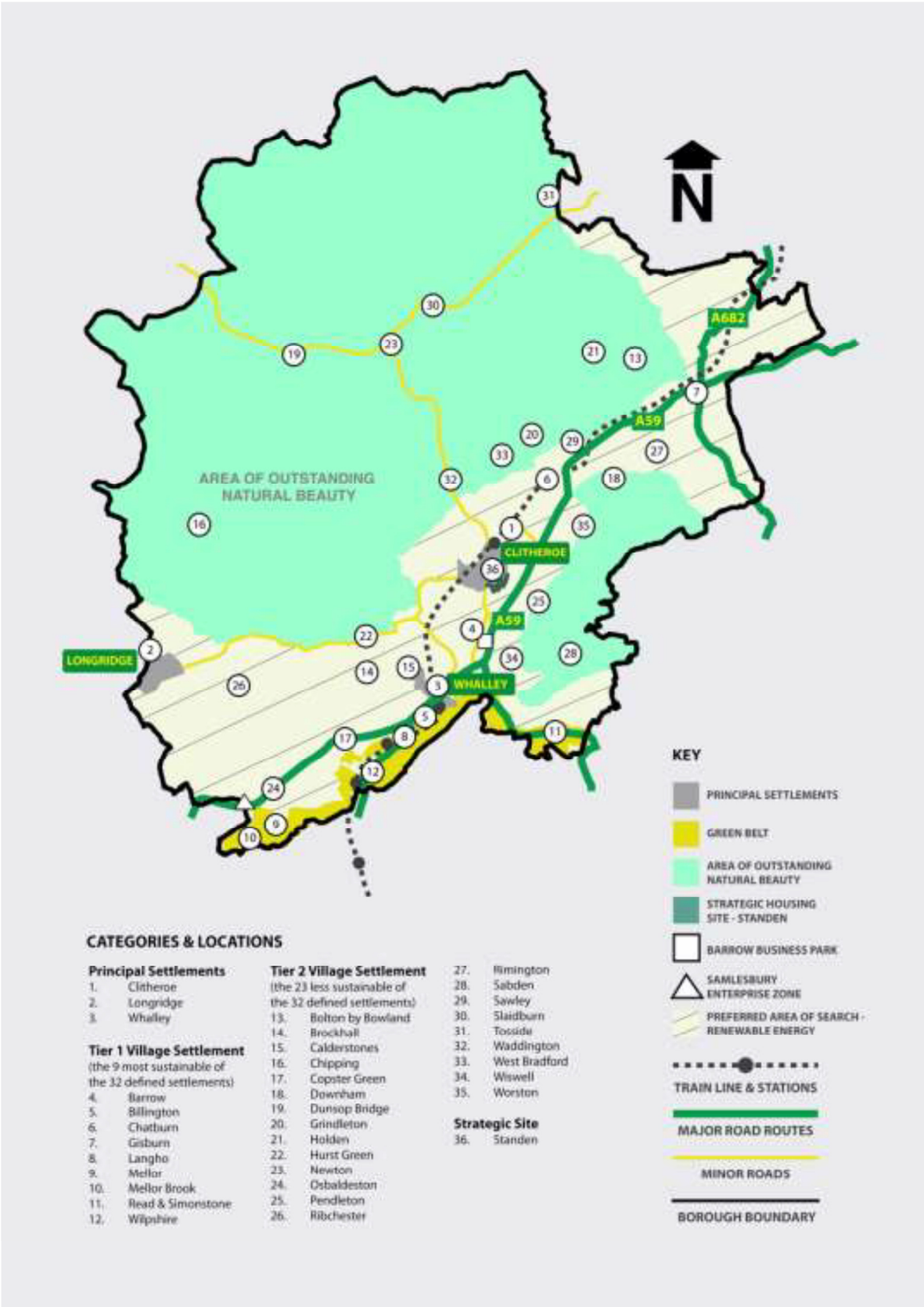


Figure 2: Ribbles Valley’s Key Diagram (Source: Core Strategy, 2014)

