Planning Policy Committee reports

to the
Planning & Development Committee
in

2012

relevant to the

Local Development Framework

With accompanying documents/
reports presented at Committee

RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO PLANNING & DEVELOPMENT COMMITTEE

Agenda Item No.

meeting date: 2 FEBRUARY 2012
title: CORE STRATEGY – HOUSING REQUIREMENTS
submitted by: CHIEF EXECUTIVE
principal author: COLIN HIRST – HEAD OF REGENERATION & HOUSING

1   PURPOSE

1.1   To consider and agree the strategic housing requirement for Ribble Valley.

1.2   Relevance to the Council's ambitions and priorities:

- Council Ambitions – To match the supply of homes in our area with identified housing needs and to progress the Core Strategy. The Core Strategy is a central Strategy of the Local Development Framework. It will help in the delivery of housing, employment and the protection and enhancement of the environment, ultimately presenting the Delivery Strategy for implementing the vision for the Ribble Valley for the next 15-20 years.

- Community Objectives – As a tool for delivering Spatial Policy the Core Strategy identifies how a range of issues relating to the objectives of a sustainable economy, thriving market towns and housing provision will be addressed through the planning system.

- Corporate Priorities – The Core Strategy is the central document of the LDF. The housing requirement is fundamental to determining planning applications and for the purposes of formulating planning policy.

- Other Considerations – The Council has a duty to prepare Spatial Policy under the Local Development Framework system.

2   BACKGROUND

2.1   As Members are aware the provision of housing is a key element of the Council's land-use planning and its role in determining planning applications. As an issue, it generates without doubt high levels of interest and concerns amongst the local community, as demonstrated in recent Core Strategy consultations. Housing provision brings great pressure from landowners and developers; it plays a key economic role, has a role in delivering sustainable mixed communities; regeneration benefits and opportunities to deliver both affordable and a choice of houses (and location) to meet people's aspirations. Establishing the appropriate working requirement is essential.

2.2   Previously, strategic planning for housing requirements has been delivered in a top down approach, formerly through the County Structure plans and more recently by way of Regionally set requirements in the Regional Spatial Strategy (RSS). District Authorities as consultees in the statutory planning process have had the opportunity to contribute to establishing housing requirements. However, the removal of the regional

tier puts the responsibility of establishing housing requirements with district planning authorities.

2.3 The Council needs to establish the housing requirement to inform decisions. It is not an option for the Council not to put in place a requirement. This would lead to decisions being taken out of the hands of the Council and would not allow the Council to fulfil its statutory duties and requirements as Local Planning Authority. The housing figure will be finalised as part of the work of preparing the Core Strategy with the proposed figure, incorporated into the Strategy and subject to the statutory Local Development Framework process. It will be subject to periods of statutory consultation, be capable of (and most likely will be) the subject of scrutiny by an Independent Inspector through the Examination in Public for the Core Strategy before it is formerly adopted as part of the Strategic Planning Policy for the Borough.

2.4 Whilst the figure for housing is being established there will still need to be a recognised benchmark against which decisions can be made, which at present would be best served by continuing the application of the current RSS requirement. Already adopted by the Council for operational purposes.

3 GOVERNMENT GUIDANCE AND POLICY

3.1 In considering the housing requirement it is important to take into account Government guidance on the issues and to be aware of the framework within which the Council needs to address this matter. Current guidance is contained within Planning Policy Statement 1 – Sustainable Development, Planning Policy Statement 3 – Housing and Planning Policy Statement 12 – Local Spatial Planning. In addition the Council will need to be mindful of the emerging National Planning Policy Framework (NPPF) that has recently been the subject of consultation and is anticipated to be put in place later this year. Any changes of significance that the NPPF introduces will need to be taken into account at the relevant time. Whilst it is not known what the published version will contain our approach should be measured against it.

3.2 Guidance in PPS1, promotes a number of general themes including as a general approach the role of planning authorities in bringing forward sufficient land of a suitable quality and in suitable locations to meet expected need. In doing so it is necessary to ensure that plans and policies are properly based on the analysis of evidence. It is also expected that in support of sustainable economic development, plans will ensure the provision of sufficient, good quality new homes (including an appropriate mix of housing and adequate levels of affordable housing) and that overall this is within a principle of an integrated approach to sustainable development, including the opportunity for communities to be involved in the drawing of the vision, strategy and specific plan policies. The approach taken by the Council is consistent with this policy statement.

3.3 Planning Policy Statement 3 – Housing, establishes the national position in relation to both strategic housing policy objectives and planning for housing policy objectives. These objectives are set out at Appendix 1. The use of an evidence based policy approach to inform housing need and demand and deliver these objectives is critical. Information contained in the Strategic Housing Market Assessment (SHMA) and the Strategic Housing Land Availablity Assessment (SHLAA) are seen as important. PPS3 gives guidance specifically upon assessing an appropriate level of housing wherein it is emphasised that a strategic approach should be taken, be evidence-based through for

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example the preparation of the SHMA, reference and understanding of long-term housing market prices, affordability levels, and Government household projections. The Council has in conjunction with our consultants created a relevant evidence base.

3.4 Guidance within PPS12 – Local Spatial Planning underpins the process and the consideration to be given in preparing the Local Development Framework and in particular the Core Strategy. A fundamental element of delivering the Core Strategy is to identify the overall amount of housing required in an area, a role which has been placed in the remit of the Local Authority with the Coalition Government's intention to remove the regional tier of strategic planning. Defining the housing requirement will enable the Core Strategy to deliver housing policy objectives: reflect the vision for the area that has been drawn up for the Core Strategy to reflect also the vision and aspirations set out in the adopted Sustainable Community Strategy. The Core Strategy vision is set out at Appendix 2. Again the guidance reiterates that the Core Strategy needs to be justified being founded upon a robust and credible evidence base bringing together two elements, namely, the evidence of the views of the local community and others who have a stake in the future of the area (including landowners and developers) and the evidence provided by research and facts supporting the choices being made. Ultimately the Council's approach will be tested at the Examination in Public where the Inspector will consider, in the terms of the national policies whether the Core Strategy is sound.

3.5 Members will also be aware of the recently published draft National Planning Policy Framework (NPPF). This has been the subject of consultation and the final version is yet to be published, however it is anticipated before the 31 March 2012. Any significant implications for the housing requirement arising from the publication of the NPPF will need to be taken into account accordingly. The draft NPPF presented a very clear intention of Government to promote development activity that supported economic growth and in particular increased housing delivery. Indeed some of the most controversial elements that generated high levels of response and concern to the consultation related to the proposed presumption in favour of development and the assumption given that the default answer to development proposals was to be "yes" except where it would compromise key sustainable development principles.

3.6 It is reiterated in the draft document that plans should set out the strategic priorities for the area including strategic policies to deliver housing and economic development requirements, as well as the protection and enhancement of the natural and historic environment. Delivering policies that genuinely deliver these two competing strands is a challenge yet a fundamental role for the Local Planning Authority that is expected by the national policy. In relation to the issue of housing requirements the draft NPPF continues to emphasise the themes of the existing Planning Policy Statements referred to above. That is, the use of an appropriate evidence base, with relevant up to date information (that is available to the Council) about the economic, social and environmental characteristics and prospects for the area as well as account being taken of relevant market and economic indicators such as land prices and demand. The NPPF places a strong emphasis upon the use of SHMA (Strategic Housing Market Assessment) and SHLAA (Strategic Housing Land Available Assessment) in providing an understanding of housing requirements in the area and effectively the deliverability of those requirements.

3.7 A further important element of national policy that is identified in the draft NPPF and is a key component of the Localism Act is the ability for local communities through the

neighbourhood planning mechanism to facilitate additional development that is supported by the local community. This introduces additional flexibility to enable more housing to be brought forward where it is agreed to be appropriate.

3.8 In both existing guidance and the draft NPPF it is anticipated that Local Planning Authorities will have plans in place that look forward over at least a 15 year period, but that it needs to be recognised that the system has to allow enough flexibility for changing circumstances or indeed new evidence to be taken into account. What is also important is that in establishing a housing requirement, the proposed figure would not be treated as an absolute figure. Plans through their policies will enable relevant flexibilities where appropriate and providing the underlying vision, objectives and strategy is not fundamentally undermined. It is clear from the proposals in the draft NPPF and the Localism agenda that flexibility is intended in the planning system.

3.9 Similarly, a vital element that has to be taken into account to reflect national policies is that of infrastructure (in its broadest terms) that will be needed to support identified development and having a planned level of development against which providers and organisations responsible for its delivery can plan will be vital. The housing requirement is key to this, following which the necessary spatial distribution and delivery of services can be dealt with through the wider Core Strategy process.

4   THE COUNCIL'S APPROACH TO ESTABLISHING A HOUSING FIGURE

4.1 The Council recognised the implications of the Coalition Government's policy approach and the anticipated revocation of regional strategy based targets meaning that a locally derived figure would need to be in place. Whilst the initial response was to confirm the continued application of the RSS figure for both plan-making and at that time perhaps more critically deciding planning applications, two factors had to be acknowledged. Firstly it would be a matter of a relatively short timescale before the Localism Act formally removed the RSS (which is now imminent) and secondly, in any event whilst the RSS was acknowledged by Government as being based on the most up to date evidence, the RSS reviews of housing requirements having been stopped, the adopted figure only covered the period up to 2021. The Council's Core Strategy would therefore extend beyond this to 2028 leaving a period against which a figure needed to be determined. It should also be noticed that in any event it is a requirement of established Government guidance to plan for at least a 15 year period beyond the adoption date of the Core Strategy requiring an evidence based figure to be in place. With adoption anticipated in 2012, the 15 year period would also extend beyond the existing RSS figure. Consequently it was acknowledged that a housing requirement review is necessary at the local level.

4.2 The Council commissioned specialist advice from Nathaniel Litchfield & Partners who provided the Council with their report and advice. The report to the Planning and Development Committee meeting of the 11 August 2011 refers, Members should bring their copy of that report to the meeting for reference as it includes the consultant's report. The consultant's report draws on the modelling scenarios agreed by Members, takes account of relevant data and information available and concludes with the suggested range within which the consultants would anticipate a housing requirement to fall based on the modelling. The study and modelling undertaken for the Council by the consultants represent a key component of our evidence against which requirements can be set.

4.3 The consultant's have drawn a number of key conclusions that need to be taken into account in agreeing a housing requirement for the borough. These are set out below as an extract from the report:

1. Taking into account the scenarios tested and the Core constraint on development delivery as shown by current evidence, it is NLP's view that the dwelling requirement for Ribble Valley borough should be in the range of 190 to 220 dwellings per annum between 2008 and 2028.

2. This figure is lower than the latest CLG household projections and particularly the employment led growth forecasts, to reflect realistic build rates for housing and constraints to delivery in the borough.

3. However, it is in NLP's view that any figure significantly lower than this 190 – 220 range would be unlikely to allow for the provision of a suitable level of affordable housing in the borough; nor would it allow the borough to pursue its economic growth objectives without potentially encouraging unsustainable levels in commuting from neighbouring districts. The 190 – 220 DPA range also reflects the potential for increasing the delivery of housing in Ribble Valley following the relaxation of the Housing Policy restraint.

4. It will be important to monitor progress on housing delivery and the changing demographic characteristics of the residents to ensure that the range of 190 – 220 dwellings per annum remains both suitable and achievable.

4.4 It is also important to recognise that a number of factors are identified as being part of the process to determine a housing requirement. These include having regard to the wider debate over the scale of housing. In particular the extent to which development can be accommodated especially given the sensitive and protected landscapes in the area together with the ability of existing locations to absorb development including the extent to which planned growth is identified and promoted. It is also important to consider this within the scope of the vision and objectives that have been developed for the Core Strategy as well as aspirations of other Council priorities such as delivering affordable housing. In addition there is the need to recognise the availability of data in particular the impacts of new data becoming available through the release of the 2011 Census and the practicalities of incorporating a planned review to take this into account. It is also considered that review should be considered in order to reflect any implications of the uncertainties of existing economic circumstances given the current and ongoing economic climate.

5 CONSULTATION

5.1 It was agreed by Members that consultation was an important part of the process and accordingly the consultant's report was published between November and December 2011 inviting comments on the report and the housing requirement review. The report was published on the Council's website, press releases issued and the direct mailing of the extensive contacts listed on the Council's LDF database with an invitation to comment. This consultation generated some 139 submissions from a range of respondees. Most (118) were from members of the general public who have continued to take part in the broader Core Strategy process, other were more technical submission on behalf of landowners, developers or house builders.

5.2 All responses, in redacted form, are available for reference at Level C Reception in the Council Offices. A summary of the responses is included as Appendix 3 to this report. As may be anticipated responses ranged from a fundamental opposition to house building through those that presented a view on the level of housing requirement thought to be acceptable, to those seeking a significant increase to that suggested by the NLP report as a matter of technical challenge. Some of the more technical responses that cited alternative assumptions or challenged specific elements of the modelling and consultants advice have been referred to the Council's consultants for review and comment. An update on the consultants views will be given at the Committee meeting.

5.3 To inform the process and to provide an opportunity for consideration of issues by Members in more detail, a Member Working Group was set up. The report to Planning and Development Committee on 11 August 2011 and 10 November 2011, (Minutes 267 and 462 respectively), provides more information on this including Terms of Reference. Appendix 4 to this report sets out the report of the Chair of the Working Group including the conclusion of the group and its recommendations to Members of the Committee.

5.4 It is clear from the responses received that there will always be diverse views on the matter of housing requirements. It is also clear that of those that responded, the general public did not support the advice provided by the consultants. Members will need to balance the desire expressed by some to see no (or extremely limited levels) of new housing with those who seek higher levels of development through development aspirations. Members will also have to take account of other elements of available evidence in drawing a conclusion.

6 DISCUSSION AND CONCLUSIONS

6.1 The housing requirement needs to be established in order to progress the Core Strategy and ultimately to inform decisions on planning applications. Agreement of a working figure will enable the housing requirement to be tested through the LDF process and will mean that the implications of the emerging strategy can be appraised and infrastructure delivered in a co-ordinated way through the planning process. National Policy sets out clear guidance in terms of the approach to addressing housing requirements and the Council has taken steps to meet that guidance.

6.2 The principal evidence for the Council to consider is set out in the consultants report which concludes that an appropriate level of housing based on the evidence and modelling would lie between a range of 190 – 220 dwellings. The advice is also clear in terms of identifying a requirement of less than 190 as sought by many local residents. Clearly the consultation, as might be expected, generated a wide range of comments and as the summary of responses shows reflects a range of interests that might be anticipated. In general it can be demonstrated that the majority of professionally based responses (acknowledging their clients interests) indicate the higher end of the NLP range to be a minimum level of requirement if growth is not to be inadequate for the needs of the area and to meet Government and Council aspirations. Some are clearly seeking to pursue much higher levels of growth for which we await the consultants response and which in any event if not accepted, will be capable of further examination through the Core Strategy process.

6.3 It is also important to be mindful of other evidence that national guidance highlights such as the SHLAA and indeed Government projections. The SHMA as Members will recall

follows an established methodology and identified in terms of affordable housing a requirement to provide in the order of 264 dwellings per annum, simply to bring affordable requirements into balance. The attainment of this level of development especially given the mechanisms to deliver affordable housing is not viewed as realistic notwithstanding that, the SHMA indicates its results as it does. Similarly it is important to note as NLP do the position derived when using the most recent CLG household projections for the area, which would indicate a requirement of some 5,190 dwellings over the plan period or 260 per annum.

6.4   It is relevant to take into account the fact that in any event the projections and modelling can only ever be based on the data available at the time. This also includes the reality that new housing development and market performance as well as conditions within the national and local economy have been influenced by the recessional impacts that have occurred since 2007/8. This will have had some influence on circumstances over the initial plan period we are examining and the actual position that is operating at-present. This in itself would lead to a cautious approach to a long-term requirement based on the realities of the data we have to work with. Indeed the timing of the release of the 2011 census data to enable an update to the demographic based requirement will be an important factor to take into account. However the process cannot be placed in abeyance pending the opportunity to carry out that work.

6.5   Given the considerations set out above and having regard to the consultations, consultants advice and evidence, whilst noting the underlying concerns of the local community it would be appropriate, in my view, to consider the housing requirement to be set towards the upper range of the consultants indications namely to prepare the Core Strategy on the basis of initially providing some 4,400 dwellings over the plan period (220 dwellings per annum) but that as part of the strategy a clear review is identified to be undertaken no more than 5 years from adoption. This will accommodate new census data, by that timeframe the Strategic Housing Market Assessment would have been reviewed as a matter of course to take account of changing evidence and the impact and extent of economic recovery would be known. If the level of 220 dwellings per annum was accepted this is close to the projected CLG figures and given the flexibility for additional development to come forward through neighbourhood planning, exceptions for affordable housing and an emerging development strategy that supports regeneration opportunities as well as affordable housing provision, this level of housing provision is not precluded from being delivered.

6.6   It is important to bear in mind that the process of distribution and scale of growth at any given settlement is not a function of the current task of establishing the appropriate level of housing requirement against which the Core Strategy will be set. However it is important to appreciate what the housing requirement indicated above (220 dwellings per annum) would actually mean going forward. Firstly it is important to bear in mind that this figure would not be an absolute ceiling, there will always be a need for an element of flexibility, and it is clear from the draft NPPF that there is a clear approach from Government to have in place a mechanism to boost the supply of housing and through housing delivery support economic growth in an responsive manner. The Council's policies will need to ensure that this can be met. It is also important to have in mind that whilst an annualised figure (220) is used for purposes of monitoring and managing delivery through the identification of a five-year supply actual delivery each year may be higher or lower and at any time a higher number of approvals may be in the system.

6.7 The most important figure in relation to the Core Strategy becomes the figure for the plan period against which the Development Strategy is applied. It should also be noted that the housing requirement relates to the plan period, those houses completed or with existing planning permissions need to be taken into account. With this in mind by way of illustration on the basis of a requirement to meet 4,400 dwellings between 2008 and 2028 the housing position would be as follows:

Requirement 2008/2028:	4,400 (220 dpa)
Completions:	300
Existing planning permissions *:	694
Requirement to find up to 2028	3,406 (@ 16.5 yrs remaining period = 206 dpa)
Assuming Strategic site agreed	- 1,040
Dwellings to accommodate	2,366 **

Figures as at the 1 October 2011

* Planning permissions include affordable permissions but exclude any discounting for slippage.

** This equates to an annual equivalent over the remaining plan period of 143 dwellings per annum to be planned for, over and above existing completions, commitments and the proposed strategic site.

6.7 Within the context of the remaining plan period therefore and the proposal to consider delivery by way of a strategic site as a key component of the Strategy the remaining provision on the basis of the upper end of the NLP range would mean in effect planning for a requirement going forward of some 2,370 dwellings.

7. RISK ASSESSMENT

7.1 The approval of this report may have the following implications:

- Resources – None.

- Technical, Environmental and Legal – In forming a judgement Members will need to ensure a justified and evidence-based approach is taken in line with existing planning policy guidance.

- Political – There is significant interest in housing and related Core Strategy issues.

- Reputation – The decision taken will influence future planning decisions and demonstrate the ability to take the lead role on issues of significance to the local community.

8 **RECOMMENDED THAT COMMITTEE**

8.1 Agree for the purposes of the Core Strategy that the housing requirement is set at the upper extent of the range advised by the Council's consultants, namely 4,400 dwellings during the plan period and that provision for a formal review is undertaken within 5 years of adoption of the Core Strategy is included in the proposals.

CHIEF EXECUTIVE

BACKGROUND PAPERS

1 Planning Policy Guidance Note 1 – Sustainable Development.
2 Planning Policy Guidance Note 3 – Housing.
3 Planning Policy Guidance Note 12 – Local Spatial Planning.
4 Ribble Valley Housing Requirement – Nathanial Lichfield and Partners.
5 Consultation response files.

