Welcome to the Ribble Valley Local Development Framework - Publication

VERSION OF CORE STRATEGY

Ribble Valley Local Development Framework - Publication

Dear Sir,

Date: 15 June 2012
Our ref: SP3/3
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Yours faithfully,

I would like to discuss any of the issues raised above. I hope the comments will be of assistance. Please don't hesitate to contact me if you have any further questions.

Environmental

ability of the municipality to support the infrastructure required is important. The LCCs involved and consulted on all matters that need to be enhanced.

Lancashire County Council as the Local Highway Authority is responsible for providing
highway safety, education provision and access to sustainable travel are all linked to

ability of future residents to access these services. Providing the infrastructure necessary to support the development and ultimately on the
provide the infrastructure where necessary to support future development and ultimately on the

new development being planned for capable across most forms of infrastructure will
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The scope of planning obligations will be scaled back from April 2014. The approach
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• Recognise the wider benefits of ecosystem services
• Monitoring biodiversity in the plan:
  • Population trends to national and local targets, and identify suitable indicators for
ecological networks and the protection and recovery of priority species
  • Promote the preservation, restoration and reconnection of priority habitats
• Identified by local partnerships for habitat reservation or ecological networks, and
  • Biodiversity, with the community and stepping stones that connect them and areas
  • High priority of international, national and locally significant sites. Identify and
  • Identify and map components of the local ecological networks, including the

The Enterprise Zone at Samlesbury is a Regionally Significant Site, and we support its
Dear Sir/Madam,

Please find attached Lancashire County Council's Response to Core Strategy Public Consultation. I will be sending a signed copy in the post.

Kind Regards,

Niamh O'Sullivan

Lancashire County Council

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15/06/2012
Air quality
Highways network

Mitigation measures to offset any potential adverse impact to the existing
management of such impacts having regard to the potential choice of
Community impact of sites on the wider highway network, and the
Highway capacity
Connection to principal routes and corridors
Exclusivity to a development site
The retention and enhancement of public rights of way across and
existing footways/cycleways

The potential need to provide new pedestrian and cycle links, or enhance
the connectivity of developments with existing footpaths and cycleways
Facilitating safe, active travel: Pedestrian and cycle routes through the
town centre, amenities, employment etc.
Raising awareness, recreation areas, open space, public transport facilities,
Public transport and the provision of pedestrian/cycle links to adjoin
suitability of a site, such as the distance to key facilities, the quality of
improvements that may be needed to the local highways network in order

number of factors including:
location of the sites, location of the sites selected for development, taking into account a
review needs to be carefully assessed. Full consideration must be given to the
route of the local and wider highway network and the impact of general movement (by development of sites) on those
networks

have been decided

when, individual developments (size, type, internal layout, network access etc)
or development boundaries. Detailed comments will be provided by LC, if and
not identified. Individual locations of the sites, that have been selected for development,
not dependent on the intention of the Parish Council. It is worth noting that the

Key Statement DSP

The Ribble Valley Core Strategy Broach Identifies areas for development within the
figures are contradictory and incorrect
Infrastructure Plan on page 39 it is stated there are 13 SSII and 297 BHS. These
is stated there are 16 SSII and 13 Priority habitats and species and in the
paragraph 3.1 it

Chapter 2: Understanding the Area

This report is to provide comments on the policies. These are offered as minor
amendments/Information to be included in Core Strategy.
quantified more accurately.

greater level of detailed information and when the impacts of a proposal can be
when the development of specific individual sites is taken forward, when there is a
is recommended that LGC, as the Local Highway Authority, is consulted further.

support a phased development, promoting accessibility and sustainability of the site.

implementation of an effective Travel Plan can assist a site to
deployment of the strategic site at Stansted, where appropriate, and with support
is needed that the Core Strategy does incorporate information to phase

encouraged for the development of many residential sites.

development sites is important to enable the management of traffic impacts, and is
the combined impacts of the developments may be limited, the phasing of large
the ability to assess the ability to secure appropriate planning contributions to mitigation.

suitable measures being delivered through appropriate mechanisms, without this
environmental, it is important to have a coordinated and planned approach with

Where there are several sites that may come forward on the network along specific

overstressed.

concerns problems. Within this mind, the importance of phased development cannot be

Additional consideration generated on the highway by individual developments could

congestion and all quality impacts are minimised.

local and wider network, providing benefits for specific modes and ensuring that

support development that supports development result in a positive influence on the

is ability to be fully and adequately integrated into the environment characteristics of

Each application will be considered by the Local Highway Authority, on its merits and

may be that the full development of a site should be phased over a period of time, or

LGC will work closely with the LPA and each developer (or their agent) to provide

planning and agreements made at relevant key stages.

It is important that LGC, as the Local Highway Authority, is involved and satisfied.

Please note that this is not an exhaustive list and comments that have previously

been provided by LGC's Strategic Highway Planning remain applicable.
Key Statement EN3
This should be expanded upon to facilitate climate change mitigation for biodiversity within the borough as stated in paragraph 99 of the NPFF.

Key Statement EN4
This is inconsistent with national planning policy both PPS9 and NPPF emphasize avoidance of impacts on biodiversity in the first instance. Consideration of mitigation and compensation is appropriate only where there is no satisfactory alternative.