The Road Network

- 3.1 Funding for infrastructure comes from a variety of sources, including the Council's own capital budget, S106 developer contributions, the New Homes Bonus, Government grants and grants from other public bodies. Bids are usually prepared using evidence to demonstrate why the funds are needed, prior to receiving the grants.
- 3.2 The road network within Ribble Valley is made up of a hierarchy of routes, with the strategic highway network being maintained by Highways England, and the local highway network being maintained by the Lancashire County Council (LCC).
- 3.3 All roads in Ribble Valley are managed and maintained by LCC as the highways authority. LCC are responsible for the preparation of the Local Transport Plan Lancashire LTP3 (2011) which takes a ten year view to 2021 of the County Council's priorities and broad activities for transport.
- 3.4 LCC and Blackburn with Darwen Council jointly published the East Lancashire Highways and Transport Masterplan in 2014. The document covers the six local authorities within East Lancashire – Burnley, Blackburn with Darwen, Hyndburn, Pendle, Ribble Valley and Rossendale. The masterplan identifies two aspects of transport infrastructure where potential improvements will benefit communities in Ribble Valley – the A59 corridor and the rail line linking Clitheroe to Manchester Victoria.
- 3.5 With respect to highways matters, the masterplan notes:

“...the A59 has been improved considerably over the last 40 years, and for much of its length is a high standard single carriageway road with the effects of long inclines relieved by climbing lanes. Apart from Copster Green and Gisburn, all communities along the route have bypasses. Although the A59 does not carry a significant volume of through traffic, it retains an important role in linking the scattered communities of the Ribble Valley, including Clitheroe, to the motorway network. The Enterprise Zone site at Samlesbury lies at the far south-western end of the route.”
- 3.6 The masterplan identifies the need to progress a Ribble Valley Growth Corridor Study with the main purpose to identify where junctions may need to be improved or where other highway works may be needed to ensure that capacity, reliability and safety issues do not hinder economic growth.
- 3.7 The Strategic Economic Plan produced by the Lancashire LEP previously identified investment for the Ribble Valley growth corridor (the A59) with a £2 million contribution from LEP growth funding and an additional £1 million from other public

sector sources. Subsequent events have overtaken this proposed investment with the emergence of the Transport for the North (TfN). Transport for the North (TfN) is the organisation that has been formed to “...transform the transport system across the North of England, providing the infrastructure needed to drive economic growth.” It is a partnership of local authorities and business leaders drawn from across the North of England. A very recent key influence on how TfN will progress transport schemes is the Department for Transport publication – Transport Investment Strategy (July 2017). This strategy states:

“Through our investment we can and must seek to:

– create a more reliable, less congested, and better connected transport network that works for the users who rely on it;

Our intensively used networks are ageing and face increasing demands, creating delays and undermining reliability. In places they don’t provide the connections people and businesses need.

– build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;

Our national productivity lags behind other countries and prosperity hasn’t been shared evenly between different places, leaving some communities feeling left behind.

– enhance our global competitiveness by making Britain a more attractive place to trade and invest;

Our long term success in a globalised world will depend on our ability to attract jobcreating investment in our industrial strengths and to trade as frictionlessly as possible with partners old and new.

– support the creation of new housing.

We face an immense challenge to provide the houses that people need in the places they need them. As the Government’s Housing White Paper recognises, transport infrastructure is one of the keys to unlocking development and delivering places people want to live.”

- 3.8 TfN recently launched its evidence base to support a 30 year strategic transport plan to transform the economy of the North by improving connectivity. This evidence base will transform economic performance, improve equality of opportunities across the North and promote and support the built and natural environment. In the development of its transport investment strategy for the North, TfN has been working closely with the DfT, Network Rail, HS2, Highways England and its partner authorities and LEPs to develop long term plans to help the region close the gap between the productivity levels in the North and other parts of the UK. TfN will now consider the

full implications of the new national Transport Investment Strategy with its partners before formally responding to the Government.