For further information please ask for Colin Hirst, extension 4503.

EXTRACT FROM PPS3 – HOUSING

Strategic housing policy objectives

9. The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking:
– To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community.
– To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need.
– To improve affordability across the housing market, including by increasing the supply of housing.
- To create sustainable, inclusive, mixed communities in all areas, both urban and rural.

Planning for housing policy objectives

10. These housing policy objectives provide the context for planning for housing through development plans and planning decisions. The specific outcomes that the planning system should deliver are:

– High quality housing that is well-designed and built to a high standard.

– A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.

– A sufficient quantity of housing taking into account need and demand and seeking to improve choice.

– Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.

– A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.

THE CORE STRATEGY VISION

The Ribble Valley will be an area with an exceptional environment and quality of life for all, sustained by vital and vibrant market towns and villages acting as thriving service centres, meeting the needs of residents, businesses and visitors. We will seek to create an area with unrivalled quality of place, respecting the unique, natural, social and build heritage of the area.

New development to meet the needs of the area for growth, services and quality of life will be managed to ensure the special characteristics of the area are preserved for future generations.

Strategic Objectives:

Respect, protect and enhance the high quality environment and biodiversity in the borough.

Match the supply of affordable and decent homes in the borough with the identified housing needs.

Ensure a suitable proportion of housing meets local needs.

Improve the competitiveness and productivity of local businesses by safeguarding and promoting local employment opportunities.

Ensure neighbourhoods are sought after locations by building cohesive communities and promoting community safety.

Support existing retail business while improving the retail offer by ensuring the vitality and viability of the retail areas are considered.

Co-ordinate, innovate and diversify sustainable tourism, building on our strengths and developing new initiatives.

Improve accessibility and service delivery to address rural isolation.

Contribute to local, regional and wider sustainable development.

SUMMARY OF RESPONSES TO CONSULTATION ON "DEFINING A LOCAL HOUSING REQUIREMENT"
(Consultation from November to December 2011)

Responses to this consultation fell into two main groups; the first comprising those from local residents and the second from a group comprising planning agents, statutory respondents such as government agencies or adjacent local authorities, and local action groups. As responses from the two groups are sufficiently different in content and approach it is sensible to summarise them separately before any wider Ribble valley summary can be made.

A total of 139 responses were made

118 (85%) were made by local residents

21 (15%) were made by agents, govt agencies, adjacent authorities, action groups etc

Part A - Local Residents' Responses.

There were 118 responses from local residents. In total, as many raised more than one point in their response, there were 446 points raised.

In terms of the overall reaction to the recommendations of the NLP report (ie the housing range of 190 – 220 units per year) 83% (98) of responses were opposed to these figures, feeling them to be excessive.

Only 9% (11) of responses supported or agreed with the NLP recommended figures, with the remaining 8% (9) of responses a combination of non committal or those that were difficult to interpret or that dealt with issues not relation to the housing requirement question.

Most answered with a response relating to the whole Borough, although a minority responded instead about their locality, eg Clitheroe, Sabden etc.

The most often quoted reasons given by those opposing the recommendation were:

1. Infrastructure (mentioned 86 times either in general or in relation to specific types of infrastructure)

30 points related to local infrastructure in general being unable to cope with the NLP recommended figure or that people doubted that it would be provided to accompany any new development.

Specific aspects of infrastructure deemed currently under pressure were also mentioned:

Traffic Congestion, impact on local roads - (21 mentions)
Education lack of provision, schools unable to cope - (14)
Health Provision (7)
Drainage (7)

Parking (6)
Open Space (1)

2. The Local Economy (mentioned 43 times)

The main thrust here was that people felt that the NLP assumptions of future economic growth were based on past periods of growth that were no longer relevant and the figures ignored the current economic constraints. Some felt that renewed growth was a long way off.

In addition some wanted to know where the jobs were going to be for those occupying the proposed new housing given that some high profile local firms were currently laying workers off.

3. Current levels of houses for sale or lying empty. (mentioned 33 times)

Responses here focused on the belief that there are many houses (ie an unusually high amount) currently for sale and some also feeling that there are a considerable number of empty properties in the area and that therefore this indicated that there was not the need for a significant amount of new build suggested in the report.

4. The Wider Environment, Character of the Area (mentioned 32 times)

Comments here related to opposition to development on Greenfield sites and that brownfield sites should be prioritised, and that the scale of development proposed in the recommendations would be environmentally unacceptable for a rural area.

Consultants Have a Conflict of Interest, Too Close to Developers. (10 responses)

Comment here felt that the consultants were not objective and that they were in some way in general terms too close to development interests to give an objective view that represented the wider local interest.

Planning Time Scales (7 responses)

Some felt that it was inherently difficult to plan over a period of 20 years or so and that the world was too changeable to make such planning meaningful and accurate.
Planning should be done over shorter time frames that better reflected the real world.

Suggestions of Alternative Housing Requirement Figures. (c 98 responses)

There was no clear alternative housing figure from those who felt that the 190 – 220 recommended figure was too high. Responses varied from "No more houses" and build new housing elsewhere outside the Borough to support for the existing 161 per year figure. Many respondents (42) did not state a figure or an option that they preferred but simply expressed their rejection of the 190 – 220 figure in various ways. Those who did state a preference are detailed below:

No more houses	4
Between 0 and 50 houses per year (including support for option C)	1
Between 50 and 100 per year (including support for options B to C)	25
Between 100 and 150 per year	16
Between 150 and 161 per year	6

(In addition there were 4 responses that, while alluding to a figure, were difficult to categorise)

Part B. Responses by Planning Agents, Government Agencies. Other Local Authorities, Action Groups etc

Of the 21 responses received from this group 5 made detailed technical points which have been passed on to NLP for a detailed reply. In addition a further 6 responses stated that they had no comment to make on the consultation. The remaining 10 responses are briefly summarised on an individual basis below.

Briefly the responses below taken together generally indicate support for figures higher than the NLP recommendation of 190 – 220.

1. Carter Jonas
Feels that any figure should acknowledge pre-moratorium build rates. Goes on to state that the 190 – 220 figure recommended "sits conservatively in the middle" of the range of housing figures presented. On the whole they support an increase in housing numbers across the district "where this meets market requirements, supports economic growth and the needs of employers as well as addressing local need"

2. Smith Gore
Feels that a policy for no housing would lead to stagnation. States that the NLP recommended figure is lower than the latest Government household projections and employment forecasts as NLP consider it reflects realistic build rates and agree that any figure lower than the 190 – 220 would not deliver a suitable level of affordable housing. 220 should be the minimum figure with flexibility to increase to 260 to take into account future trends.

3. Planning Bureau
Expresses concern that the report contains no direct comment regarding the housing need that the predicted future population will generate. Supports the need for future private sheltered accommodation schemes.

4. House Builders Federation
The Council should plan on the basis of Scenario E (Past Trends Job Growth - 559 units per year) to reflect Government objectives to support economic growth. Feels it is right that the Council should plan to encourage new migrants to the area to increase the economically active element of the population and help to sustain local services. Oppose Scenario B (Natural Change) as this would lead to a fall in population and economic activity. Also opposed to Option C (Zero Net Migration)

5. Turley Associates
State that the housing figure should not be lower than 220 per year. Feels that the NLP recommended range can be questioned regarding its appropriateness in relation to demographic derived forecasts which indicate a level of 260 per year. Suggests that further work should be carried out to test a range of 220 – 260 to ensure better consistency with Government household projections.

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6. United Utilities
No comment on housing figures. Goes on to make comments regarding policies within Core Strategy. But points out that infrastructure investment will be required to support any major development schemes.

7. Co-operative Estates
Agree that forecasts based on employment led statistics are unreliable as they depend on past growth trends which do not reflect the on going period of economic instability. Support a figure towards the higher end of the recommended 190 – 220 range. Also feel that the annual figure should align with the pre recession completion figure of 225 per year.

8. Stephen Abbott Associates
Not clear why the recommended figure has been selected. Feels the NLP comment that the figure reflects local constraints on development which seems at odds with the findings of the SHLAA which shows sites for 5441 deliverable units. Also points to the SHMA showing a need for 264 per year. Therefore feels that the 190 – 220 figure will risk undershoot in relation to need and demand. Feels that under provision risks infrastructure delivery problems arising from piecemeal planning, some by appeal. Also points to need to conform to NPPF.

9. Janet Dixon Town Planners
Feels that the range 190 – 260 is most realistic. However feels that the vacancy test of 1.9% is achievable therefore making figures close to 190 unrealistic. Feels that 220 –260 more realistic. This is close to historic completion rates.

10. Dickman Associates
Feels that the NLP report does not take into account NPPF requirement for 20% minimum increase in first 5 years. Also uncertain whether the 190 – 220 figure is gross or net. Feels that the 190 – 220 figure is unclear as to whether it takes into account likely economic growth. The SHMA indicates 264 per year and historic completion rates are over 220 per year.

RIBBLE VALLEY BOROUGH COUNCIL – PLANNING & DEVEOPMENT COMMITTEE

REPORT OF MEETINGS OF HOUSING NUMBERS WORKING GROUP

1   Introduction

Approval was given for the LDF Core Strategy – Outline Approach set out in Agenda item No 7 Appendix 1 at the 8 Dec 2011 Planning & Development Committee. The housing numbers, etc in the paper were based on the RSS figure of 3220 over the 20 year period 2008-2028 (equivalent to 161 pa). For consistency, 3220 is the figure which has been used in all projections, etc until a firm figure is agreed by RVBC bearing in mind that the public consultation period on the RV Housing Requirement (Nathaniel Lichfield) report did not end until mid-December. P&D Committee agreed at their 10 Nov 11 meeting that a small Housing Review sub WG be formed to consider the responses to the consultation & report back to Committee. The Group was set up with the following members: Cllr R Sherras (Chair), Cllr T Hill, Cllr S Bibby, Cllr G Mirfin together with Colin Hirst. Its objectives (from 10 Nov 11 P&D Ctee) were:

> *3. OBJECTIVES*
>
> *3.1 To provide a forum to discuss the findings of the consultant's report and the implications for the proper planning of the borough.*
>
> *3.2 To consider the consultation response to the Housing Requirements Review Report and identify any key matters of concern.*
>
> *3.3 In the light of the consultation response to consider the recommendations in the Council's report and contribute advice to the Planning and Development Committee on an appropriate level of housing provision.*

The WG formally met on 2 occasions – 5 Jan 12 & 20 Jan 12, but in addition several pieces of information, etc have been exchanged/distributed.

2   Consultation & Responses

In addition to its publication in the 11 Aug 11 report to P&D (publically available), responses to the findings of the Nathaniel Lichfield report were specifically invited from those on the previous core strategy respondent database. The majority of the responses were of a general nature or related to only specific areas/settlements rather than the overall RV housing requirement – these are being analysed separately. Some responses addressed the overall requirement, of these: 2 made detailed points about the need to increase the requirement above the Nathaniel Lichfield recommendation (3800 – 4400 [190 – 200pa])& 1 made a case for a reduction from the 3220 (RSS) figure.

The Working Group have asked Nathaniel Lichfield for their views on the responses & whether they wish to change the recommendations at Section 6.2 of their original report:

> *1 Taking into account the scenarios tested and the core constraints on development delivery as shown by current evidence, it is NLP's view that the dwelling requirement for Ribble Valley Borough should be in the range of 190-220 dwellings per annum between 2008 and 2028;*
>
> *2 This figure is lower than the latest CLG household projections and particularly the employment-led growth forecasts, to reflect realistic build rates of housing and constraints to delivery in the Borough;*
>
> *3 However, it is NLP's view that any figure significantly lower than this 190-220 range would be unlikely to allow for the provision of a suitable level of affordable housing in the Borough; nor would it allow the Borough to pursue its economic growth objectives without potentially encouraging unsustainable levels of in-commuting from neighbouring districts. The 190-220 dpa range also reflects the potential for increasing the delivery of housing in Ribble Valley following the relaxation of the housing policy restraint;*

They have promised that their views will be received by us in time for them to be reported at or before the Feb 2 P&D Ctee meeting.

3 Working Group Deliberations

The first meeting (5 Jan 12) considered the responses & discussed the changes in the housing & economic situation since the SHMA (Strategic Housing Market Assessment) was consulted upon & finally adopted in December 2008 by RVBC as part of evidence base. There was an extensive discussion on the SHMA. It was agreed that although it may need revisiting later in the 20 year plan period as more up to date information became available (eg 2011 census data), it would not be appropriate to discount it totally at present. Arguments for or against specific parts could however be accommodated by building some flexibility into the final figures. It was also agreed that we seek Nathaniel Lichfield comments on the 3 detailed responses & ask whether they wish to change their original recommended housing requirement numbers in the light of the comments. The meeting closed with a view to reconvening when more information & hopefully N Lichfield comments were available & WG members had had an opportunity to look at the responses overall in more detail. As stated above N Lichfield have agreed to comment but their views will be reported to P&D Ctee.

The second meeting (20 Jan 12) was held to come to some conclusions to enable Colin Hirst to write his report for submission to the special P&D Ctee meeting on 2 Feb 12. Various items containing information/views prepared mainly by individual members after the first meeting were discussed. These covered: an overall assessment of economic, etc data available & its relevance to RV housing requirements; more detailed figures of the possible effect on settlements as defined in the Approach to a Preferred Option report approved by P&D Ctee at their 8 Dec 11 meeting; the need to emphasise the need for phasing of delivery of the overall 20 year total requirement rather than a flat annual requirement eg 3200 over 20 years equated to 161 pa.

4 Conclusions & Recommendation to P&D Committee

This has been a most difficult task in trying to balance conflicting views on the relevance of economic, housing, demographic, etc data with the practical need to recommend a level which:

    a. Can be successfully defended against challenges at Examination in Public (EIP)
    b. Is acceptable to residents in the Borough at both settlement & borough level as being reasonable

The Working Group elected members agreed that despite many reservations a figure must be recommended as a basis for Colin Hirst & his fellow officers to proceed with producing a draft Preferred Option for the Core Strategy. Without that, both our sustainability consultants, Hyder, and those charged with producing the mandatory Infrastructure Plan will find it virtually impossible to proceed with possible impacts/requirements.

With the reservations & qualifications above & the observations below, the 20 year requirement recommended to Committee is 4000 dwellings (equivalent to average of 200 pa).

6 Working Group Observations

There are some important observations which the WG members wish to record as being important in any debate, even though some may be outside the WGs terms of reference.

1. There is a need to think of phased delivery of the total 20 year requirement rather than the flat equivalent annual requirement. This takes account of the varying levels of economic activity & accommodates market troughs & peaks.
2. The current numerical requirements can only be based on overall requirement less definite permissions ie the permissions/completions between 2008 to present date can be deducted – currently these amount to almost 1400.
3. Account is not taken of those planning permissions already granted but for which the necessary Section 106 agreement has not been signed. Technically these do not yet

have full permission but it is considered unlikely that they will not be agreed & signed. These currently add up to 400 dwellings.

4. Taking points 2 & 3 into account leaves a net requirement based on the recommendation of 4000 less (1400 + 400) = 2200. If one then takes into account the Strategic Site concept (1040 dwellings) identified in the 8 Dec 11 report to P&D Ctee then the figures become:

4000 less (1400 + 400 + 1040) = 1160

Richard Sherras
Chair, Housing Numbers Working Group   20 Jan 12

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RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO PLANNING & DEVELOPMENT COMMITTEE

Agenda Item No.

meeting date: THURSDAY, 9 FEBRUARY 2012
title: SAMLESBURY ENTERPRISE ZONE PROPOSED LOCAL DEVELOPMENT ORDER
submitted by: DIRECTOR OF COMMUNITY SERVICES
principal author: JOHN MACHOLC – HEAD OF PLANNING SERVICES

1   PURPOSE

1.1 To inform Planning and Development Committee of the ongoing work in relation to the proposed Local Development Order at Samlesbury and request authorisation for the eventual submission of the final document to the Secretary of State.

1.2 Relevance to the Council's ambitions and priorities:

- Council Ambitions – To support economic growth and delivery of employment land throughout the borough.

- Community Objectives – To support a vibrant economy.

- Corporate Priorities – To be a well run and efficient Council.

- Other Considerations – None.

2   BACKGROUND

2.1 Committee will be aware of a report taken as a Part II item to the Planning and Development Committee on the 8 December 2011 which gave details of the Enterprise Zone at British Aerospace, Samlesbury and Warton. Members are asked to refer to these original reports for full details. Policy and Finance Committee agreed to support the Enterprise submission in November 2011.

2.2 Since the Enterprise Zone submission which was endorsed by Policy and Finance the Government formally approved British Aerospace submission for the Lancashire Enterprise Zone in November 2011.

2.3 Ribble Valley, South Ribble, Fylde Borough and Lancashire County Council have been working together to ensure delivery of the Local Development Orders which would assist the Enterprise Zone designation as soon as possible. The target date for the first implementation of the first Local Development Order is 1 April.

2.4 The Enterprise Zone has to be operational by April 2012 and it is necessary for a Local Development Order to be in place at this time. The first phase to bring forward some 16 hectares of land that straddles the boundary between South Ribble and Ribble Valley which is serviced and accessed from the main British Aerospace Systems complex. The Regulations stipulate that each Planning Authority must prepare its own Local Development Order and it is clear that for this first phase the Orders will need to be identical on the basis that it straddles the boundaries. Discussions are ongoing with South Ribble Borough Council and Lancashire County Council and BAe in preparing the Local Development Order.

2.5 The Government sees the preparation of the Local Development Order as a key component of an Enterprise Zone with the aim of reducing the planning burden. The intention of the Local Development Order is to specify a range of uses subject to conditions that are treated as permitted development and as such not require a planning application. The statutory process for the preparation of a Local Development Order includes a formal public consultation of at least 28 days and a submission to the Secretary of State that includes written responses on any representations that are received. The Secretary of State then has a further 21 days to deal with the submission.

2.6 In relation to the first Local Development Order at the Samlesbury site it is intended to focus on development of advance engineering and manufacturing uses and include a non-residential training facility. The proposed draft Local Development Order submitted as Appendix A to this report. I anticipate minor changes to the document prior to formal consultation which also includes a plan showing the area of land identified for the Local Development Order (Parcel A).

2.7 In order to safeguard possible concerns the relevant parties have agreed specific conditions which would effectively control the scale of the development including height restrictions, use of materials, as parking, access and other environmental mitigation measures.

2.8 I am satisfied that subject to the safeguards that the proposed Local Development Order is acceptable and would facilitate further economic regeneration of the areas.

2.9 Where a Local Planning Authority proposes to make a Local Development Order there are various consultation procedures they need to take place. As part of the consultation process residents have been consulted as well as statutory consultees such as the Highways Agency, Natural England, Environment Agency, United Utilities, Lancashire County Council Highway Authority, as well as adjacent Local Planning Authorities will have also been consulted. A meeting has also been scheduled to take place with all the local Parish Councils.

2.10 It is necessary to assess any representations that are received however, in order to meet the timescale, it would not be possible to take these representations to a scheduled Planning and Development Committee.

3   ISSUES

3.1 As indicated previously the primary purpose of a Local Development Order is to remove unnecessary red tape from the planning system with an aim to stimulate economic growth by giving certainty and speeding up the planning process. A Local Development Order would automatically grant planning permission for the types of development specified in a Local Development Order subject to conditions and in doing so remove the need for a planning application to be made. This flexibility can help to encourage economic growth and assist in the regeneration of the local economy.

3.2 It is important to include adequate safeguards are stipulated in the Local Development Order to ensure that the development relates to that specified in its Enterprise Zone designation and as such within the category of General Industry relating to Advance Engineering and Manufacturing Businesses. As indicated, I am satisfied that the proposed Local Development Order would still ensure that adequate measures are put in place to prevent inappropriate developments occurring. Members will be aware that as a result of the Local Development Order there would be no planning fees relating to such developments. One of the main safeguards is the need for an approved

Masterplan for the site prior to any significant development taking place on areas where there is no extant consent.