Key Statement EN5
In paragraph 3.4 and 3.11, Key Statement EN5 and Glossary p465 it should be made clear that "built environment, includes all types of heritage assets, as well as actual buildings, otherwise the heritage that is valued is only partially protected. Earlier consultation responses indicated a need to alter such references from 'built heritage' to cultural heritage and using term heritage assets, or some other change to clarify this matter and to echo government guidance in the NPPF (and the earlier PPS9), but the justification and evidence base quoted are still missing. Appropriate entries in the glossary which could clarify this issue are still missing.

Key Statement EC1
Samlesbury is part of the Enterprise Zone not intended to form part of as stated in paragraph 7.4.

In Key Statement EC1, the final paragraph needs updating and the wording tweaking to more accurately reflect what the Enterprise Zone is about.

In Key Statement EC1, the final paragraph needs updating and the wording tweaking to more accurately reflect what the Enterprise Zone is about.

Improvements to the highway network will be required to accommodate growth at Samlesbury site, and indicative access layouts being considered by LCC in conjunction with Ribble Valley Borough Council and BAE systems. Necessary improvements should enable the safe operation of the network and access, and adjacent residential areas.
Successful outcome: this commitment is maintained over the full period of the Travel Plan. To ensure a
sustainable, developer, local planning authority, highway authority and end users,
maintaining a public agenda. It is essential that there is a strong commitment from
Each Travel Plan should be a ‘live’ document that evolves over time satisfying and
journeys. Travel plans should be a long-term travel management strategy for a site.
Promoting sustainable travel and reducing reliance on single occupancy cars
Further to that included in the Core Strategy, Travel Plans can be an effective tool in

the implementation of Key Statement DMS and Key Statement DM2.
We do not support the use of an order of priority. These issues are high on our
demand.

Key Statement DM2
The impact of a development and mitigating those impacts specific to the proposal and the provisions does not appear to serve a useful purpose in assessing
We support the Council’s resolve to seek contributions from education in Key Statement
development.

Key Statement DM1
Being ‘community facilities’ is more difficult. The policy is unclear over which premises will be identified as
Stakeholder. Your Council is proposing to make the disposal of surplus public sector
In resisting the loss of community facilities in the manner provided in this Key

Key Statement ECS2
Key Statement DME2

Sustainable provision is provided/delivered prior to need.

To maximise and sustain the use of sustainable transport it is important that
and extend this into the early phases of development.

Sustainable transport services to all areas of the development are provided
with existing and wider area. Where required, current local services are provided.

Secure, efficient, and effective sustainable transport needs and be able to

Key Statement DM3

Aspects of more local importance

Registered parks and gardens should add the phrase "...as well as other heritage
such as Scheduled Ancient Monuments, listed buildings, conservation areas,
are the heart of designated heritage assets listed in paragraph 10.4..." Heritage assets
therefore to consider the implications of developments on undesignated areas well.

Key Statement DM1

To 2013/14

The comprehensive programme of Lancashire’s Transport Plan was published in October 2011 and presents a
first implementation plan was published in October 2011 and presents a
strategy proposed and the issues raised during consultation and engagement. The
updated annually in a detailed implementation plan, with consideration to the
programmes. Delivery of the Strategy will be through a rolling three year programme
for the next few years. It does not however identify specific schemes or
(may 2011) identifies Lancashire’s priorities such as transport goals and set priorities.

The approved Local Transport Plan (LTP) Strategy, a Strategy for Lancashire,
setting out the strategic objectives for transport and travel,
Transport Plan for Lancashire has already been developed for the period 2011-2021.

The Ribble Valley Core Strategy makes reference to Lancashire County Council

100 agreement

Conditions may be required to ensure targets are met or included within a section
developer needs is committed with regard to implementation.

Travel plans must be built on an appropriate package of measures with clear agreed

Target plans are monitored throughout the process to ensure a successful outcome.
recommended that prior to the implementation of the Community Infrastructure Levy (CIL) Property Group should be replaced with Lanchashire County Council. It is
in the Infrastructure Plan on page 32 the following paragraph reference to the

Infrastructure Plan

Changes in biodiversity,

is not clear what is meant here, or how the Council intends to monitor or report on
comprehensive monitoring of all areas of biodiversity importance in Ribble Valley. It
are of biodiversity importance. Lanchashire County Council is not undertaking
Point 14 identifies LOCI as the source for this monitoring indicator for Changes in

Chapter 11 Monitoring

The proposed developments in order that it accords with the statutory tests,

proposed development in order that it accords with the statutory tests, and how the level of open space required will be assessed relative to the
availability of supply of public open space which will be assessed when considering smaller
development. We are unclear and would recommend further clarity on how the
by the Council, of public open space included in the design of the proposed
planning contributions will be sought for on site public open space for the delivery.
We welcome the clarity provided by Key Statement DM4 on how open space

Key Statement DM4

where development might not be allowed.

It should make specific reference to Biological Heritage Sites in the list of sites

Key Statement DM5

be dealt with on their merits; their settings. Developments that impinge more locally important heritage assets will
never of the preservation of distinct or equally important heritage assets and
NDP TF in considering development proposals the Council will make a presumption in

Key Statement DM4

and associated habitats such as blanket bog.

If would be appropriate for this statement to include characteristic upland landcapes

Reference should be made to the Forest of Bowland AONB Renewable Energy

Other

Applications are determined

proposals are received by Ribble Valley Borough Council before the planning
Lancashire County Council, enabling maximum process time and ensuring the
Borough Council should actively highlitght suitable planning applications to the
region. A major consideration when preparing planning obligations, Ribble Valley
Lancashire County Council should be nurtured and strengthened as time is
that is to be the situation: links between Ribble Valley Borough Council and the