Public Transport

- 3.9 The Local Infrastructure Plan identified the various public transport (rail and bus) services within Ribble Valley setting out service provision and passenger numbers in detail. This updated document does not seek to provide that level of detail but considers the key studies that have examined the current state and potential improvements required to public transport serving Ribble Valley.
- 3.10 The East Lancashire Highways and Transport Masterplan provides information on improvements to the rail link between Clitheroe and Manchester Victoria including double tracking a number of short sections around Darwen to enable a half hourly service to operate; platform extensions to the four rail stations in Ribble Valley; and the development of a community rail partnership along the entire route from Manchester Victoria to Clitheroe. An East Lancashire Rail Connectivity Study⁷ was commissioned by LCC which concluded that improving service frequency and journey times would deliver the greatest level of benefit, with electrification of the routes between Preston and Leeds / Colne and Clitheroe / Blackburn and Bolton / Manchester together with associated rolling stock improvements and enhanced service frequencies making the most significant contribution. Bus services continue to be provided through a mix of commercial and county council subsidised services.

Education

- 3.11 There are 32 primary schools and six secondary schools within Ribble Valley. LCC publish expected demand for school places over a rolling five year period and the latest publication⁸ has recently been consulted on. The draft strategy identifies the key challenges across the county in forthcoming years:

“Lancashire County Council primary schools have been through a period of intense growth in pupil numbers since 2010, and the Council has responded by providing an additional 3449 places in primary schools. However the birth rate has now stabilised, but there will still be pockets of high demand largely due to unprecedented levels of house building in certain areas of Lancashire.

Generally, Lancashire County Council secondary schools have been experiencing falling pupil numbers between 2007 and 2015, but now the secondary aged population is expected to rise significantly over the next 7 years as the increased primary aged population works through to

⁷ Lancashire County Council (2015), East Lancashire Rail Connectivity Study

⁸ Lancashire County Council – School Places Provision Strategy 2017/18 – 2019/20 (Consultation Version; consulted on between 23 March and 28 April 2017)

secondary schools. Across Lancashire up to 9000 additional pupils may need to be accommodated within 5 years. This rise in secondary pupil numbers is already being experienced in some areas of Lancashire.”

- 3.12 The strategy provides details for each of the school planning areas (primary and secondary schools) in an appendix. For Ribble Valley it states:

“Ribble Valley has had 15 places commissioned by the Council in primary schools in 2013, but there is significant demand coming due to population rises and significant housing development. The Council is working closely with Ribble Valley Borough Council to secure housing developer contributions to address the impact of their housing developments on education provision, and continue to monitor the area closely. A project is underway in Langho and Whalley to investigate the provision of additional primary school places within 5 years and the need for additional secondary places is being closely monitored.”

- 3.13 LCC’s Education team responded to the HEPD consultation and noted the information in the IDS on education matters. They provided further comment on future proposals for educational requirements in Ribble Valley as follows:

“Currently scoping is being undertaken at local primary and secondary schools in the Ribble Valley planning area to identify the potential for expansion which could permit an increase in admission numbers. A statutory consultation process would have to be followed if a significant expansion is a possibility.

Also we are investigating the possibility of increasing the admission number in a number of primary schools in the area to meet the demands of the housing developments in Langho and Whalley as previously mentioned in the IDP. It is expected that these additional places will be provided by 2019.

Discussions are also underway with a local secondary school to investigate the possibility of expansion.

Whilst the Strategy states that the preferred solution to the need for new school places is via the expansion of existing schools, this is not always possible. Therefore, it is essential that, where a housing development (or group of developments) is of sufficient scale to justify a need for a new school, the district works with LCC strategically to secure sites and contributions towards the provision of new schools, where appropriate.”

Water Supply and Waste Water

- 3.14 In the North West, United Utilities (UU) supplies both potable and raw water, and collects, treats and disposes of sewage and sewage sludge, serving 3 million homes and 200,000 businesses across the region.
- 3.15 UU has a duty to develop and maintain an efficient and economical system of water supply and treatment within its area. Ofwat regulates prices and levels of customer service, while the Drinking Water Inspectorate monitors drinking water quality and the Environment Agency covers environmental protection. Customers' interests are represented by the Consumer Council for Water.
- 3.16 United Utilities also has a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development. All water companies have a duty to produce water resource plans covering how they intend to provide sufficient water to meet their customers' needs over the next 25 years. In addition to this, water companies submit proposals to the regulator, Ofwat, every five years to determine price limits. Therefore, while water resource management plans may identify projects to ensure the provision of reliable supplies of water over the next 25 years, it is through this five-year planning cycle that the funding for new resource development or improvements is secured. As a result there is a degree of uncertainty regarding investments for projects beyond the five year planning cycle.
- 3.17 Proposals for the next 5 year period are contained in the published five-year Asset Management Programme (AMP). The plan covers aspects such as building new and modernising existing water pipes to ensure a reliable supply, reducing the number of overflows from sewers and improving water and wastewater treatment works to deal with growing population and climate change.
- 3.18 UU has a duty to provide fresh water for domestic purposes and to take and treat foul water (sewage) from domestic uses (see the Water Industry Act 1991 for more information). UU has a statutory duty to prepare and maintain a Water Resources Management Plan (WRMP), which must demonstrate how they can maintain the balance between supply and demand over the next 25 years.
- 3.19 If a development requires a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning. Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility ('adopt') for self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation that carries out the work.