3.3 It is important to have regard to any observations or responses that come from residents and consultees but due to the timescale it would not be possible to report these to a future Planning and Development Committee. It is therefore requested that delegation be given to the Director of Community Services and Head of Planning Services in consultation with the Chairman and Vice Chairman of the Planning and Development Committee to assess any responses and make appropriate recommendations to modify the draft Local Development Order if necessary and forward the final document to the Secretary of State for endorsement.

4 RISK ASSESSMENT

4.1 The approval of this report may have the following implications:

- Resources – The preparation of the Local Development Order can adequately be resourced from within the department and would be subject to priorities of staff work Lancashire County Council have assisted with a dedicated officer working on the projects. It should also be noted that there would be a significant loss in planning fee as a result of the proposed Local Development Order.

- Technical, Environmental and Legal – The Local Development Order process is statutory and would need to be adhered to.

- Political – The Enterprise Zone is an important designation which has already been supported by the Council and the economic growth of the borough is a key issue.

- Reputation – It is important to meet the timetable in relation to the Government deadline and failure to meet such a timetable could be seen as a poor service.

5 **RECOMMENDED THAT COMMITTEE**

5.1 Endorse the current consultation procedure in relation to the proposed Local Development Order and support the designation of the Local Development Order.

5.2 Defer and delegate the agreement of the final version of the Local Development Order and authorise any changes deemed appropriate as a result of the consultation process to the Director of Community Services and the Head of Planning Services in conjunction with the Chairman and Vice Chairman of Planning and Development Committee.

DIRECTOR OF COMMUNITY SERVICES

BACKGROUND PAPERS

1 Agenda Item 16 – Part II item – Enterprise Zone, Planning & Development Committee report dated 8 December 2011.

For further information please ask for John Macholc, extension 4502.

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RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO SPECIAL PLANNING & DEVELOPMENT COMMITTEE

Agenda Item No.

meeting date: WEDNESDAY, 4 APRIL 2012
title: CORE STRATEGY – A LOCAL PLAN FOR RIBBLE VALLEY 2008-2028 REGULATION 27 DRAFT
submitted by: CHIEF EXECUTIVE
principal author: COLIN HIRST – HEAD OF REGENERATION AND HOUSING

1   PURPOSE

1.1   To agree the preferred option and the publication of the core Strategy, Regulation 27 Draft for public consultation.

1.2   Relevance to the Council's ambitions and priorities:

- Council Ambitions – The Core Strategy is the central strategy of the Local Development Framework. It will help in the delivery of housing, employment and the protection and enhancement of the environment, ultimately presenting the delivery strategy for implementing the vision for the Ribble Valley for the next 20 years.

- Community Objectives – As a tool for delivering spatial policy, the Core Strategy identifies how a range of issues relating to the objectives of a sustainable economy, thriving market towns and housing provision will be addressed through the planning system.

- Corporate Priorities – The Core Strategy is the central document of the LDF and sets the overall vision and approach to future planning policy which will aid performance and consistency.

- Other Considerations – The Council has a duty to prepare spatial policy under the Local Development Framework system.

2   BACKGROUND

2.1   The current approach to development plans requires the Council to develop a suite of documents known as the Local Development Framework (LDF) that will replace the adopted Districtwide Local Plan. The policies within the LDF must be informed by a strong robust evidence base and over the past few years, work has been undertaken to develop the evidence base, consult on options and to develop this current regulation 27 draft, which effectively represents the drawing together of a number of components that have been previously worked upon.

2.2   As a consequence of the government's Localism Act with the abolition of Regional Spatial Strategies, the Core Strategy will also provide the means by which Local Planning Authorities establish strategic development requirements for such as housing, employment land and a general pattern of development.

2.3   The Core Strategy will be the central document within the framework and will provide the vital policy tool with which to plan and manage development in the area. It will be the main defence against development proposals that are not viewed by the Council to be serving the interest of the area and where they would be out of accord with the Core Strategy policies. Consequently, it is important to have in place as soon as possible an up to date and robust development plan for the area.

2.4   The policies within the framework are informed by a strong, robust evidence base with work focusing over the past few years on creating the LDF base line, identifying issues and developing options. The Core Strategy has been progressively formulated from this baseline and is moving towards key stages in its development. An extensive set of reports has been previously considered by Members and are published on the Council's website, together with relevant background material and research, a compendium of these reports has been distributed to Members of Planning and Development Committee and a copy has been placed in the Members Room on Level D for reference.

3   PREVIOUS CONSULTATIONS

3.1   Consultation on issues to be considered in the Core Strategy has been taking place since 2006, albeit under previous forms of the regulations. Formal consultation was undertaken through questionnaires in 2007 in two rounds from which it was possible to formulate a draft consultation document under Regulation 25 of the current regulations. This consultation document contained a series of options for the spatial development strategy for the Core Strategy. It set out strategy options and illustrated general areas for development and the likely scale over the plan period. This was consulted on between August and October 2010.

3.2   A wide range of methods for promoting public involvement put in place to provide the opportunity for any organisation or persons in or out of the borough to submit representations into the Core Strategy process. The consultation reflected methods set out in our adopted Statement of Community Involvement and included:

- holding an 8 week consultation response period between the 25 August and 20 October 2010;

- distributing posters for local display;

- offering the opportunity for each Parish/Town Council to hold a meeting by members of the Forward Planning Team, providing the opportunity for local residents to attend these meetings and ask questions in an open forum approach. Meetings were held across the borough and included all parishes. Meetings varied from small discussion groups to large public meetings;

- making the Core Strategy report and response forms available at all libraries in the borough, the Council Offices, Station Buildings in Longridge and available for loan from Parish/Town Councils;

- publishing the report and both a downloadable response form and electronic submission form on the Council's website and the Pennine Lancashire Wide Feedback Website;

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- producing an explanatory booklet on the Core Strategy setting out the main principles and ways to respond making these available at the venues listed above and some other locations in the borough such as shops, gymnasiums, post offices to help broaden accessibility and promotion;

- inserting 11,000 copies of the explanatory booklet into the Clitheroe Advertiser and Times and the most widely circulated local newspaper in the borough (that would accept inserts);

- publishing numerous press releases in the local press including the Clitheroe Advertiser and Times, Longridge News and the Lancashire Evening Telegraph;

- attending workshops, including running a session at Ribchester C of E Primary School following a request, running stalls at open house roadshow meetings in Chipping and Salesbury and running a drop-in session just outside the borough following a request from a neighbouring Parish Council.

3.3 The level of response to this consultation was very encouraging, with just under 4,000 comments or representations submitted into the consultation process by just under 750 bodies/consultees. New contacts were added to our contact list for future consultations.

3.4 Consultation on the initial options identified a number of issues but did not establish a definitive approach to the development strategy. It was considered that further options should be presented for consultation and therefore between June and August 2011, an additional consultation featuring alternative options including potential scale and patterns of distribution was consulted upon. The approach to consultation once again was aimed at encouraging as broad a response as possible including the following measures:

- Holding a six-week consultation response period between 29 June and 12 August 2011.

- Running a drop-in day which was advertised in the press between 10am and 7.30pm on the 27 July 2011 offering the opportunity for all interested parties to speak one-on-one with members of the Forward Planning Team and ask questions. This was very well attended.

- Making the "generation of alternative development strategy options" report available at all libraries in the borough, the Council Offices, Station Buildings in Longridge and available for loan from Parish Councils.

- Publishing the report and both the downloadable response form on the Council's website and creating a summary and link from the Pennine Lancashire Wide Feedback website.

- Producing a poster to advertise both the consultation and the planning drop-in day with information on how to get involved in the consultation process.

- Producing a poster to advertise both the consultation and the planning drop-in day, with information on how to get involved in the consultation process.

- Publishing numerous press releases in the local press, including the Clitheroe Advertiser and Times, Longridge News and the Lancashire Evening Telegraph to give details on both the consultation itself and also the planning drop-in day.

- Writing to all Parish/Town Council Clerks in and adjacent to the borough, all borough members and to all contacts on the LDF consultation database (over 2,000 contacts).

- Sending out notices informing local residents of the consultation via a Royal Mail postal drop. This reached approximately 90% of all households in the borough and was undertaken in response to comments about publicity arising from the previous consultation.

3.5 As with the 2010 consultation, interest and involvement in the Core Strategy consultation remained high. Formal representations were received from 1,150 bodies/individuals, containing a total of 2,807 representations. When compared to the 2010 consultation it was evident that although around 400 more individual letters and response forms were submitted at this alternative option stage, it generated 1,113 fewer separate representations or "issues". In reviewing the responses it was considered that this reduction in reps or issues relates to a high number of people submitting a highlighted preferred option rather than listing why no development should happen in the borough at all.

4   THE CORE STRATEGY

4.1 The draft Core Strategy is attached at Appendix 1, and represents in effect the consideration of the work so far to draw together a preferred approach to setting the development strategy for the area. If agreed the document would represent the publication stage of the LDF process (Regulation 27) and is really the first time that the preparation of the strategy comes together in a composite form as the Council's preferred plan rather than as a series of options and components. Under Regulation 27 the strategy is published for consultation as part of the statutory process. Alongside the Sustainability Appraisal is also published for consultation together with the infrastructure plan.

4.2 As Members will note the Core Strategy is a strategic planning document that establishes a vision for the area and objectives to help attain that vision. It sets the framework for how much development should take place and where development and investment should be directed. To deliver this approach, as part of the implementation mechanism, the Core Strategy sets out a series of topic related key statements to guide the Council's response to development and a series of development management policies that can be used to help determine planning applications. Collectively the Core Strategy policies, key statements and development management policies will bring the existing saved Local Plan up to date and set the strategic context at the local level provided previously through National, Regional and former County Structure plan policies. In this regard the process enables the Local Planning Authority to establish its priorities and preferences within a national context but being decided at the local level.

4.3 The main Development Strategy establishes the pattern of development, particularly for housing and employment growth and the approach to controlling the scale of

development overall. The Development Strategy also indicates the general approach to development being focussed into existing settlements where there are regeneration benefits, identified local needs or where development has been promoted through the emerging neighbourhood planning legislation. In addition key topic areas are covered in relation to the environment, housing and economy to provide the main framework for delivering the vision and objectives.

4.4   Clearly the area that has generated most issues is that of housing development. This is in terms of both the overall amount and distribution. In addition, ensuring the pressures and demands for affordable housing can be met in balance with market housing is an approach to the amount of housing overall required has been informed by an extensive evidence base and specialist consultancy advice, whilst the approach to distribution has sought to respond to the strong desire to see a fairer approach to development balanced against the need to recognise existing facilities and infrastructure, coupled with the opportunity to sustainably plan for infrastructure growth to meet the needs of new development.

4.5   The strategy includes detailed consideration of housing growth and its distribution across the area. In doing so the need to focus on the larger settlements that can offer supporting facilities and infrastructure opportunities are considered against the reality that historically a large amount of development exists across a wide range of settlements with a significant population resides outside defined villages. Principles of sustainability would not support widespread development outside established settlements, not least because of the impact sporadic development would have on the countryside and the wider landscape. It is important however to recognise that in some locations there are opportunities for brownfield development that could occur and may be appropriate to bring forward in the future consequently this has been taken account of in drawing together the model for distributing housing.

4.6   The Core Strategy has recognised the importance of the recently designated Lancashire Enterprise Zone and the opportunity for wider economic growth in the local economy that this presents. The strategy also recognises the limited number yet vital opportunities that the borough's main existing employment site offer as a key component for ensuring the economic vision for the area can be achieved. Similarly the approach to implementation seeks to maximise opportunities to facilitate economic growth, balanced with environmental protection through supporting economic development in relation to housing growth and the need to protect our economic development assets.

4.7   What is important to bear in mind is that the Core Strategy has the principal role of establishing the general approach to development although it does need to put in place the mechanisms for implementing the strategy. It does not set out detailed allocations for land use which would lie to be delivered through other development plan Documents and supplementary guidance for more detailed policy interpretation. The Core Strategy does not in general therefore set out detailed allocations. The Council would produce a separate DPD in due course to carry out this work. A Core Strategy can however set out, as an allocation, those sites which are considered strategic sites, the delivery of which are fundamental to the successful delivery of the Core Strategy overall. The strategic site located south of Clitheroe at the Standen Estate is included in the Core Strategy because of its strategic significance. Similarly the Council has recognised both the Enterprise Zone at Samlesbury and the Barrow Brook Employment Site as being of importance to the delivery of the Core Strategy vision.

5 STRATEGIC SITES

5.1 A strategic site at Standen, to the south east of Clitheroe, is proposed to be developed in a comprehensive and sustainable manner as a mixed site. The range of uses will include housing (including affordable housing), employment, community uses, local retail and service provision to serve the site, open space and recreational uses.

5.2 The Core Strategy identifies the site in principle and the precise mix of uses, developable areas and development requirements will be determined in more detail in subsequent Development Plan Documents Supplementary Planning Documents and through the Development Management process. It would be intended to control development by way of an overall master plan and specific guidance and controls on design, structural landscaping and infrastructure delivery.

5.3 The proposed gross site area has been identified to enable adequate scope to achieve the highest quality design, layouts and planting across the strategic site. The site in intended to make a significant contribution to meeting the Borough's overall housing provision in the plan period with a total of 1040 dwellings proposed.

5.4 Key sites are also noted at Samlesbury in relation to the Lancashire Enterprise Zone, together with Barrow Business Park which is viewed as a key component to deliver the economic aspirations of the Core Strategy.

6 INFRASTRUCTURE PLAN

6.1 In preparing the Core Strategy and considering the level and distribution of development, it has always been recognised by the Council that supporting infrastructure will be needed either as new or upgraded facilities. The draft Infrastructure Plan is intended to inform this process and identify the nature of existing infrastructure, what gaps are anticipated and how they will be expected to be addressed to ensure that development can take place in a co-ordinated way. A copy of the draft infrastructure plan is attached at Appendix 2 for Members of the Planning and Development Committee, and will be published alongside the Core Strategy for comment. A reference copy has been placed in the Members' Room and the report is available on the Council's website.

7 SUSTAINABILITY APPRAISAL

7.1 The development of the Preferred Option or Publication version of the Core Strategy has been informed by the Sustainability Appraisal (SA) process. The SA has been undertaken alongside the preparation of the Core Strategy as required by the Planning and Compulsory Purchase Act and in accordance with the Strategic Environmental Assessment Directive and associated Regulations. The SA assesses the social, economic and environmental impacts of the emerging Core Strategy.

7.2 To date the SA process has involved: preparation of the SA Scoping Report (and consultation with statutory consultees); assessment of strategic spatial options; and assessment of the preferred strategy option, Key Statements and Development Management Policies and draft Core Strategy Document. The process and outcomes to date are set out in the SA report, which will be published for consultation alongside the Publication version of the Core Strategy.

7.3 In brief, the SA process has identified key sustainability issues for the Borough and from these developed 23 sustainability objectives. The Spatial Vision and the strategic objectives of the Core Strategy have been assessed against the SA Objectives and a number of recommendations made to improve them. The eight strategic spatial options (and a further option of "do minimum" i.e. a continuation of the Local Plan strategy) were also subject to SA; their strengths and weaknesses identified and recommendations made. These included some recommended high-level spatial priorities which are required to contribute towards a sustainable development pattern.

7.4 Whilst each option had its own strengths and weaknesses and some performed more strongly than others. No single option however stood out against all others in addressing the sustainability objectives.

7.5 Following the SA of the options, consultation and further analysis the Preferred Option has been developed which is essentially a hybrid of strategic options B and D, drawing on the strengths and seeking to avoid negative outcomes. This has also been subject to SA along with the Key Statements and Development Management Policies. Key strengths and weaknesses, potential areas for improvement, mitigation measures and recommendations to minimise adverse impacts and maximise benefits have been made from the SA process.

7.6 All recommendations from the SA process have been considered with a view to improving the sustainability of the Core Strategy. Some have already been taken on board and any outstanding ones will be addressed in refining the Publication version and where necessary the SA report will be updated.

8 IMPLICATIONS OF THE NATIONAL PLANNING POLICY FRAMEWORK

8.1 Members will be aware of the intention to publish the National Planning Policy Framework following consultation in 2011. In preparing the Core Strategy regard has been given to the draft proposals however it will be necessary to ensure that the final version of the NPPF is reflected in the Core Strategy policies. In view of the fact that the NPPF is due to be published around the time of this report, Members will be provided with an update at the Committee meeting. As currently drafted, the approach in the Core Strategy is one to manage and support economic growth in line with the Government's intentions and at this stage there are no immediate conflicts identified with the draft NPPF.

9 NEXT STEPS

9.1 Following the 6 week consultation, it is currently programmed to report the outcome back to the Planning and Development Committee to consider and agree the issues arising and if necessary any further amendments that may be judged to be required. It is then anticipated that the Core Strategy will be considered at a meeting of Full Council either on Tuesday, 10 or Tuesday, 17 July. At which point Members will consider if the Core Strategy is to be formally submitted to the Secretary of State.

9.2 Submission of the Core Strategy under Regulation 30 of the Planning Legislation triggers the Public Examination stage when the Secretary of State will appoint an Inspector to examine the soundness of the strategy. The examination is expected on

this programme to be held in the autumn. Subject to the Inspector's report, the adoption of the Core Strategy would be anticipated by the end of this year.

10 RISK ASSESSMENT

10.1 The approval of this report may have the following implications

- Resources – Members have agreed a budget to progress the Core Strategy.

- Technical, Environmental and Legal – The council has to follow the statutory regulations in preparing the Core Strategy.

- Political – There is significant public interest in the Core Strategy.

- Reputation – Decisions taken in connection with the core Strategy will help demonstrate the Council's obligations to fulfil its statutory duties and meet its objective of being a well run Council.

11 RECOMMENDED THAT COMMITTEE

11.1 Endorse the draft Strategy and agrees to its publication for a six week statutory consultation period, authorising the Head of Regeneration and Housing to prepare the necessary supporting material and documents required to meet the regulations.

11.2 Ask that the response to the public consultation is reported back to this Committee together with any proposed changes to the draft Core Strategy as soon as practicable.

CHIEF EXECUTIVE

For further information please ask for Colin Hirst, extension 4503.

For information on the Infrastructure Plan please contact Phil Dagnall, extension 4570.

Ribble Valley
Borough Council

Local
Infrastructure
Plan

RibbleValley

CONTENTS

This document forms the collective evidence base on infrastructure for Ribble Valley Borough Council. It brings together the baseline infrastructure information that was collated for RVBC in early 2009[1] and augments this with further detail collected in 2011 and 2012. It outlines the infrastructure implications of emerging Core Strategy development options as a preferred option is developed.

The report covers the following areas:

- Policy and Legislative Framework, including a summary of current Infrastructure Planning
- Physical, Social and Green infrastructure- existing provision, known planned provision and expected future requirements
- How future infrastructure requirements will be addressed in general terms and whether any significant shortfalls in future provision exist in relation to proposed development options ..

This infrastructure plan has been used to assist with the formulation of the chosen, preferred Development Strategy option for Ribble Valley. As required provision was uncertain in the early stage of Core Strategy production, an approach was used where by a range of potential scenarios were formulated. These were based upon the anticipated impacts on infrastructure under each potential Development Strategy option presented at the Regulation 25 stage and also on the outcomes of the regulation-25 Core Strategy consultations. The main themes of these were brought together within the Summary of Representations document, published by Ribble Valley Borough Council in March 2011. For each scenario, it was considered how the overall objectives would be achieved and the implications of the different levels of development taking place over the Core Strategy period, and beyond where necessary. Further consultations on an additional set of options took place in summer 2011and were reported to the council later that year.