- 3.20 Water mains are generally installed as and when required usually in association with new development. UU can include necessary network reinforcement as part of the request from a developer to provide a new water main.
- 3.21 The water industry operates on five-yearly cycles called Asset Management Plan (AMP) periods. Prices are set by Ofwat at the beginning of each period, following submissions from each company about what it will cost to deliver their business plans.
- 3.22 The current Asset Management Plan (AMP6) for UU covers the period April 2015 to March 2020, and details projects that are required to maintain and modernise the network. UU are currently preparing for the next Asset Management Plan (AMP7) which will run from April 2020 to March 2025. As part of that process UU will make an assessment of supply/demand balance as a consequence of new development, in their business plan submission.
- 3.23 The comments from United Utilities within the previous Local Infrastructure Plan were based on the emerging Core Strategy housing proposals (4,000 dwellings). The subsequent uplift to 5,600 dwellings during the examination stage of the Core Strategy involved further discussions with United Utilities culminating in their written submission to the examination (May 2014)⁹. United Utilities were supportive of the spatial strategy in the plan with its focus on development in Clitheroe, Longridge and Whalley. It was recognised that the detailed requirements for additional water infrastructure would only become clearer as site specific proposals were brought forward.

Healthcare

- 3.24 Providers of 'primary care' are the first point of contact for physical and mental health and wellbeing concerns, in non-urgent cases. These include general practitioners (GPs), dentists, opticians, and pharmacists. There are over 36,000 GPs in England, working in over 8,300 practices. For urgent cases, patients can visit a provider of urgent care, such as an accident and emergency department.
- 3.25 The NHS is funded by taxation with a fixed budget available to spend on services for the whole population. The planning and purchasing of NHS services is undertaken by organisations known as commissioners. They are responsible for assessing the reasonable needs of their populations and using their buying power as purchasers to secure services that are affordable and of the highest quality.
- 3.26 All GP practices are required to be a member of a clinical commissioning group (CCG). CCGs were created following the Health and Social Care Act in 2012, and replaced much of the role performed by primary care trusts (PCTs) in April 2013,

⁹ Ribble Valley Core Strategy Examination – Written Statement of United Utilities Water PLC (available to download from https://www.ribblevalley.gov.uk/info/200364/planning_policy/1428/adopted_core_strategy/5)

although some of the staff and responsibilities have moved to Local Authority Public Health teams.

- 3.27 CCGs provide the organisational infrastructure to enable GPs, working with other health professionals, to commission services for their local communities. The local authority is responsible for improving the public health of the people in their area. The main priorities for public health improvement include stopping smoking, reducing alcohol consumption, eating more fruit and vegetables, and increasing physical activity levels.
- 3.28 Ribble Valley is principally covered by the East Lancashire CCG¹⁰. The exception is an area covering the western part of the borough including Longridge which falls within the Greater Preston CCG area, however only around 13,000 people resident within Ribble Valley are served by this CCG; and an area in the southern part of the borough where some 8,000 residents are served by the Blackburn CCG. The East Lancashire CCG published its five year strategic plan¹¹ in 2015 covering the period up to 2018/19. The strategic plan sets out the challenges facing the area and identifies the approach that will be adopted to improving services across the area. It is notable that the CCG covers a very diverse area in terms of a mix of urban and rural environments and the challenges faced in Ribble Valley reflect the particular rural nature of the borough. The CCG has accounted for this in their operations through the establishment of five localities that mirror the five local authority areas covered by the CCG.

Green Infrastructure

- 3.29 Green infrastructure embraces a network of multi-functional green spaces in urban areas, the countryside in and around towns and the wider countryside. It encompasses the full range of natural and historic landscape, including woodlands, street trees, allotments, parks and gardens, and 'blue infrastructure' in the form of rivers, ponds and wetlands. It brings many social, economic and environmental benefits, attracting investment, jobs and people. Much of Ribble Valley is within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The main areas of population in the borough fall beyond the AONB's boundaries. The Core Strategy identifies the importance of Green Infrastructure in Key Statement EN3 and provides further detail in Policy DMB4. The HEPD provides further detail on the approach to open space noting the role that open space and green infrastructure makes to quality and attractiveness of areas within the Borough.

¹⁰ See the following website for more information <http://www.eastlancscg.nhs.uk/>

¹¹ NHS East Lancashire CCG – 5 Year Strategy 2014/15 – 2018/19

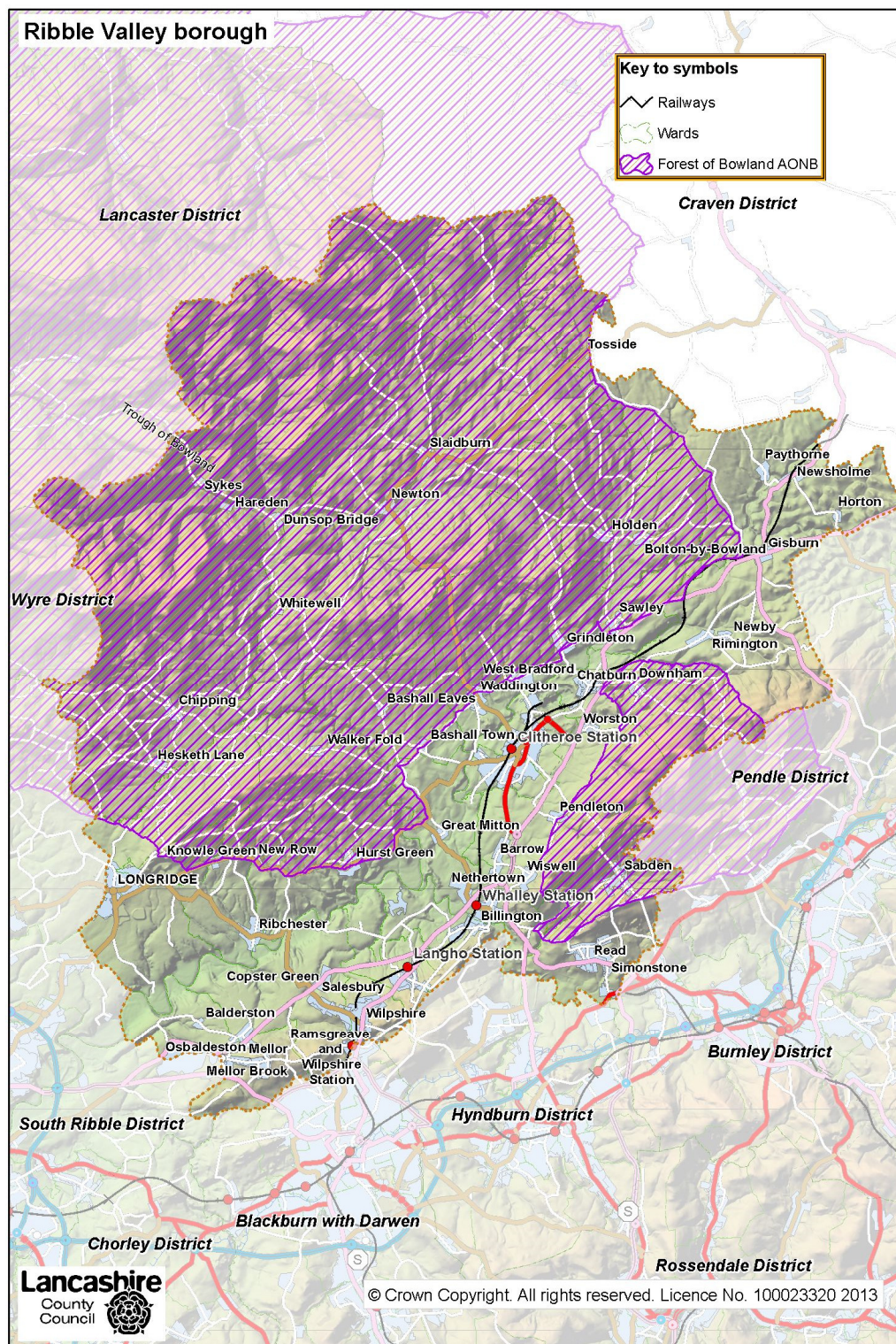


Figure 3: Ribble Valley Borough and the Forest of Bowland (Source: LCC, 2017)

Flood Risk

3.30 Flooding can occur from different sources and in many different ways. Different types and forms of flooding present a range of different risks and the flood hazards of speed of inundation, depth and duration of flooding can vary greatly.

3.31 Lancashire County Council is the Lead Local Flood Authority (LLFA) and has overall responsibility for the management of surface water. This role includes the management of highway drainage and council owned culverts; it also includes certain land drainage powers over privately owned culverts and watercourses. The LLFA is a statutory consultee for major developments which have surface water or other local flooding impacts. The County Council adopted a joint flood risk strategy¹² with Blackpool Council in 2014. The strategy identifies the key flooding risks for Ribble Valley as follows:

“The District changes from steep-sided valleys with small tributaries and progressively wider floodplains in the east, to lowland areas in the west. Land use varies between wild moor and forested uplands, rural agricultural, urbanised centres and industrial development. The east is characterised by flash flooding from small watercourses and surface runoff whereas slower onset fluvial flooding is the key risk in the west. There are a number of reservoirs in the District which pose a medium flood risk.”