INFRASTRUCTURE PLANNING POLICY FRAMEWORK

In formulating an infrastructure plan, it is essential that the broader policy and legislative framework within which Local Planning Authorities are required to produce an infrastructure plan is adequately considered.

NATIONAL GUIDANCE

The 2001 Planning Green paper marked the start of the process to reform the planning system along spatial planning lines, a key element being infrastructure planning. The Planning and Compulsory Purchase Act 2004 provided the statutory framework within which LPAs were required to operate in relation to infrastructure planning.

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[1] This work was undertaken by Planning Master course students from Manchester University.

Subsequent policy reviews including The Barker Review of Housing Supply, 2004; the Barker Review into Land Use Planning, 2006; the Lyons Enquiry into Local Government, 2007; and the Local Government White Paper, 2006 all illustrate and reinforce the importance of infrastructure plans within the context of spatial planning.

The culmination of this work is Planning Policy Statement 12: Local Spatial Planning (PPS12). This document states that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking into account its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided.

The general aim of this work is to give a degree of certainty to communities and investors by giving a guide to where long term investment in infrastructure should be made.
PPS12 sets out that the infrastructure planning process should identify, as far as possible,
- Infrastructure needs and costs
- Phasing of development
- Funding sources
- Responsibilities for delivery

In identifying these, the test should be whether there is a reasonable prospect of provision. Where provision is uncertain, contingency planning, which shows how the objectives will be achieved under different scenarios, may be necessary. At this strategic stage it has not been possible to identify exact costing for future infrastructure changes. This information will be provided as the plan develops.

This infrastructure plan has been prepared following the production of a baseline report undertaken prior to the Regulation 25 stage consultation, which took place between August and October 2010, and subsequently further regulation 25 consultation in 2011 and prior consultation on the Regulation 27 Core Strategy document. As part of the Core Strategy process, it is vital that infrastructure is considered to ensure that any proposed development is deliverable and would not be restricted by insufficient infrastructure.

Initial work began on the Ribble Valley Infrastructure Plan in 2009 highlighted the areas where there were information gaps on provision and made recommendations for moving forward the infrastructure plan project.

To ensure the Core Strategy complies with PPS12 this infrastructure plan has moved this work forward and looks not only at the existing provision, but also the known and expected future provision and how this will be delivered.

The stages of Core Strategy production are illustrated below.

STAGES OF CORE STRATEGY PRODUCTION

Accompanying this document was a Sustainability Appraisal Scoping report which set out the baseline information prior to testing options.

Change in legislation

Accompanying this document was a revised Sustainability Appraisal Scoping report which set out the baseline information prior to testing options, while document was revised following the changes to the regulations.

Still Reg 25: Additional consultation stage on Alternative Options and Key Statements and Development Management policies

**Sustainability Appraisal Workshop **

6-week consultation: June –August 2011

We are here ➡

Publication of the Sustainability Appraisal, incorporating the Strategic Assessment document and scoping report.

Submission of full SA/SEA report to SoS

No further stages

No further stages

In 2011, the coalition government announced a reform of the planning system and is about to publish a finalised new National Planning Policy Framework (NPPF). When adopted, it will replace PPS12. NPPF states that LPAs should work with other authorities and providers to:

- Assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecasts and demand.
- Take account of the need for nationally significant infrastructure within their areas.

Other than the NPPF, the other major changes announced is the introduction of the Localism Act which, among other provisions, gives local communities the opportunity to produce neighbourhood plans for additional development, over and above that set out in the Local Planning Authorities' LDFs. Despite these two new publications however the approach to infrastructure planning remains largely unchanged.

Planning Advisory Service (PAS)
The Planning Advisory Service has produced a number of documents relevant to infrastructure planning process. These are:

PAS (2008) Implementing your LDF: the integration of infrastructure and development in plan making: London. - Briefing notes from seminars.
The Introduction to Infrastructure Planning and Delivery - PowerPoint Presentation from seminars.
Participants Resource Book, (Nov-December 2008)
Updates in 2009:
      - Planning Together (CLG)
      - Steps Approach (PAS)

National Infrastructure Plan
The National Infrastructure Plan was published in October 2010 and updated Nov 2011 and sets out a plan for delivering major infrastructure over the next 5 years. This included details of pubic and private sector funding and covers a range of infrastructure including energy, transport ICT, flood, and water/waste management. An overall aim of the plan is to identify the legislative and regulatory changes required in order to assist investment in infrastructure across the country. Currently there are no nationally important infrastructure projects within the Borough.

LINKS WITH OTHER INITIATIVES

Local Strategic Partnership:
The Ribble Valley Local Strategic Partnership (LSP) was established in 2002, but underwent a restructuring in 2005 to ensure that it was fit for purpose to deliver the objectives of the last Community Strategy. The LSP includes representatives from the community, businesses, the voluntary and faith sector, elected members and service providers of the Borough and County Council, the Primary Care Trust (PCT) and the Police. Within the partnership there are many thematic task groups, which involve an even wider number of people who are working to make Ribble Valley a better place to live in. The Sustainable Community Strategy (SCS) is a key document produced by the LSP and is the over-arching document that should inform the work of partners within the District, including the Borough and County Councils as well as the PCT and Police. The SCS provides baseline data and information revealing the current state of the District, a vision outlining the aspirations for the borough

and includes actions and projects that implement that vision. The Core Strategy is designed to be the spatial interpretation of the SCS and it is therefore a valuable document in considering infrastructure requirements. Working closely with the LSP allows for the planning and delivery of infrastructure to be adequately addressed and ensures that all the necessary partners are considered.

The SCS report can be found here on electronic versions of this report.

North West Utilities Infrastructure Study: This report was produced by EKOS with Utility Consulting and Engineering (UCE) on behalf of the NWDA and the Environment Agency. The overall aim of the work was to identify the issues and constraints relating to utilities infrastructure and supplies in the region. This sets out how resource allocation is procured, sets out the role of key stakeholders, establishes how the resource allocation processes can be influenced and identifies specific and/or geographical constraints and issues that are, and can, impact upon the economic development of the North West. This report forms a useful part of the infrastructure planning evidence base.

The report can be found here on electronic versions of this report.

Lancashire Green Infrastructure Study: This report was produced by Ectoec Research and Consulting and was led by the Lancashire Economic Partnership. It forms a strategy based upon a clear understanding of Green Infrastructure, and its potential to contribute to social and economic regeneration, whilst simultaneously creating an improved natural environment in urban and rural settings based upon investment in the creation and maintenance of high quality, networked, multifunctional green spaces and green assets.

The report can be found here on electronic versions of this report.

SUMMARY OF EXISTING INFRASTRUCTURE PROVISION IN RIBBLE VALLEY

Existing infrastructure has been broken down into groups. These are as follows:
- Public transport
- Road
- Cycle and pedestrian facilities
- Energy
- Water and drainage
- Waste
- ITC
- Public realm
- Historic legacy
- Open space
- Rivers
- Historic landscape
- Affordable housing
- Education
- Employment
- Benefits/Tax
- Children's services
- Health
- Gypsy and travellers
- Post Offices
- Community services

- Culture
- Leisure

From these groups, there are a series of further sub-groups, which are set out under each of the group headings.

As much information as possible has been collated for each of the infrastructure groups to provide an indication of the existing infrastructure provision within the Ribble Valley. This helps to clearly identify if there are any areas where provision is lacking, ultimately assisting in highlighting the infrastructure requirements that are needed and whether this will be met by the known planned provision, or if additional infrastructure is need above and beyond this.

In late 2011 a Topic paper entitled Discussion on the Approach to the Preferred Option was produced which set out, in strategic terms a likely preferred development option for the Borough. This was then circulated for initial comment to many of the infrastructure providers and within the Council. In this document it is referred to as the "2011 Topic Paper" in illustrating infrastructure provider response.

SUMMARY OF KNOWN PLANNED PROVISION

Population Patterns (2009):

The Core Strategy sets out the parameters for growth over the plan period (2008-2028). In terms of housing development, this requirement was re-examined by NLP consultants in late
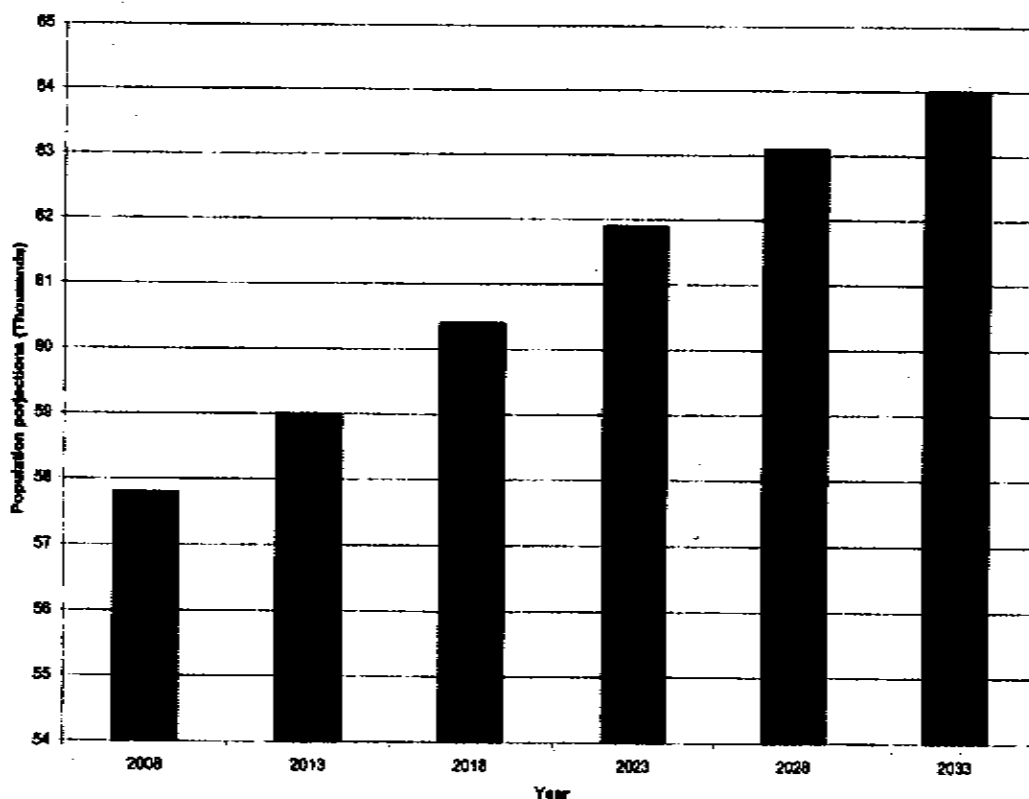
2011 and a figure of 4000 new dwellings for the plan period was agreed based on updated ONS population estimates. This is an uplift on the predictions outlined in the 2011 Topic Paper.

The 2011 Census has now taken place and early, indicative results are expected in mid-2012. This information will be extremely useful in providing an updated, factual population number, which can be compared with previous census data, allowing for more specific projections.

As this information is therefore not yet available, the 2001 Census and mid-year population estimates have been used in the production of this plan. However, the Core Strategy (and subsequently this delivery plan) is a constantly evolving document.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. Money from the levy can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. CIL came into effect in April 2010 and was amended in April 2011 following the formation of the coalition government.

As set out by the Planning Advisory Service, the levy works as follows:
- The levy's rates should be based on evidence of the infrastructure needed. In reality, it is likely that viability will set the level. It is helpful to remember that the levy is not intended to be the main source of finance for infrastructure.
- The levy is considered to be more transparent and straight forward than using planning obligations to fund infrastructure, especially large infrastructure projects.
- CIL payments will be indexed.
- In setting a charging schedule there is a consultation requirement and the schedule will be independently examined. Councils will be required to correct charges that the examiner considers to be unreasonable.
- Differential rates can be set based on uses and/or area.
- The levy can be paid in kind (land and any existing buildings)
- The levy is charged per square metre of net additional increase of floorspace on most buildings that people normally use, not just new housing.

Ribble Valley Borough Council has not yet introduced a CIL charging schedule. Further work on the benefits of this potential approach will be considered prior to any decision being taken on whether a CIL will be introduced.

THEMATIC AREAS OF INFRASTRUCTURE

This section will look in detail at a range of provision, covering physical, social and green infrastructure, and includes information on existing provision, known planned provision and the implications for the Development Plan as outlined in the Topic paper of December 2011 and where possible an indication of the sources of funding for each of these specific infrastructure areas.

TRANSPORT INFRASTRUCTURE

This chapter sets out the key findings for transport infrastructure provision within Ribble Valley and provides a comprehensive listing of transport infrastructure provision in the borough.

Ribble Valley has good access to several nearby major cities such as Manchester, Liverpool, Leeds and Birmingham via the M65, M6 and M61 motorways. In addition, the A59 provides a major route through to Liverpool, Harrogate, York and Leeds. Additionally, there are good road and rail links to both Manchester International Airport, Blackpool Airport and Leeds Bradford Airport.

PUBLIC TRANSPORT, Rail

There are four railway stations within the borough all managed by Northern Rail: Clitheroe, Whalley, Langho and Ramsgreave and Wilpshire. These are all situated on the Ribble Valley Line.

**Map 1 – Railway lines and stations in Ribble Valley**
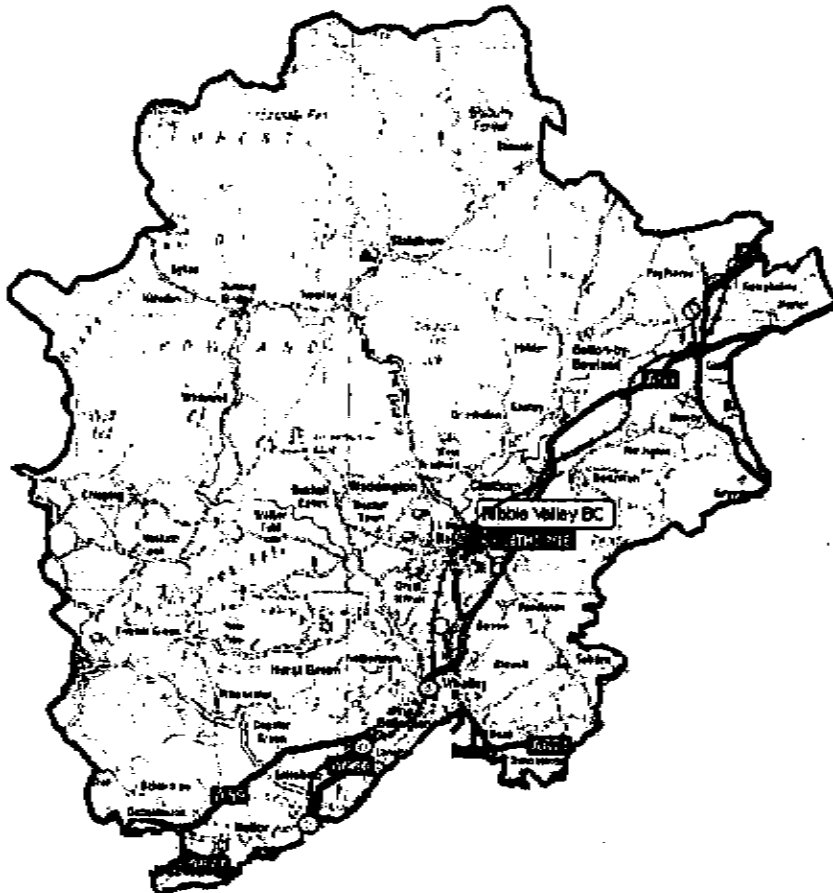
This line provides a service to Manchester Victoria, via Blackburn and Bolton, with trains departing on an hourly basis from Clitheroe. During peak hour, extra trains are provided. On Sundays in the summer a small number of trains provide a successful Dales Rail service from Preston, via Clitheroe, to Carlisle. Of the four stations in the borough Clitheroe station is the busiest with 235858 passengers in 2009 / 10, an increase of 4% on 2007. Whalley recorded a 10% increase, Langho a 22% increase and Ramsgreave and Wilpshire a 14% increase over the same period. In general patronage on the line has steadily increased in recent years (see Table 1 below).

The Clitheroe Community Rail Partnership (CLCRP) are currently working to improve the timetable and have recently negotiated with Northern Rail, the franchised rail operating company a 2324 departure from Clitheroe to Blackburn and are currently discussing an extension of the 2300 from Manchester Victoria to Clitheroe, which currently ends at Blackburn. The Clitheroe Community Rail Partnership works within an agreed Action Plan.

In recent years Network Rail has invested significantly in improving the line within Ribble Valley through track improvements, signalling upgrades, physical improvements to Whalley Viaduct and platform lengthening, all of which have created more freight and passenger capacity on the line and removed long standing speed restrictions on parts of the line. No new investment along this part of the line is anticipated in the near future and the new upgrading is anticipated to be able to accommodate likely additional need flowing from the 2011 Topic Paper development option

Negotiations, pressed through a variety of bodies such as the CLCRP, are continuing for lengthened trains especially during peak periods when over crowding can be a problem. A study of the viability of improving the physical infrastructure of the line between Blackburn and Manchester, which is also an important element of Ribble Valley's rail access to Manchester, is being pursued by Blackburn with Darwen Council (BwD). This will be within the Network Rail GRIP analysis process and will be concluded in summer 2012. Also BwD are looking to refresh of the business case for such improvements, in conjunction with Transport for Greater Manchester and Lancashire County Council, and this work will be tendered later this year (2012.)

Map 2: Manchester to Blackburn and Clitheroe (Source: Northern Rail, 2008)
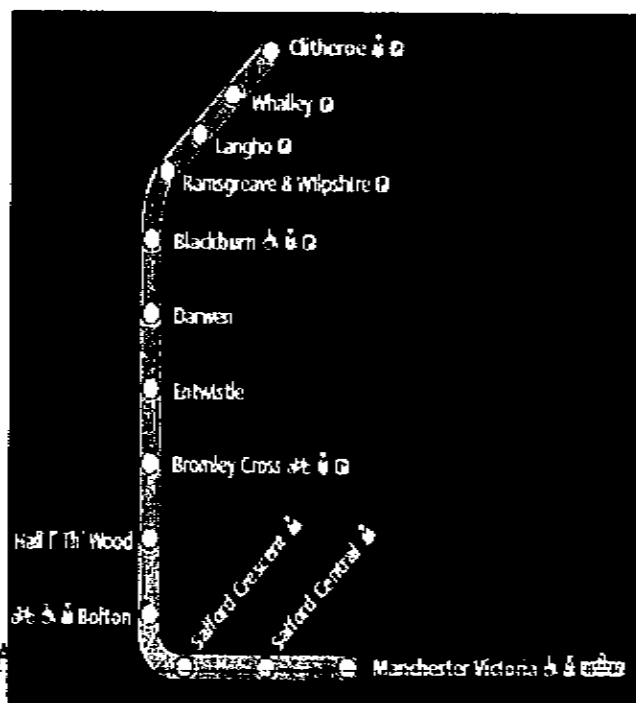
Station/Area	2004/2005		2005/2006		2006/2007		2007/2008		2008/2009	2009-2010
	Entries	Exits	Entries	Exits	Entries	Exits	Entries	Exits	Entries and Exits combined	Entries and Exits combined
Clitheroe	103,147	99,260	110,846	107,013	117,526	113,206	121,853	115,643	226,606	235,858
Langho	11,239	11,474	13,009	13,229	11,802	12,197	12,142	12,793	28,072	31,872
Ramsgreave and Wilpshire	23,595	24,341	26,034	27,240	28,421	29,822	32,414	33,682	67,156	76,840
Whalley	23,663	25,314	26,269	27,863	29,797	32,025	30,825	34,375	64,406	71,052
Ribble Valley (four stations)	161,644	160,389	176,968	175,345	187,546	187,250	197,234	196,493	384,442	415,622

Table 1: The number of passengers entering and exiting stations in the Ribble Valley Borough (Source: Lancashire County Council.)

http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/areas/transport.asp?mnncodralstationusage

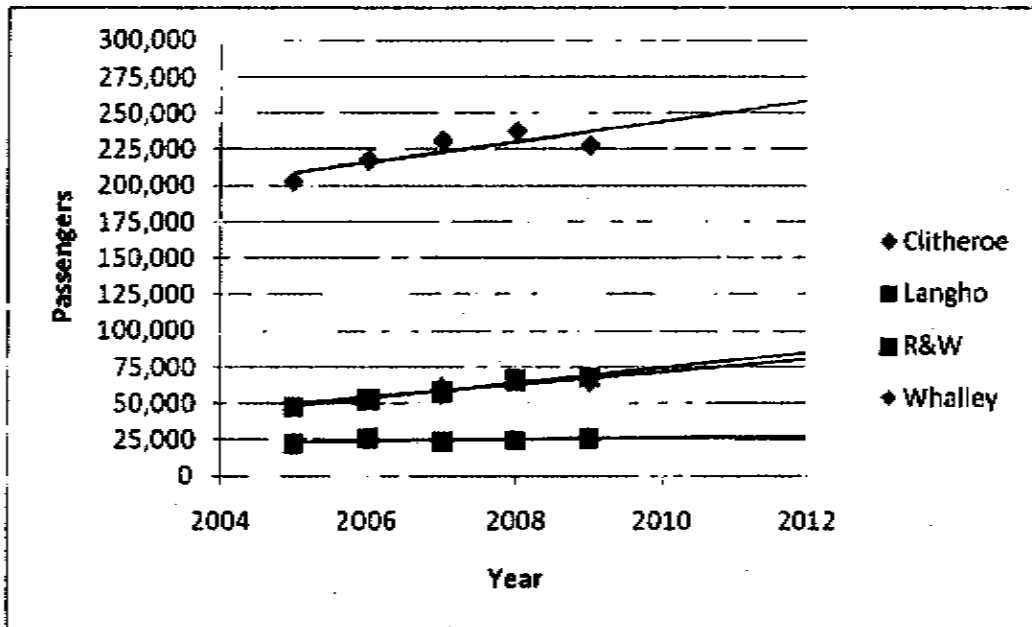**Table 2 Ribble Valley station usage 2004-2008 including projections of future growth based on growth to date**

Figure 9A Source :
http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/areas/transport.asp#transportr allstationusage

The 2008 RVBC Annual Monitoring Report suggests that rail patronage levels will increase at the four stations by 75% from 2001 to 2016. Passenger numbers may drop as a result of the current economic downturn, conversely there may be an increase in commuters utilising the recently announced early morning train through Ribble Valley to Manchester.

PUBLIC TRANSPORT: Bus services

As can be seen from Table 3 below, bus services in Ribble Valley are fairly comprehensive for a borough with such a rural make up. This is made up of a combination of commercial services run by private companies such as Transdev and some routes which receive subsidy from Lancashire County Council (LCC) to recognise the social need for public transport, especially in such a rural borough.

Table 3 Bus Provision in Ribble Valley (2010)

Bus Service Number	Frequency	Operator	Origin	Via (if applicable)	Destination	Financial support from LCC?
C1	1 per hour	Stagecoach in Lancashire	Clitheroe	Henthorn, Low Moor, Peel Park	Clitheroe	No (apart from the 15:55)
C2	12 per hour	Tyrer Bus Ltd	Sawley	Chatburn, Clitheroe, Low Moor	Grindleton	Yes- all services
C4	1 per hour	Tyrer Bus Ltd	Clitheroe	Peel Park	Clitheroe	Yes- all services
C5	1 per hour	Tyrer Bus Ltd	Clitheroe	Waddington Hospital, West Bradford	Clitheroe	Yes- all services
C15	1 per hour	Tyrer Bus Ltd	Clitheroe	Waddington, West Bradford	Clitheroe	Yes- all services
C25	1 every two hours	Stagecoach in Lancashire	Clitheroe	Whalley, Brockhall	Blackburn	Yes- all services
5	1 every two hours	Stagecoach in Lancashire	Clitheroe	Whalley, Ribchester	Longridge	Yes- all services
B1	1 every two hours	Little Red Bus	Slaidburn	Settle	Horton-in-Ribblesdale	Yes- all services funded by LCC and North Yorkshire County Council
B10/B11	1 every two hours	Tyrer Bus Ltd	Clitheroe	Slaidburn	Clitheroe	Yes- all services
B12	1 bus every Thursday from May-Nov	-	Clitheroe	Chipping	Garstang	Yes
225	1 every 30 mins		Clitheroe	Whalley, Wilpshire, Blackburn, Darwen	Bolton	
280/X80	1 every hour	Lancashire United Ltd	Preston	Clitheroe	Skipton	Yes- all services
P70/71	1 every hour	Tyrer Bus Ltd	Clitheroe	Chatburn	Nelson	Yes- all services
231	1 every 2 hours	M &M Coaches	Clitheroe	Whalley, Great Harwood, Clayton-le-Moors	Accrington	Only Saturday services
241	1 every 2 hours	Tyrer Bus Ltd	Clitheroe	Whalley, Great Harwood, Rishton, Clayton-le-Moors, Accrington, Oswaldtwistle	Royal Blackburn Hospital	Yes- all services

LCC have designated certain bus routes across the county as 'Quality Bus Routes.' In the Ribble Valley Borough, routes C2, C3, C5 and C15 have been designated since August 2001. Quality bus routes usually incorporate some or all of the following features:

- Buses that are:
  Frequent
  Reliable
  Low floor and easy access

- Bus waiting environments with:
  New bus stops
  New bus shelters
  Named bus stops
  Better timetable information

- Bus priority measures with:
  Priority at traffic signals
  No parking at bus stops

Some of the bus routes in Ribble Valley are taking part in a 'Hail and Ride' scheme whereby people can simply flag the bus down anywhere along the route (as long it is safe). The services that offer this facility are B1, B10/B11, B12, P70 and P71.

Following recent budgetary cuts Lancashire County Council (LCC) have recently (early 2012) consulted on a variety of changes and amalgamations of a variety of subsidised services. The detail of these are set out within Appendix 2 of this report. LCC hope to implement these changes as of April – May 2012. The changes did not appear to radically alter current provision and do not affect current commercial services.

In terms of future provision in relation to the 2011 Topic Paper it is likely that additional services would be included within negotiations as a part of the development management process as future development proceeds through the planning system. There was no indication through previous consultations outlined above that the proposed development was badly related to current public transport provision and could not be sufficiently upgraded to take new development into account.

PUBLIC TRANSPORT: Flexible Transport Travel Plans Infrastructure

In 2004, the Ribble Valley Rider, now re-named the Little Green Bus, was set up to improve accessibility for those in rural locations that are not served by conventional bus or car routes. The Little Green Bus does not adhere to a specific timetable or follow a specific route so that is has the flexibility to offer a 'door to door' service. In order to use the service, people must become a member of Ribble Valley Community Transport due to licensing restrictions. The bus has a low floor so that wheelchair users and people with pushchairs can board easily. The fares are similar to regular bus services and LCC concessionary passes and Ribble Valley Day Ranger tickets are valid to use on the Rider (LCC, 2009).

In 2010 LGB secured a 3 year contract from Lancashire County Council to continue its dial a ride service which is run together with a volunteer car scheme and group transport and minibus hire facilities. In the recent Local Transport Plan (LTP) LCC expressed continued support for flexible schemes such as LGB, which is specifically mentioned..
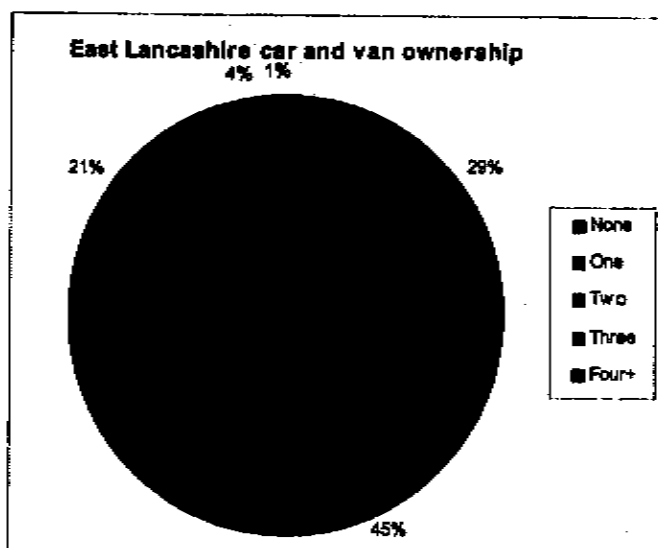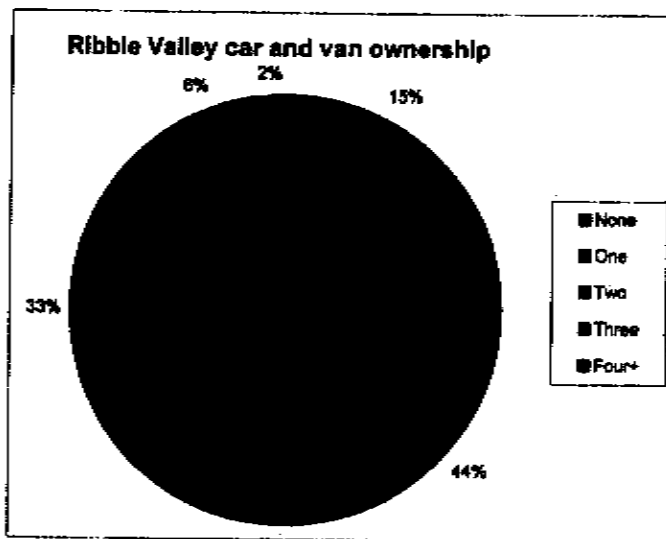
Hackney carriages (taxis) and private hire vehicles (minicabs) also play a part of the flexible transport agenda. As of March 2012 there are 53 Hackney Carriages and approximately 250 Private Hire Operators on the Ribble Valley licence register.

Provision continues to be made through established licensing arrangements.

ROAD: Private Car Ownership

The following charts use 2001 census information to compare car and van ownership between Ribble Valley and the wider East Lancashire. In both Ribble Valley and East Lancashire just under 50% of households have 1 car.

<u>Chart 1 Car and Van Ownership</u>

Ribble Valley car and van ownership

Legend:
- None
- One
- Two
- Three
- Four+

Values shown: 6%, 2%, 15%, 33%, 44%

East Lancashire car and van ownership

Legend:
- None
- One
- Two
- Three
- Four+

Values shown: 4%, 1%, 29%, 21%, 45%

It is difficult to relate car ownership to highway infrastructure provision. For example, changes in rail and bus provision such as the recently introduced early morning commuter train service from Ribble Valley to Manchester could reduce the need for a car in the borough. Other factors such as economic conditions can also result in a change in levels of provision. For example increased fuel prices combined with less disposable income may have resulted, and continue to result, in a reduced level of private car ownership. Analysis of the 2011 Census will identify these issues.

The Local Transport Act 2008 requires that local transport authorities (in Ribble Valley's case this is Lancashire County Council (LCC)) produce a Local Transport Plan (or LTP). LTPs outline how the transport authority will maintain and improve transport in the area. The LTP comprises a Strategy, and a series of Implementation Plans that will outline how the Strategy will be delivered. These Implementation Plans will be on a rolling three year programme, updated annually. The current Plan runs from 2011 to 2014. The Strategy identified a vision for the area's transport, goals and outlined key priorities and their associated actions and has now been formally adopted. Programmes relevant specifically to Ribble Valley are mentioned in section 5.7 of the Plan. In terms of actual costings LCC estimates that £21.86 million will be spent on various aspects of transport provision in Ribble Valley, with £8.79 million on capital and £13.07 million on revenue. There are no significant road improvement schemes within the Borough mentioned in the LTP.

LTP gives support for local and regional rail infrastructure development around the Blackburn – Manchester corridor; will fund a Rail Scoping Study in relation to services around Preston and gives continued support for the Clitheroe Line Community Rail Partnership and support for flexible transport initiatives such as the Little Green Bus. Also since the Implementation Plan was introduced the County Council has clarified its position on local bus subsidies, (termed " Bus Prioritisation System " within the Plan), also mentioned above and within Appendix 1.

The Implementation Plan goes on to acknowledge that, despite relatively high rates of car ownership there are those in the area who are without a car and are vulnerable to isolation and states that it is targeting capital and revenue spending at reducing this isolation and also developing access to employment for those without a car. It also states that in predominantly rural districts public transport is vital to many residents and that this can be provided not only through regular services but through other, innovative solutions. The Plan also commits LCC to developing a travel smartcard scheme.

The Plan also mentions that there will be various sub-Lancashire Master Plans that will sit underneath the adopted LTP Strategy and guide future infrastructure planning.

With specific relevance to highways issues the Plan commits to the development of 20mph limits in all residential areas and outside schools, which is already underway in the Borough.

In rems of local highways provision, as mentioned above the LTP contains no significant highway improvement schemes within the Borough. However it is also important to consider that, while the Implementation Plan mentions schemes specific to Ribble Valley other highways schemes outwith the Borough may also be relevant to residents' and workers in the area as they travel into and out of the Borough for work and other needs. Within the LTP3 Capital Works (LTP Table 3) significant spending during the period is directed towards the A6 Broughton by pass, which relates to a significant congestion point to those travelling in the western part of the Borough. This includes £18 million with £5 million of County Council funding.

In terms of the various development options that have been presented for comment to the County Council, including details of the options that were subsequently presented within the

2011 Topic Paper the view is that the likely impacts of proposed new development would result in impacts on the existing network and that this would need to be carefully managed. In general terms the strategic site at Clitheroe would require significant infrastructure investment. There are at present no indications that this is a fundamental constraint.

ROAD

Table 4. Existing levels of car parking provision in Ribble Valley

CAR PARK	TIMES APPLICABLE	LENGTH OF STAY
SHORT STAY CAR PARKS.		
RAILWAY VIEW LOWERGATE MARKET	MON – SAT MON – SAT MON – SAT	Up to 1 hour Up to 2 hours Up to 3 hours Up to 10 hours
EDISFORD ROAD	MON – SUN	Up to ½ hour Up to 1 hour Up to 2 hours Up to 3 hours Up to 5 hours Over 5 hours
BARCLAY ROAD, LONGRIDGE	MON – SAT	Up to 1 hour Up to 2 hours Up to 3 hours Up to 10 hours
LONG STAY CAR PARKS.		
CHESTER AVENUE	MON – SAT	Up to 4 hours Up to 10 hours
HOLDEN STREET NORTH STREET WHALLEY ROAD MITCHELL STREET PEEL STREET	MON – SAT MON – SAT MON – SAT MON – SAT MON – SAT	Up to 4 hours Up to 10 hours
MARDALE ROAD, LONGRIDGE	MON – SUN	Up to 4 hours Up to 10 hours
SLAIDBURN & RIBCHESTER	MON – SUN	Up to 1 hour Up to 4 hours Up to 8 hours

Overview of Car parks provision 2005/6 (Source RVBC, 2009).

There are no plans for RVBC to increase large public car park provision at this stage although this position will be reviewed in the light of the development proposed in the 2011 Topic Paper. Car parking provision on other sites in the area will be dealt with on a site by site basis using relevant Development Management policies
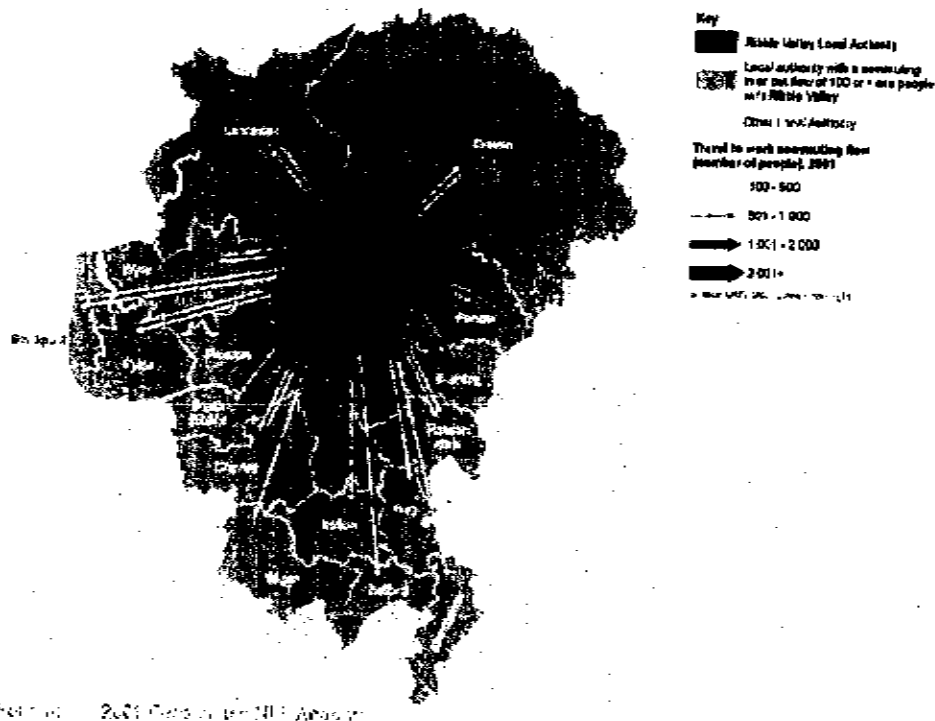
Commuter transport flows are indicated by the percentage of people commuting out of the borough. As highlighted by the Ribble Valley AMR (2010 Table 5 below) evidence shows the percentage of economically active people who commute out of the borough to work. With 71% of people commuting out of the borough, the highest ward is in Wilpshire. The close proximity of Blackburn could account for this high percentage. The lowest percentage of out-commuting is from the Primrose ward with only 26% commuting out. The borough average is 47%, which shows that only 53% of all economically active residents actually work within the Borough.