3.32 A Level 1 Strategic Flood Risk Assessment¹³ was prepared to inform the Core Strategy in consultation with the Environment Agency and other relevant organisations. The SFRA considered borough-wide flood risks and general management of flood risk demonstrating that the intended development strategy could be delivered in a manner that minimised potential flood risks. The allocations included in the HEPD have been considered in terms of potential flood risk issues and no specific problems have been identified.

3.33 Work is underway in the neighbouring area of Pendle with respect to flood management that will provide additional benefits to areas downstream in Ribble Valley.

¹² The Strategy is available from the following website link:

<http://www.lancashire.gov.uk/media/900474/lancashire-and-blackpool-local-flood-risk-management-strategy-consultation-draft.pdf>

¹³ Ribble Valley Borough Council (2010) Strategic Flood Risk Assessment (Level 1) – available from the Council's website at

https://www.ribblevalley.gov.uk/coreConsultation/supportingDocs/Strategic_Flood_Risk_Assessment_-_level_one_May_2010.pdf

4 Settlement Specific Infrastructure

- 4.1 This section of the IDS provides an overview on the broad nature and quantum of infrastructure resulting from new development across the various settlements in Ribble Valley.
- 4.2 The overall strategic context for the borough is set out Key Statement DS1 of the adopted Core Strategy, and this provides direction for where development and new allocations should be located; an extract of DS1 is shown in figure 4 below. The focus of development is within the three principal settlements, consistent with the Core Strategy's approach.

KEY STATEMENT DS1: DEVELOPMENT STRATEGY

The majority of new housing development will be:

- concentrated within an identified strategic site located to the south of Clitheroe towards the A59; and
- the principal settlements of:
 - Clitheroe;
 - Longridge; and
 - Whalley.

Strategic employment opportunities will be promoted through the development of:

- the Barrow Enterprise Site as a main location for employment; and
- the Samlesbury Enterprise Zone.

New retail and leisure development will be directed toward the centres of:

- Clitheroe;
- Longridge; and
- Whalley.