Table 5 - Commuting Patterns by Ward
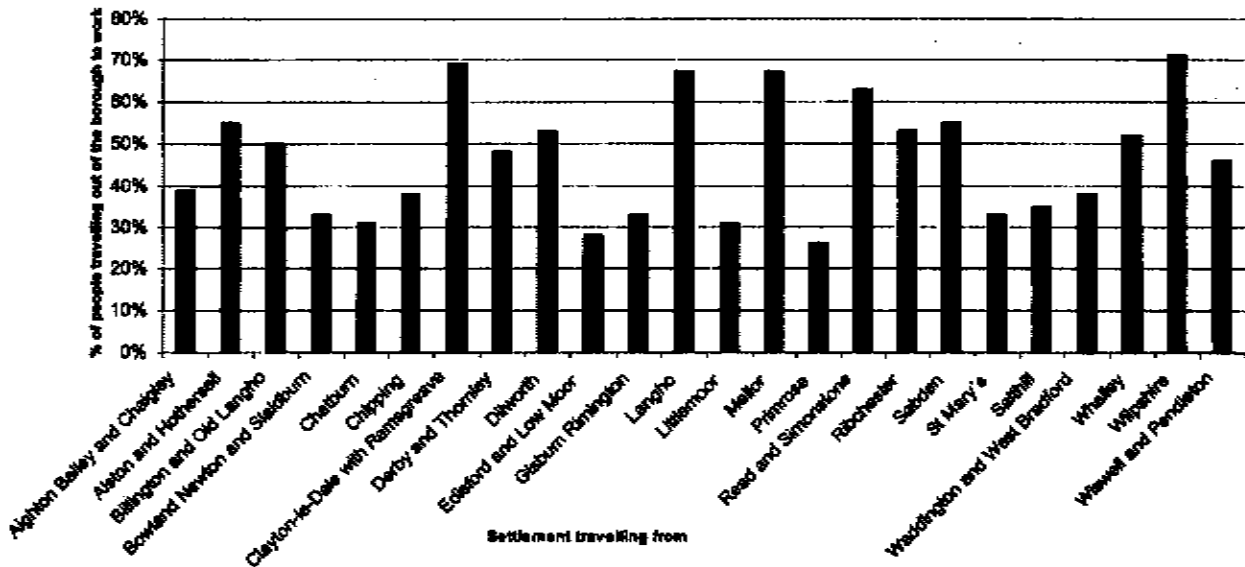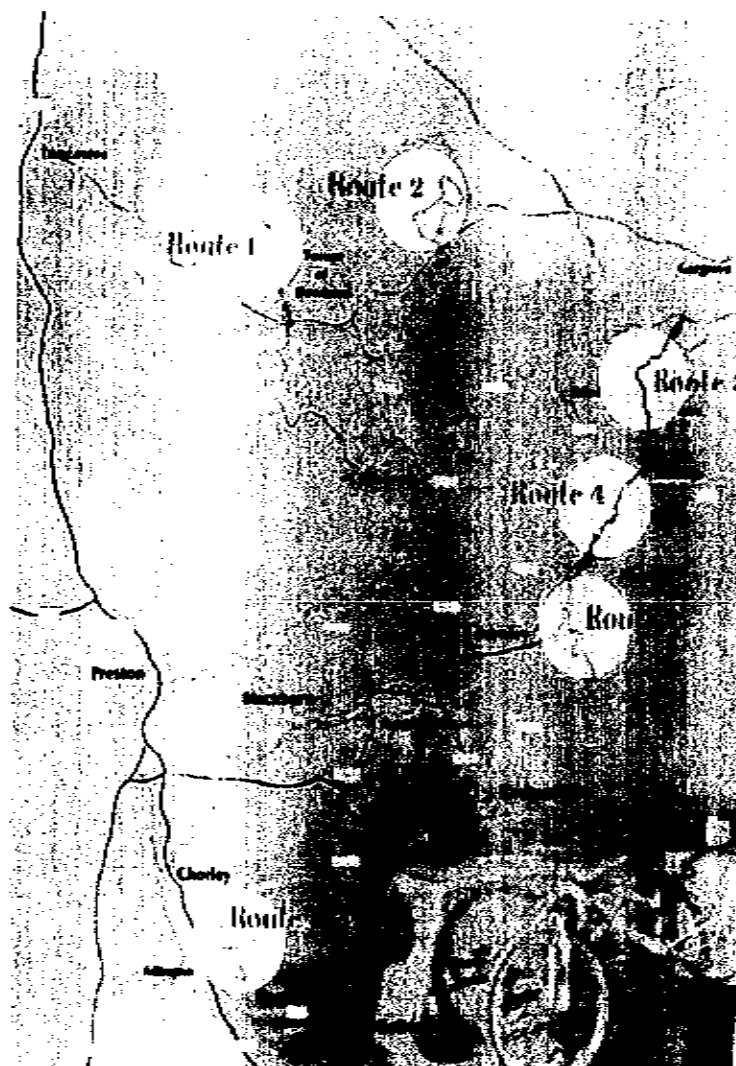
Map 3 - Commuting destinations

Ribble Valley has a complex and extensive Public Rights of Way (ROW) network (see Figure 18). Highway maintenance (including Public Rights of Way maintenance) is the responsibility of Lancashire County Council (LCC) . RVBC retains maintenance responsibilities for the parishes of Aighton Bailey and Chaigley, Alston, Balderstone, Billington, Chatburn, Clayton le Dale, Clitheroe, Dilworth, Dinckley, Dutton, Gisburn, Great Mitton, Horton, Hothersall, Little Mitton, Newsholme, Mellor, Osbaldestone, Paythorne, Ribchester, Salesbury, Sawley, Thornley with Wheatley, Whalley, Wilpshire and Wiswell.

There are a number of recreational cycle routes throughout the borough which link into the wider East Lancashire network (see Map 5 below). This is considered to provide a significant leisure and recreation resource for new residents.
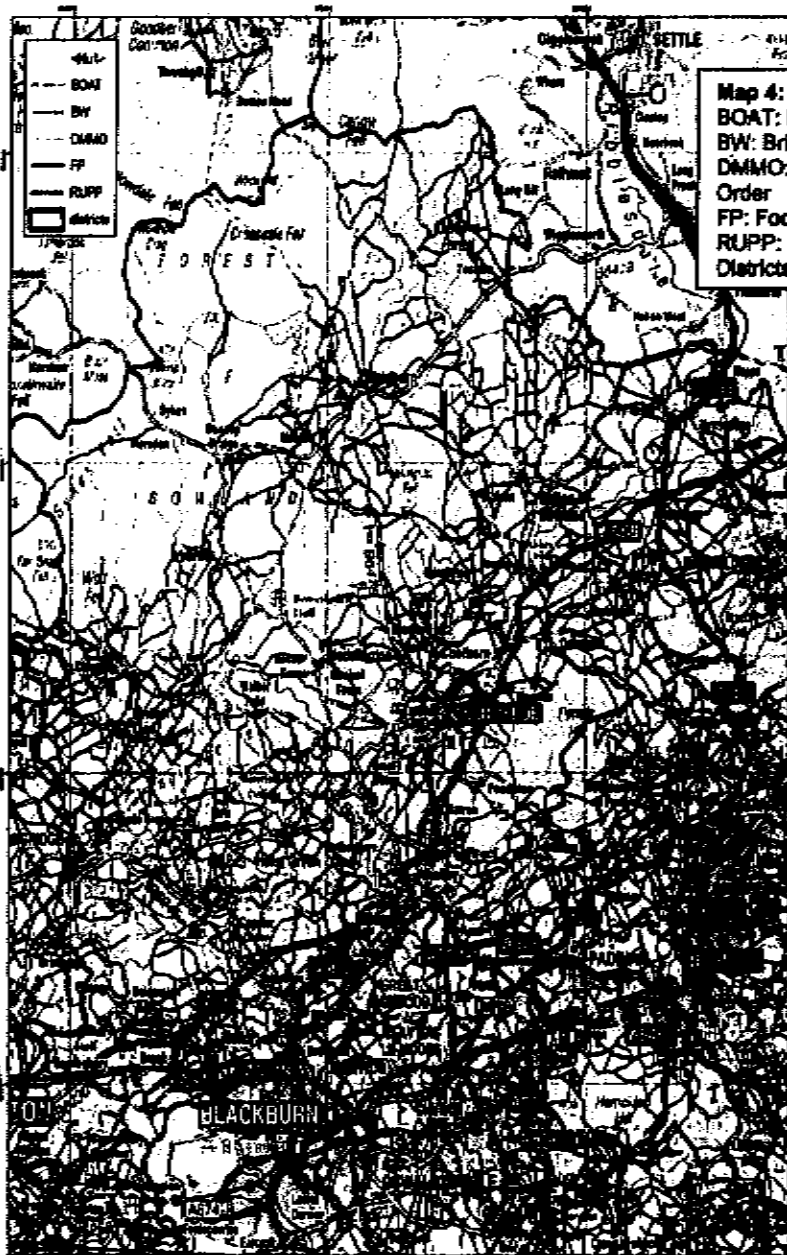
Map 4: Key
BOAT: Byway Open to All Traffic
BW: Bridle Way
DMMO: Definitive Map Making Order
FP: Foot Path
RUPP: Road Used as Public Path
Districts: Ribble Valley

Map 5 - Cycle Routes in
Ribble Valley

Potential future cycle provision is being co –ordinated through Lancashire County Council
and in RibbleValley focuses on the projects listed below:

LCC are working with officers at Ribble Valley Borough Council and local cycling groups in
and around Clitheroe to develop and improve cycling links between residential areas and the
town centre. It is hoped to develop a Cycle strategy for the town.

LCC are actively pusuing extending the Preston to Grimsargh cycle path with the intention to
extend this in the future to Longridge along either appropriate roads or the disused railway
line. This would link Longridge to Preston and the employment areas at Red Scar, link
Grimsargh with Longridge's schools and services and provide a leisure route.

LCC are actively considering extending the cycle route that currently ends at Padiham
through to Simonstone and the adjacent employment area and ultimately to continue the
route further west over the Martholme Viaduct towards Blackburn, although funding for this
latter extension is unclear. This would link the employment area at Altham in Hyndburn with

Simonstone and provide a high quality leisure route for this part of the Borough. It is anticipated that at a later date links to Read and Whalley could be developed.

LCC also intend to pursue improvements to the cycling facilities along the important A59 corridor, which includes the major existing and future employment site at BAe Samlesbury and also have aspirations to improve links along the A666, A671 and B6245 corridors, although no detailed plans or funding exists for these at present.

It should also be borne in mind that recently new and very successful mountain biking facilities have been constructed in Gisburn Forest with funding from the Forestry Commission and the Ribble valley Local Strategic Partnership.

ENERGY. Centralised Power Generation

There are no conventional large scale electricity generation facilities currently in the Borough. In terms of the transmission and distribution of electricity National Grid provide major transmission facilities at voltages of 275 and 400 Kilovolts but the distribution to built development in the area is through Electricity North West. Gas distribution is by National Grid.

ENERGY. Transmission and distribution system for electricity

Electricity

In terms of the transmission and distribution of electricity National Grid provide major transmission facilities at voltages of 275 and 400 Kilovolts from power generating stations outside the Borough but the distribution to built development within the area is through Electricity North West.

National Grid (NG)

To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the gas transmission network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers.

At present, National Grid has no planned development on the electricity or gas transmission networks in the area. National Grid's Seven Year Statement sets out the proposed enhancements to the electricity transmission network and can be found at the following link: http://www.nationalgrid.com/uk/Electricity/SYS/

National Grid's Ten Year Statement sets out the proposed enhancements to the gas transmission network available at the following link :http://www.nationalgrid.com/uk/Gas/TYS/

The electricity distribution company in the area is Electricity North West, and the gas distribution company is National Grid Gas Distribution. It will be these suppliers who will be able to comment

regarding constraints and opportunities that the distribution networks may have on specific sites and growth in the area.

Contact details for Electricity North West and National Grid Gas can be found at www.energynetworks.org

In addition to the above in relation to electricity transmission National Grid are currently considering, on a North West Regional basis, the implications of various new generating capacity upgrades at the Sellafield nuclear facility and possible future renewable capacity such as offshore wind-farms. A part of this work involves an on going study of potential powerlines upgrades which may involve transmission lines through the Borough. Work is on going and RVBC are regularly up dated on progress. There have been no indications so far that this work will influence electricity provision within the Borough and much of the upgrades appear to relate to power being transmitted through the region to other parts of England.

Electricity North West (ENW)

In response to the Topic Paper of 2011 ENW stated that, assuming that the proposed future housing requirement has a historically typical requirement for electricity and that the properties have gas central heating; It is not anticipated that there will be an atypical requirement to reinforce the electricity distribution network in the vicinity. There will be a normal requirement to provide local distribution substations to supply the housing but this can be provided within timescales appropriate for the developments. However, if the specification for the housing includes electric heating (traditional, or heat pump type), electric vehicle charging, photovoltaic cells etc then this may lead to an increased requirement to reinforce the electricity distribution network.

Gas

National Grid Gas Distribution

National Grid Gas Distribution in commenting on the Topic paper of 2011 stated that none of the proposed development areas mentioned in the Topic paper create a fundamental issue and go on to state that, as a part of NG's agreement with its regulator, the implications for provision and investment will be considered on a detailed site by site basis.

ENERGY: Decentralised and renewable or low-carbon energy

Micro Hydro power.

The Forest of Bowland has a number of fast flowing streams, rivers and reservoirs within its boundaries, and offers some potential for hydropower generation. A number of former mill sites both there and in adjoining Pennine Lancashire districts offer and in some cases existing infrastructure which could be modified to generate electricity. Micro hydropower generation has not been developed so far in the Ribble Valley, however feasibility studies have been undertaken and studies are on going at the following two sites

Waddow Hall, Waddington, Lancs BB7 3LD
A well-maintained weir on the Ribble was originally to divert water to mills in Low Moor, Clitheroe. There is a fish pass and electricity generated would be linked to the Girl Guide Centre at Waddow Hall.

Whalley Weir
The weir at Whalley is in good condition and a community group has formed to promote the site for the generation of electricity

Solar Power

In relation to the solar panel approvals it is difficult to calculate the power output or number of panels in developments already granted permission however the combined permissions are listed below. In addition, future renewable energy provision within new development will be managed through relevant Development management policies (eg DME5, which, among other matters sets a 10% renewable or low carbon energy provision on developments over a set threshold).

Recent (1-1 2009 to 1-1 2012) renewable energy approvals are:

Solar - 36 approved with conditions
Air source heat pumps – 1 approved with conditions
Ground source heat pumps. – no decisions

Recent studies done within the CLASP (Climate Change Local Area Support Programme) commissioned by Lancashire County Council indicate there is further potential within the area for a variety of renewable energy provision, subject to a variety of constraints. At present the future development of renewables is anticipated to happen through the management of individual applications using established policies.

ENERGY. Wind Power

The current and potential development of this energy resource in the Borough is at present e derived from recent planning approvals and applications. The current pattern of proposals occurring via individual planning applications and being decided through the development management process is anticipated to continue and be the basis of future provision.

Recent permitted applications are:

9 wind turbine applications approved from 1 Jan 2009 - 1 Jan 2012 totalling 109KW

Recent applications are:

3 applications for 6kW turbines
1 application for 10kW turbine
1 application for 11kW turbine
2 applications for 15kW turbines
2 applications for 20kW turbines

Water supply, transmission and treatment, and the drainage of waste water within RVBC is undertaken by United Utilities. Their comments below are based on the recently agreed total housing requirement of 4000 dwellings from 2008 to 2028 and 1000 already approved or built, therefore 3000 new builds and assuming average annual build rates of c. 200 units/yr and 1000 units planned for strategic site near Clitheroe.

United Utilities PLC supports Ribble Valley Borough Council's development proposals highlighted in the 'LDF Core Strategy – Outline Approach' (Topic paper of December 2011) United Utilities PLC confirms it has the water supply and wastewater treatment work's capacity and to support the levels of development defined by the Council but further investigation will be required to determine the detailed network connection and capacity constraints.

This view is subject to the following comments:

No surface water is discharge directly and/or indirectly into the public foul and/or combined sewerage network [see Surface Water comments below]. Also that United Utilities PLC will determine the location of the foul connection points and their discharge rates. It is essential that this is defined within the Councils' planning policy documents and planning application conditions.

Reinforcement of the public sewerage and water supply network may be required before a live connection is made to public assets; phasing of development will be essential if reinforcement is necessary.

Continued liaison is required with the Council to develop the Council's Site Allocation and to ensure the timely delivery of sustainable infrastructure before planning application approval; fail will affect the quality of life for the existing community, the service to United Utilities PLC's customers and the environment.

Water and wastewater services are vital for the future health and well-being of the community and the protection of the environment. When developing the Local Development Framework [LDF] and future policies the LPA should consider the impacts on the health and well-being its community, environment and ensure infrastructure capacity is available. If infrastructure deficiencies cannot be addressed, an alternative location and/or timescale should be sought where infrastructure capacity is available and It meets the LPA's development needs.

Recent flooding events should highlight to the Council the importance of managing flood risk and the long-term impacts on the community; its health; well-being and its prosperity.

United Utilities PLC would seek the support of the Council in the LDF and planning application processes to protect/secure land for infrastructure use. Failure could mean United Utilities PLC cannot provide the additional capacity required to support your growth plans therefore a failed and/or undeliverable development plan.

In considering any application for planning permission, the LPA and/or the applicant must demonstrate that infrastructure capacity is available to serve the proposal. If capacity is not available, the application should not be approved

Suitable drinking water supplies are available in close proximity to all residential sites. Insufficient site information was available to determine employment sites.

WATER & DRAINAGE - Flood Risk

The management of flood risk from designated Main Rivers and the sea is the responsibility of the Environment Agency, who are also responsible for exercising a general supervision over flood defences. United Utilities are responsible for sewer flooding and these are addressed through their requirements regarding sewer capacities (see waste water and related drainage matters above)

The Council has prepared a Strategic Flood Risk Assessment (SFRA) (Level 1) which provides detailed information regarding areas which may flood and how new development should be guided in relation to potential flooding, including those sites which would require a specific Flood Risk Assessment to accompany any planning application. The SFRA will be used as a guide within later site allocations planning documents.

In commenting on the proposed development locations within the Topic paper of 2011 and specifically the strategic site EA emphasise that any development should not increase the risk of flooding downstream from both surface water and fluvial sources and on site attenuation measures may be needed such as sustainable drainage systems (SUDS), details of which are mentioned in the SFRA and would be delivered by the developer.

EA also make clear that, as regulators of foul discharges to surface or groundwater, if there are sewer capacity issues (which would be indicated by United Utilities see water treatment and drainage section above) any development would need to be phased to coincide with any necessary sewer improvements.

In terms of future potential additional provision Environment Agency have informed the Council that there are 3 opportunities for flood defence schemes that have been identified in the Ribble Valley area. These are as follows:

• Kirk Beck Flood Alleviation Scheme (FAS), Bolton by Bowland)
• Mearley Brook FAS, Clitheroe
• River Calder at Whalley FAS, Whalley

However EA stresses that these are potential schemes identified in a long list of proposals across the North West that could be delivered up to 2016. None of the above have been allocated funding as yet and there are no guarantees that public funding will be secured to deliver them and therefore they may never come to fruition, unless other sources of funding are identified, such as developer contributions. If these schemes were ultimately delivered through public funds, it is also important to stress that they would be to protect existing properties and businesses, and would not be built to facilitate new development in areas considered to be at risk of flooding.

Waste management within the Ribble Valley Borough is divided between county and borough control; Lancashire County Council (LCC) responsible for the disposal of waste and is the relevant waste planning authority, with Ribble Valley Borough Council responsible for waste collection and recycling.

Ribble Valley as the collection authority also operates a waste transfer station at its Salt Hill Depot where waste collected through the Council's 3 stream refuse and recycling collection system is deposited. The individual waste streams are then loaded into bulk haulage vehicles for onward delivery to one the County Council's contracted waste technology parks at Farington, Lancashire. Salt Hill Waste Transfer Station (WTS) is the only waste management facility owned and operated by Ribble Valley Borough Council. Salt Hill WTS has the capacity for dealing with the likely additional waste generated as a result of the planned growth in the number of residential properties to be built within the Ribble Valley over many years.

Also RVBC organises 'bring site' locations where containers are provided for recyclable materials collection. The material recycling banks / containers are provided by third party merchants or charities who also service their banks and take the material direct to processing facilities. Whilst Ribble Valley Council continue to review the demand for such facilities the likely changes will be to include materials not recycled through segregated kerbside collection.

The number of household waste recycling centres (HWRCs) has only very recently been reduced from 3 to 2 sites (see map below) within RVBC and these are owned by LCC and are operated under contract for the County. The waste from these sites is taken directly to the markets or the landfill site. The loss of capacity in such facilities is a difficult concept to determine, but the continued reduction in such facilities against the growth in domestic properties would suggest that demand will outstretch available capacity. Currently, the residual waste collected in Ribble Valley is transported to landfill at Whinney Hill.

As the Waste Planning Authority for the area LCC has recently adopted a Minerals and Waste Core Strategy that sets out strategic future targets for all types of waste and a typical hierarchy of facilities to deal with them using detailed future projections of waste production. It does not indicate that there is the need for any future landfill facility within Ribble Valley. The Waste Planning process has now moved towards developing an allocations document (Site Allocations and Development Management Policies DPD) which is currently (Feb 2012) consulting on proposed major changes following an Examination in Public. This document proposes that a site in the Salthill Industrial Estate near Clitheroe be allocated for a future non- strategic built waste facility with a capacity of 50,000 tonnes a year. This facility would be intended to process local waste using a variety of technologies. This particular allocation is not included within the major proposed changes discussions mentioned above and therefore remains the intended policy. Such a facility would be developed by the private sector and be subject to all existing planning and pollution and other legislation with the County Council making any relevant planning decision subject to consultation with the Borough Council.