In addition to the strategic site at Standen and the borough's principal settlements, development will be focused towards the Tier 1 Villages, which are the more sustainable of the 32 defined settlements:

• Barrow;	• Mellor;
• Billington;	• Mellor Brook;
• Chatburn;	• Read & Simonstone;
• Gisburn;	• Wilpshire
• Langho;	

In the 23 remaining Tier 2 Village settlements, which are the less sustainable of the 32 defined settlements, development will need to meet proven local needs or deliver regeneration benefits. The Tier 2 Village settlements are:

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

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

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

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

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

Figure 4: Extract from Key Statement DS1 (Source: Ribble Valley Core Strategy, 2014)

4.3 The infrastructure requirements that are expected to flow from the allocations in the publication version of the HEPD are considered within the relevant settlements in which they are located. It is anticipated that the HEPD will generate relatively few demands on infrastructure as a result of the limited nature of the proposed allocations in the draft plan. Table 1 provides a summary of the allocations included in the HEPD and notes any current infrastructure matters that need to be addressed.

Name of Allocation	Type of Allocation	Settlement	Infrastructure Issues
HAL1 – Land at Mellor Lane	Residential	Mellor	Affordable housing requirement. Comments received from previous consultation suggest the need for ecological survey. No specific highways or utilities concerns identified but further detailed discussions required when site comes forward via a planning application.
HAL 2 – Land at Wilpshire	Residential	Wilpshire	A number of on-site constraints identified – topography (steep slope to site); within 250m of former landfill site; and overhead electricity lines on part of the site. Comments received from previous consultation suggest the need for ecological survey. No specific highways or utilities concerns identified but further detailed discussions required when site comes forward via a planning application. Any transport assessments considering the development of Allocation HAL2 must align with assessments already undertaken in relation to the Parsonage Road, North Blackburn and Roe Lee sites in Blackburn with Darwen in terms of assumptions regarding planned and committed development traffic generation and network impact. Blackburn with Darwen Borough Council, as Highway Authority, should be consulted at scoping stage in relation to any Transport

			Assessment concerning Allocation HAL2.
EAL1 – Land at Sykes Holt	Employment	Mellor	Site has current planning applications (3/2016/0962&0963) for new HQ and brewery for Daniel Thwaites Brewery and is currently under construction. Specific highways and utilities matters under consideration as part of the current development. Heritage (Grade II listed farmhouse) and ecology matters (Mammon Wood) also addressed.
EAL2 – Land at Time Technology Park	Employment	Simonstone	Planning application submitted in 2016 but withdrawn due to need for transport assessment. No specific highways or utilities constraints identified in the planning application. Further detailed discussions required when site comes forward via a new planning application.
EAL3 – Land at Higher College Farm	Employment	Longridge	Site submitted as part of call for sites at last round of consultation. No specific highways or utilities concerns identified but further detailed discussions required when site comes forward via a planning application.
CMR1 - Clitheroe Market Redevelopment	Retail	Clitheroe	Core Strategy and Clitheroe Town Centre Masterplan ¹⁴ identified the market as an opportunity to introduce new retail, leisure and open space to the town centre to support and enhance the long term vitality and viability of the town centre, increasing footfall to the town centre and providing the opportunity for tourism and visitor growth. Consultation undertaken in 2016 on proposals for the potential redevelopment of the market.

Table 1: Summary of allocations set out in the HEPD

¹⁴ Clitheroe Town Centre Masterplan (2010) – the masterplan can be accessed from the Council's website: https://www.ribblevalley.gov.uk/download/downloads/id/9795/clitheroe_town_centre_masterplan.pdf

- 4.4 Much of the housing and employment development set out in the Core Strategy has either been built or is committed as a result of extant planning permissions. The infrastructure requirements associated with the various completed/committed developments are therefore either completed or have been agreed as part of the permission on developments yet to be built. The primary source of information has been the various section 106 agreements drawn up to deliver the necessary infrastructure identified for specific schemes.
- 4.5 Details are also provided on a number of other settlements in the Tier 1 and Tier 2 Villages where major development (defined as sites of eleven or more dwellings) has occurred. This is consistent with the current national approach to developer contributions set out in the current Planning Practice Guidance. The information only includes those settlements where section 106 contributions have been received from completed and committed major developments. Other settlements in the Tier 1 and Tier 2 designation do not feature as they have not seen major developments since 2008 with the resultant section 106 contributions.