In addition the proposed Minerals and Waste Allocations DPD also includes geographically wide ranging Minerals Consultation Areas (MCAs) in Ribble Valley within which there will be a presumption against development, subject to a variety of criteria .It does not appear that any of the specifically delineated areas proposed for development within the Topic Paper of 2011 fall into these zones and no comment has been received from the relevant authorities concerning

MCAs and the various development scenarios set out in recent various Core Strategy Issues and Options consultations.

Currently RVBC operates within the framework of the Joint Lancashire Minerals and Waste Development Core Strategy DPD, and therefore consideration of future proposals must be in accordance with its policies. However, new developments (notably those of substantial size) do potentially pose pressure on existing waste management facilities. A framework currently exists for obtaining planning obligations to offset the impact of such development on waste management infrastructure provision where planning conditions attached to development approvals would not sufficient or appropriate. It is recommended that, prior to the instigation of the Community Infrastructure Levy (if that is to be the situation); links between RVBC and the Property Assets Team of the Property Group of LCC should be nurtured and strengthened. As time is frequently a major consideration when preparing planning obligations, RVBC should actively highlight suitable planning applications to the Property Asset Team at LCC, enabling maximum process time and ensuring the proposals are received by RVBC before the planning applications are determined

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Map 6 - Household waste recycling and recycling centres (2009)

(Note that the Petre Arms Recycling Facility near Langho on the A666 has now been closed)

Household Waste Recycling Centre ●
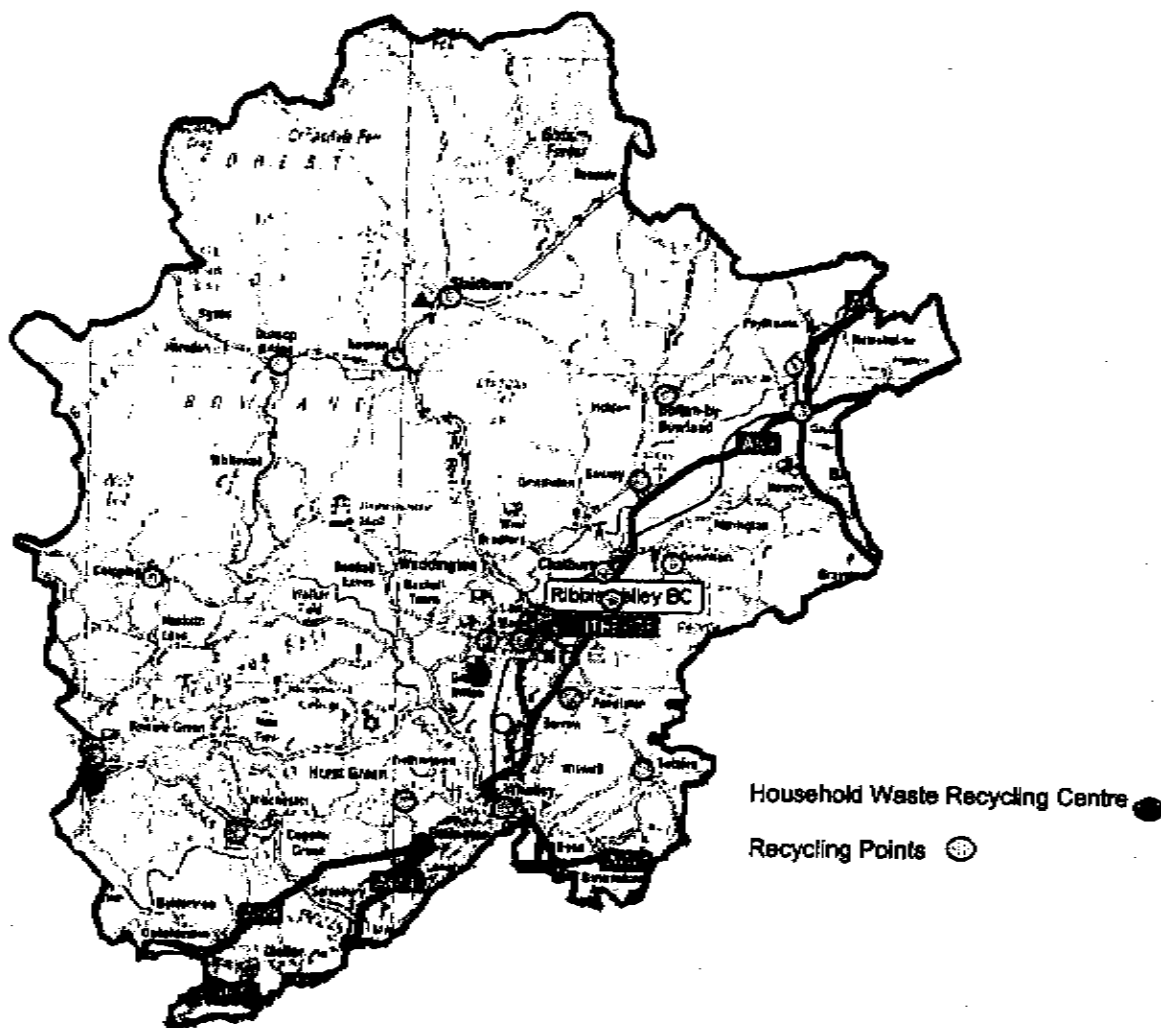
Recycling Points ◎

There is a good distribution of public pay phones in Ribble Valley, with phone booths in many of the villages. Where usage is decreasing, attributable to increased personal mobile phone use over the past few years, some of the actual booths have been 'adopted' by the Local Parish Council. This allows the booth to be retained despite it being no longer financially viable for BT to continue operating the payphone.

Information provided by BT indicates that there are over 60 public payphones in Ribble Valley. BT have recently announced plans to close phone boxes in the following locations:

O/S The Bridge Inn Shawbridge Street Clitheroe
Junction Of Stanley Street Turpin Green Lane Leyland
Kiosk Rear 57 Stanifield Ln Stanifield Lane Farington Leyland
Opp Of 220/222 Liverpool Rd Liverpool Road Penwortham Preston
Junc Darkwood Crescent Ribble Lane Chatburn Clitheroe
Outside Village Hall Trough Road Dunsop Bridge Clitheroe

Mobile Phones

In terms of mobile phone provision most residential parts of the area have reasonable reception, however in the more rural parts of the Bowland Uplands it is difficult to obtain a signal. In terms of future planning all Local Authorities are sent an annual prediction by operators of intended future development and a list of current provision through the Mobile Phone Operators Association. However this is only a prediction and should not be taken as a commitment to any particular development.

Broadband Internet

In relation to digital connectivity, there is now a move in Pennine Lancashire, including Ribble Valley, towards providing "Next Generation Access" (NGA), or high-speed digital connectivity rather than first generation broadband. However operators will only deploy NGA if there is a viable business case. It is considered that NGA is of high importance to meet both economic and social objectives[2]. Currently there are several private sector operators that, using a variety of technologies, provide this service in the area including BT and some smaller operators.

Recent evidence from Lancashire County Council indicates that within Lancashire, broadband speeds are highest, (over 20 Mbits per second or between 8 and 20Mbit/s) in urban areas with 30% of households in postcodes with internet connection speeds over 8mbits per second. 60% of households in Lancashire are in postcodes with a broadband speed of between 2.0 and 7.9mbit/s. Broadband access is non-existent or low in most rural areas and market towns. There is an access issue in these areas around physical infrastructure provision but there are other barriers including technological knowledge and skills, basic skills and access to and the costs of IT equipment, particularly for older people, that will still need to be addressed.

A recent study by Analysis Mason (2010) indicates that that Ribble Valley, being predominantly rural, will have significantly less NGA coverage than surrounding areas. Breaking this down, this shows that as of 2010 there were 20,888 premises in Ribble Valley with no NGA coverage. This is in contrast to neighbouring areas such as Burnley where there will be no premises without NGA.

In addition the Pennine Lancashire Strategic Action Plan for Digital Connectivity which also indicates the need to upgrade broadband in the area. See

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[2] Analysys Mason (2010) Strategic action plan for digital connectivity: Report for Pennine Lancashire Chief Executives (PLACE).

http://www.penninelancsplace.org/Shared%20Documents/Pennine%20Lancashire%20Digital%20Strategy.pdf

Lancashire County Council has recently committed itself to a £32 million programme aimed at bringing faster broadband (speeds greater than 30Mbps) to the remaining parts of the County that do not currently have this provision. As a part of this project a £3 million fund will be established to enable small and medium sized businesses to connect to have faster broadband facilities and a £500 000 fund aimed at bringing this provision to remote properties. This latter project is currently at pilot stage. More detail in general on the broadband issue in Lancashire including current broadband speeds can be found at:

http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/main/internetconnections.asp

By the end of March 2012 it is anticipated that Clitheroe's exchange will be fibre enabled allowing local residents and businesses to access high speed ADSL2+ broadband, allowing existing broadband users upto 20 Mbps. There is also currently commercial broadband available in the west of the Borough but the north east of the area has poor coverage.

Map 7 - BWG map for Pennine Lancashire (Source: Analysys Mason)
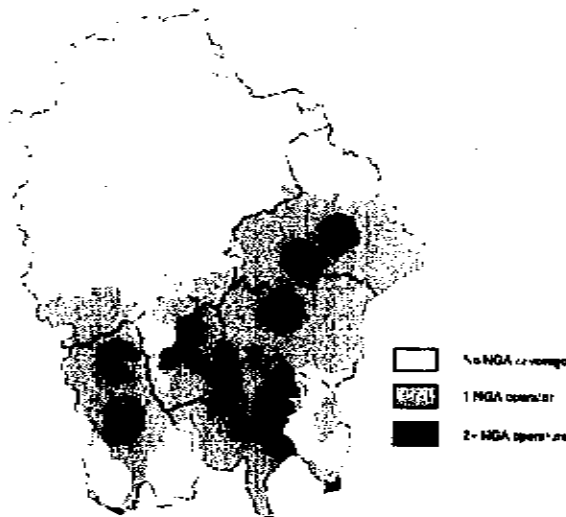
[1] Analysys Mason (2010) Strategic action plan for digital connectivity: Report for Pennine Lancashire Chief Executives (PLACE).

Map 7 - Green Infrastructure
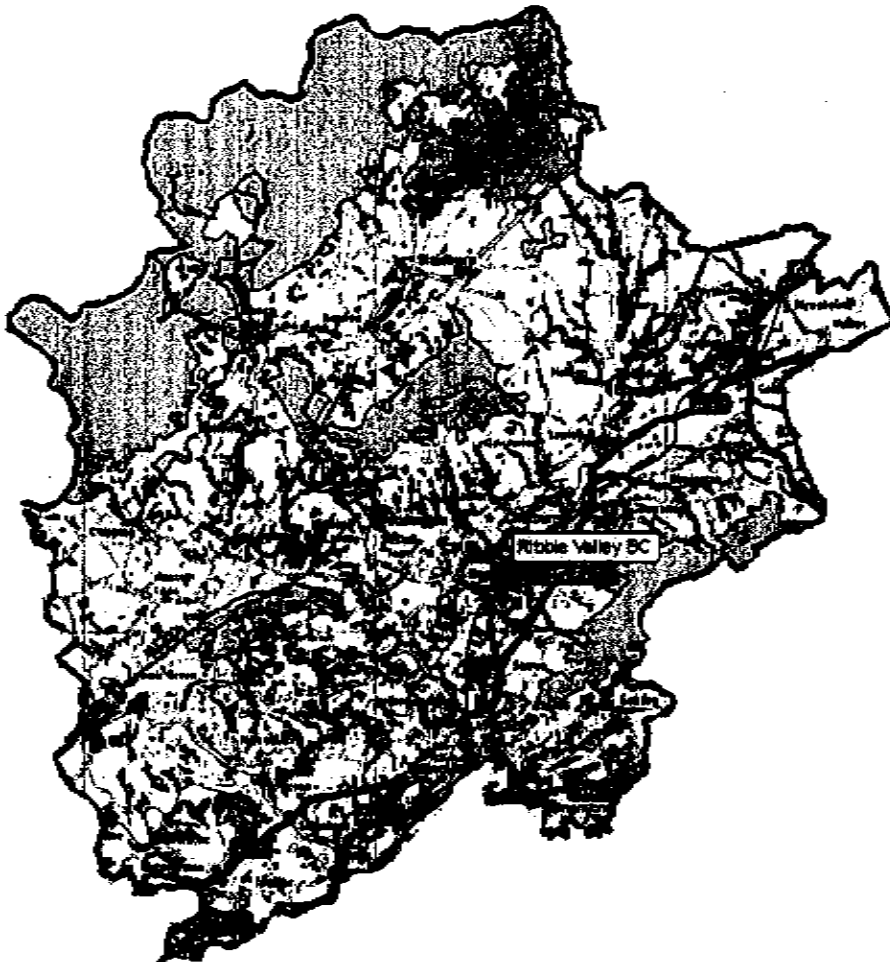

Green Infrastructure

- Allotments
- Cemeteries, Church Yards, Burial G
- Derilici Under Utilised and Neglecte
- Open Access
- Outdoor Sports Facilities
- Parks and Public Gardens
- Verges of transport corridors
- Waterbodies
- Woodland

As can be seen from the above map this predominantly rural area, with a good footpath network has a wide variety of green infrastructure. Some elements of the above provision eg cemeteries, are specifically mentioned in other parts of the plan. These represent assets which would be available to new residents.

HISTORIC LEGACY: Listed Buildings

There are currently over 1000 Listed Buildings in the Borough. 17 of these are grade I listed and 43 are grade II* listed.

Map 8 – Listed Buildings

Legend:
- ☐ Multiple Listings
- ☐ Listed Building (Grade I)
- ■ Listed Building (Grade II)
- ■ Listed Building (Grade II*)
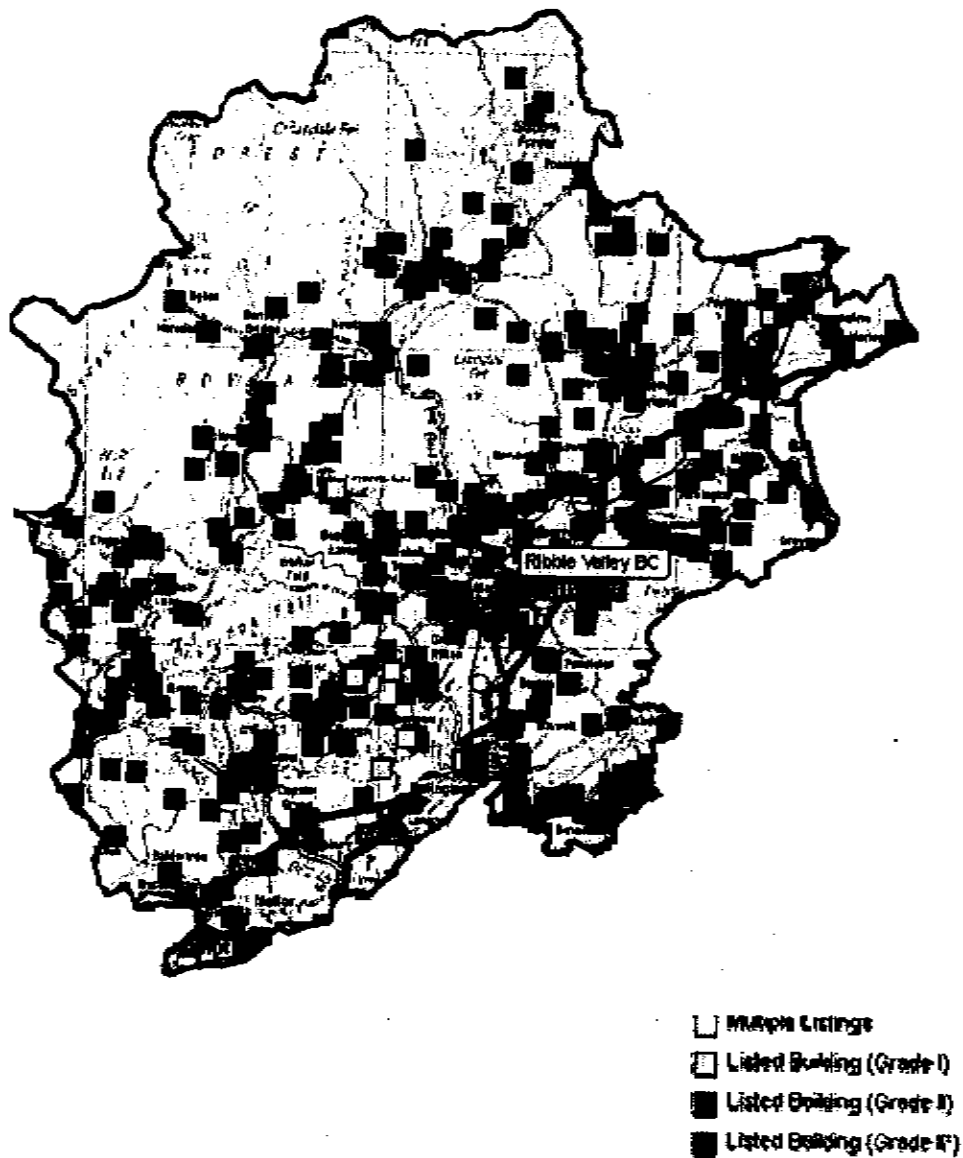
Brungerly Park, which was established in 1876, is a park situated north west of Clitheroe off Waddington Road and follows the banks of the River Ribble. It is a very well used park, particualrly busy on Bank Holidays, and encorporates a nature and sculpture trail.

There is also park land in the grounds surrounding Clitheroe Castle, which was bought by the people of Clitheroe by subscription in 1920, and declared a memorial to the men who lost their lives in the Great War. The park land contains rose gardens, play areas, a skate park and a bowling green.

Also in Clitheroe on Edisford Road is Edisford Park which allows footpath access along along the banks of the River Ribble. This contains a playground, a narrow gauge railway, a cafe and a picnic, site. Edisford is also a good location for anglers. In Longridge there are parks at Kestor Lane Recreation Ground, John Smith's Park and at Mardale Road Playing Fields. There are no formal parks in Whalley.

Current provision in terms of formal parkland is considered to be adequate in relation to the level of potential future development indicated in the Topic Paper.

The provision of children's play areas is handled by the Borough, Town and Parish Councils. Play areas tend to be neighbourhood/village based and focus on the under 8's. It is considered that, geographically, provision has been adequate for the needs of this age group although there are some concerns over the quality/play value of some facilities. It is expected that any significant development, such as the strategic site at Clitheroe, would require appropriate provision for this age group, among other issues and would be dealt with through detailed negotiations within the development management process guided by national and local planning policies, some of which are within the Core Strategy.

There is a lack, generally, of play facilities for older young people. Whilst it is recognised that such provision is not feasible at the same level as for the under 8's there is a need for a network of such facilities, reflecting the main population centres across the Ribble Valley.

The area has good general provision across most sports, although the borough has no specific athletics facility. There are outdoor sports pitches in the three main settlements of Clitheroe, Longridge and Whalley, some maintained within formal parks and other attached to various local secondary schools and often available to the public.   There are also a number of single play facilities within local villages. Provision is through a variety of public facilities, including several local school facilities that are open to the public outside school hours, local sports clubs who lease facilities from the local authority and private membership facilities.

The Council has recently produced a Playing Pitch study that assessed current provision in terms of quantity and quality. In the light of this evidence it is considered that current provision, while adequate for current needs, would need to be augmented to address the level of future development proposed in the Topic Paper.

This augmentation would be in line with need criteria based on the Sport England Facilities Planning Model. It is considered that suitable sites for additional facilities do exist in the key service centres.