Principal Settlements (Clitheroe, Longridge and Whalley)

- 4.6 Table 2 provides a summary of the developer contributions that have been agreed as a result of housing development approved within the three principal settlements in Ribble Valley. Much of the additional infrastructure requirements fall to transport and education needs. Transport infrastructure has focussed on physical improvements to existing road networks; and measures such as travel plans and improvements to public transport facilities/services to ensure the impact of new development is managed. Education infrastructure has involved a mix of funding to support additional school places in existing schools and in the case of larger developments, the provision of new primary schools.

	Transport	Education	Open Space	Other
Clitheroe ¹⁵	£3,540,750	£3,975,334	£32,021	£1,464,860
Longridge	£1,059,130	£1,153,526	£212,487	£20,280
Whalley	£339,500	£3,128,892	£106,925	£4,140
TOTAL	£4,939,380	£8,257,752	£351,433	£1,489,280

Table 2: Summary of Developer Contributions in Principal Settlements

Tier 1 Villages

- 4.7 Table 3 provides a summary of the developer contributions that have been agreed as a result of housing development approved within the Tier 1 settlements in Ribble Valley. In common with the principal settlements, the bulk of additional infrastructure requirements fall to transport and education needs. The significant quantum of developer contributions are focussed within Barrow by virtue of the approved

¹⁵ Includes information on the strategic site at Standen.

development at land to the south-west of Barrow and west of Whalley Road – development is yet to commence on site.

	Transport	Education	Open Space	Other
Barrow	£448,000	£4,439,109	£78,900	£48,480
Billington		£202,012		
Gisburn	£7,000		£16,401	
Langho	£28,000	£214,334	£11,685	
Mellor				£7,680
Read and Simonstone		£140,000		
TOTAL	£483,000	£4,995,455	£106,986	£56,160

Table 3: Summary of Developer Contributions in Tier 1 Villages

- 4.8** Table 4 provides a summary of the developer contributions that have been agreed as a result of housing development approved within the Tier 2 settlements in Ribble Valley. In each settlement listed in Table 4, contributions are primarily for additional education provision, with open space and waste management requirements also accounting for a small level of contributions.

Tier 2 Villages

	Education	Open Space	Other
Copster Green	£73,283		£8,640
Hurst Green	£167,000		
Sabden	£35,641	£23,520	
TOTAL	£275,924	£23,520	£8,640

Table 4: Summary of Developer Contributions in Tier 2 Villages

5 Infrastructure Schedule

- 5.1 Table 5 reflects the known information on infrastructure funding that has resulted from section 106 legal agreements for committed development in the Borough. It is acknowledged that there may be some gaps on the data presented in this document. Where additional information is made available to the Council, the schedule will be updated to reflect the completion of on-going projects, and as new projects and briefs are developed and funding programmes emerge.

	Transport	Education	Open Space	Other	Notes/phasing
Section 106 – Infrastructure Funding					
Principal Settlements	£4,939,380	£8,257,752	£351,433	£1,489,280	Phasing will be in line with the specific details set out in each s106 agreement
Tier 1 Settlements	£483,000	£4,995,455	£106,986	£56,160	
Tier 2 Settlements		£275,924	£23,520	£8,640	
TOTAL	£5,422,380	£13,529,131	£481,939	£1,554,080	

Table 5: Infrastructure Funding in Ribble Valley

Appendix 1: Infrastructure Stakeholders

The production of the IDS has involved a number of key organisations that are listed below.

Organisation	Name
Ribble Valley Borough Council	Diane Neville/ Colin Hirst/ Joanne Macholc/ Phil Dagnall
Blackburn with Darwen Council	David Proctor
Burnley Borough Council	Pete Milward
Craven District Council	Matthew Collins
Hyndburn Borough Council	Darren Tweed
Lancaster City Council	Henry Cumbers
Preston City Council	Christina Marginson
Pendle Borough Council	John Halton/ Jonathan Dicken
South Ribble Borough Council	Steven Brown
Lancashire County Council (Planning)	Richard Sharples
Lancashire County Council (Highways/ Transport)	Helen Norman/ Dave Colbert
Lancashire County Council (Education)	Andrew Curtis
The Wildlife Trust	John Lamb
United Utilities	Jenny Hope
Lancashire Fire and Rescue Service	Michael Spencer
Lancashire Constabulary/Police	Davina Helm
East Lancashire Clinical Commissioning Group	Mark Youlton