The provision of artificial pitches in the borough is adequate, with locations in Clitheroe, Longridge and other outlying areas. However there is the distinct lack of an artificial surface in Read, Simonstone and Whalley.

Also in general terms, while provision for under 8 group is considered adequate more over 8 play provision is considered necessary

OPEN SPACE: Country Parks and Green Public Path

There are no country parks in the borough. However, Stonyhurst college has extensive gardens, which are grade II*

The creation of more general open space, landscaping and planting, such as that within residential developments, as well as the preservation of existing provision is considered as part of any development scheme of an appropriate scale and is managed through the development management process.

OPEN SPACE: National Parks and Nature Conservation Area

There are no National Parks in the Ribble Valley. Seventy percent of the borough however falls within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The AONB is managed through a Management Plan which includes a variety of conservation projects.

Areas of Nature Conservation

- There are currently 4 Local Nature Reserves in the district totalling 52.6 hectares these are located at Crosshills and Salthill, Clitheroe and Moor Piece located in the Forest of Bowland AONB to the north of Bashall Eaves. Wildlife Trust for Lancashire manages these sites. In addition a new RSPB wetland area has been created at Alston, near Longridge. In due course a proposed new local nature reserve at Primrose in Clitheroe will increase the area of nature reserve in the district to 61.6 hectares.

- There are currently 297 Biological Heritage Sites located in the Ribble Valley

- There are currently 13 SSSIs

- There are 116 Sites of Ancient Woodland

- There are 3 major wildlife corridors

There are currently 23 Scheduled Ancient Monuments in the borough.
There are four in each of the following parishes: Aighton, Bailey and Chaigley; and Whalley
There are three the parish of Newsholme. The remaining parishes have one site each: Bolton-by-Bowland, Bowland Forest Low, Chipping, Clitheroe, Easington, Gisburn Forest, Horton, Mellor Newton, Ribchester and Sawley.

There are 76 sites of Ancient Woodlands in the borough and 18 Regionally Important Geological sites in the borough.

The detail of the Council's position on the provision of future affordable housing is set out in the recently updated and adopted Addressing Housing Need document, which includes definitions of affordable housing, relevant thresholds and position relating to tenure and house type.

Recent Affordable Housing Completions in Ribble Valley:

2006/7 - 26
2007/8 - 41
2008/9 - 49
2009/10 - 65
2010/11 - 65

The tenure split of existing provision is approximately 118 share ownership units and the 1742 remaining total units are social rented. Of the rented units 598 are sheltered and the remaining are general needs units.

The funding available for affordable housing delivery from the Homes and Community Agency reduced considerably in 2011 with the introduction of affordable rent product funding future development schemes. The bidding process is now set out in a 4 year plan with the current round 2011-2015, therefore the funding allocations are fixed within this period not allowing for any unplanned delivery within this time frame. Working with the Registered Providers the Council looks to ensure that the sites with allocated grant funding proceed and deliver affordable units. The Council invest £100,000 annually into affordable housing delivery and use this funding to develop private rented affordable housing through a capital grant scheme.

In terms of future planned provision- RVBC have agreed to an annual target of affordable housing delivery of 60 units.

There are a number of nursery and pre-school centres within Ribble Valley, including some crèche facilities within the Sure Start centres in Clitheroe and Longridge. There is also significant provision in surrounding towns outside the RV area (see map below). Apart from the Sure Start centres all provision is privately operated and future delivery is anticipated to be by individual application from a variety of developers.
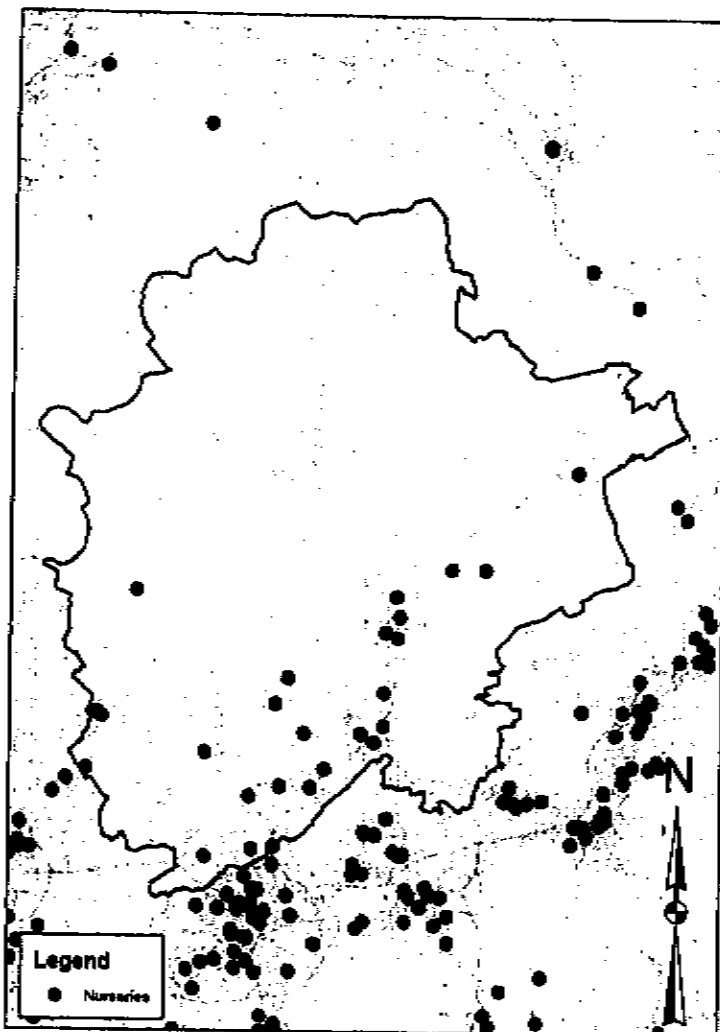
**Map 9 -
Current Nursery Provision in the area and surroundings.**

Map to show dental surgeries in Ribble Valley (Source: Office for National Statistics)

Primary Schools

There are numerous primary schools within the borough (see Map 10 below). These serve the whole borough and the residents of Ribble Valley with a variety of choices. The County Council holds the responsibility for providing adequate school places in relation to future development.

There are 4400 children living within the Ribble Valley area that are of an age for secondary education (11-18)

Secondary Schools.

There are 4 state run secondary schools within the Ribble Valley area (see Map 11below). These are Bowland County High School, Longridge High School, Ribblesdale County High School and St Cecilias R C High School. In addition there is Clitheroe Grammar and a variety of private provision.

In addition to the secondary schools there are 2 further education colleges in Ribble Valley. These are Oak Hill College and Stonyhurst College, 423 16-18 year olds were entered for Level 3 qualifications (A-Level) in the Ribble Valley region. Performance within the borough was well above the national average, with Ribble Valley students achieving an average total of 861.1 points as opposed to the national average of 712.1 and regional average of 726.

In addition, there are numerous secondary schools found within the surrounding towns with the scope to serve additional Ribble Valley residents.

Below is Table 5 that summarises the provision of education for both primary and secondary schools for the areas identified in the Topic paper of December 2011. This gives information of the current numbers on roll, the capacity of the schools, the pupil yield from each of the areas of strategic development areas in the Topic Paper and the impact of the proposed strategic areas in terms of the number of school places that will be needed by 2027.

These show the need for additional primary and secondary places generated by in all three key service and significant implications for the strategic site adjacent to Clitheroe.

Please note that the Table contains both a 5 year and a 15 year forecast for each of the strategic areas. In normal circumstances only 5 year forecasts would be provided, which are calculated using known birth rates and housing data from the Housing Land Supply, in addition to any subsequent approved developments. In order to provide future forecasts to 2027, as it is not possible to anticipate the birth rates beyond 2016, an assumption has been made that birth rates would remain the same. This uncertainty about projections beyond 5 years means that it is important that these projections are revisited at a later date.

In terms of school funding, this is provided for each child of school age from Central Government based on actual numbers on roll. If additional school places were needed in an area this would be regarded as Basic Need funding. The Government have experienced a great deal of demand for this budget as a result of the increases in birth rates over recent years. The birth rates increases in some areas of Lancashire have been significant and this has meant that there has been significant demand on the Basic Need budge, providing a serious challenge to the County Council which Government is aware of. However the County Council is unable to provide greater detail of what funding will be available as this is calculated based on demand, and through the provision of a Capital budget, which provides funding towards school expansions or new schools. The latest Capital Investment Strategy, which is due to be submitted for Cabinet approval on the 6th March 2012, only provides

details of funding until 2014, because future funding has not yet been determined by the Government.

Funding towards additional school places would also be sought from developers through Section106 agreements or the Community Infrastructure Levy, where a planning application identifies that there are not enough school places available to meet the pupil yield from a development. Further information about the process in provided in Lancashire County Council's Planning Obligations Policy Paper - http://lccintranet/corporate/atoz/e_to_z/service.asp?u_id=2839&tab=1

It is also important to be aware that the funding from Central Government through the Department for Education needs to be supplemented with contributions from developers towards the provision of additional places necessitated by housing development.

Also the figures provided in the forecasts take into account any other developments which have come forward outside the 5 year housing land supply. As specific planning applications are submitted the education assessment that the County Council would carry out would also take into account any planning approvals which have come forward outside of the 5 year housing land supply, and assess the potential impact of these developments. These are outlined in the table below.

**Table 5 – Primary and Secondary School Place Estimates (next page)**

Primary

Location	Current NOR	Current Capacity	5 Year Forecast	Places in 5 Years incorporating Approvals not included on Housing Land Supply	Dwellings Proposed	Yield from Strategic Sites (places needed)	Places available in 5 Years, including this development	Forecasted Places available in 15 years, including this development
Clitheroe	1160	1295	-40	-49	75	27	-76	-324
Longridge	833	1060	207	201	454	159	42	74
Whalley	643	689	177	175	141	50	125	-18
Standen Estate	1289	1414	-49	-60	1040	364	-424	-671
Other Settlements					200	70		

Secondaryy

Location	Current NOR	Current Capacity	5 Year Forecast	Places in 5 Years incorporating Approvals not included on Housing Land Supply	Dwellings Proposed	Yield from Strategic Sites (places needed)	Places available in 5 Years, including this development	Forecasted Places available in 15 years, including this development
Clitheroe	3102	3167	789	770	75	19	751	73
Longridge	1194	1274	114	109	454	114	-5	-20
Whalley	1091	1025	-24	-24	141	36	-60	-44
Standen Estate	2551	2642	804	785	1040	260	525	-232
Other Settlements					200	50		

Map 10 -distribution of Primary Schools in Ribble Valley (2009)

(source Office for National Statistics)

Legend
⊘ Primary Schools
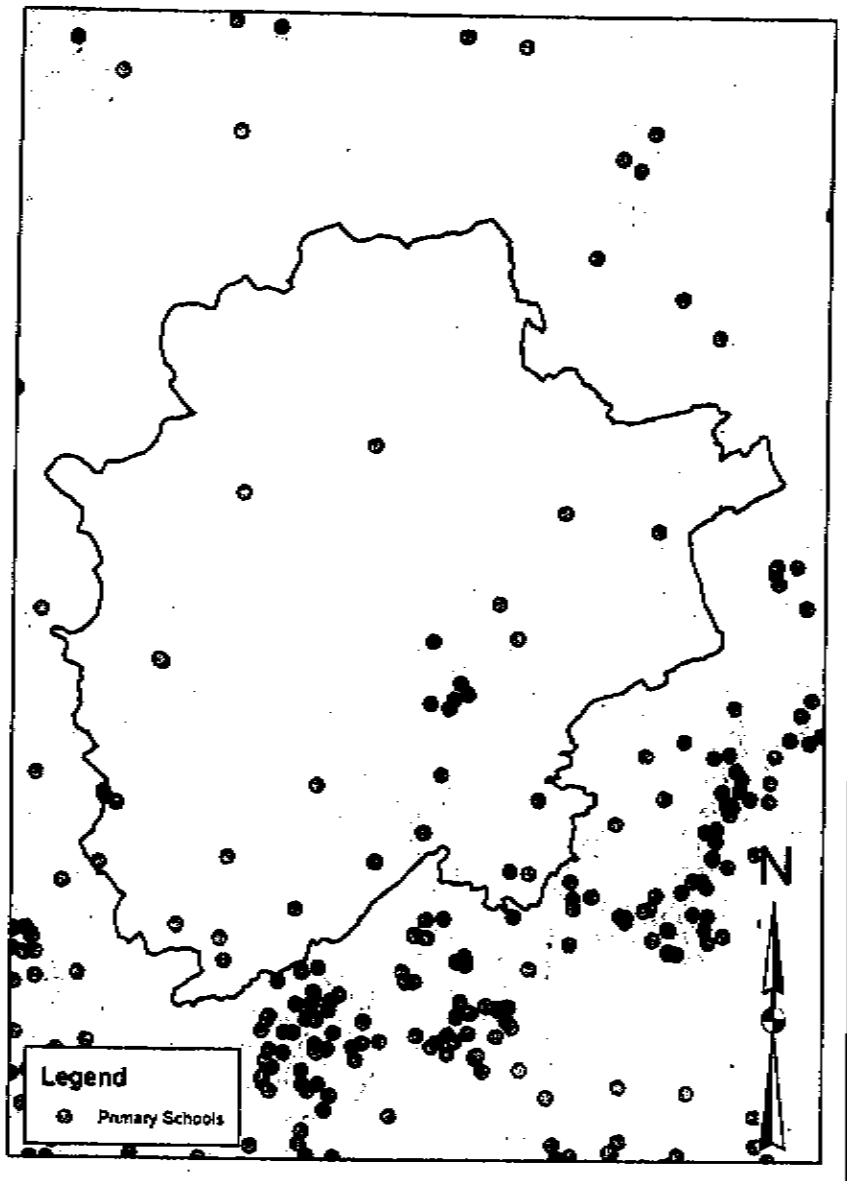
Map 11 - Secondary Schools in Ribble Valley (2009)

(Source: Office for National Statistics)

Legend

● Secondary Schools
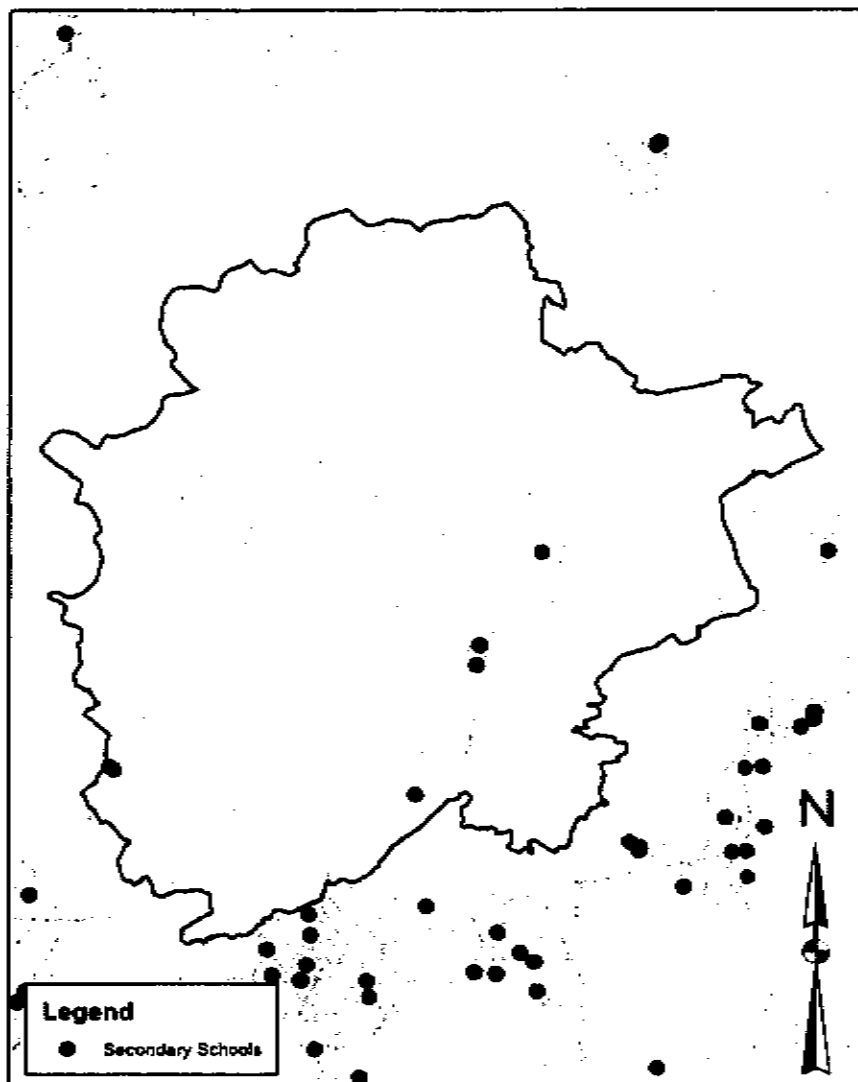
EDUCATION: Higher Education

There are currently no facilities that offer higher education in the Ribble Valley. Students travel to a wide variety of facilities within and outside the region.

EMPLOYMENT: Job Centre Plus

There is only one job centre in the Ribble Valley, the Jobcentre Plus facility based in Clitheroe. Jobcentre Plus provides a range of information and services, including benefits, loans and grants, as well as help with finding a job. There is no indication nof any change in this provision or any indication that it is not adequate given future possible development.

BENEFITS/TAX: Local Offices

The Council Tax Office for the borough is based at the Council Offices in Clitheroe and can be paid by direct debit, in person, telephone and online.

The Benefits office, which pays Housing and Council Tax benefit is also based at the Council Offices in Clitheroe. Housing benefit can be claimed by:
- Council Tenants
- Those paying rent to a private landlord
- Housing Association tenants
- Those living in a hostel
- Those paying for board and lodgings.

There are major changes proposed to Housing and Council Tax benefit that are going to take place over the next few years it is not anticipated that they will impact significantly in terms of the provision of this service locally.

Hospitals

There are currently two NHS hospitals in Ribble Valley:
- Clitheroe Hospital
- Longridge Community Hospital

There is also a private hospital in the borough, which offers NHS services. This is:
- Abbey Gisburn Park Hospital

There is public support for NHS East Lancashire to upgrade and develop health services at Clitheroe Hospital and initial plans for a purpose built new hospital on land adjacent to the existing facility were withdrawn, due to the economic downturn. Currently new plans for a new facility are being drafted to be presented to the NHS Lancashire Board together with an accompanying funding assessment. In addition, with the phasing out of the Primary Care Trusts in 2013 as a part of the fundamental reorganisation of the National Health Service, the development would then have to be approved by the NHS Lancashire cluster board and the new North of England Strategic Health Authority.

It is also worth noting the presence of Calderstones Partnership. This is a centre, often referred to locally as Calderstones Hospital, that provides a specialist service to people with a learning disability including in-patient assessment and treatment and community based services across the North West.

In terms of recent planning applications there is an extant permission for a 25 bed low secure unit with an associated day unit and administration facility at the Calderstones Hospital, and also a current application (currently subject to an Appeal) for a 270 housing development at Henthorn Road, Clitheroe which involves developer funding towards a GP and pharmacy facility.

General Health Provision

In general terms the planning of new provision of the wide variety of health provision in the area is currently being re organised as a part of the Coalition Government's Health Service reforms. New shadow health planning bodies are currently being set up to take over from the existing structures in 2013 – 14.

Indications from current local health planning professionals are that in general terms the various health services would be capable at this stage of catering for the additional needs that the development proposed in the 2011 Topic Paper would bring.

They have also stated that the proposed development would imply the expansion of current local facilities. Specifically there will be a need for an additional two full time GPs plus support staff, one to be based in Clitheroe and an increased need for nursing staff based in the community. They have emphasised that the health provision implications of new development should involve continued and detailed consultation with the new health planning functions to ensure that new provision is adequately timed to new development.

Map 12 – Dental Service provision (2009) (Office for National Statistics)
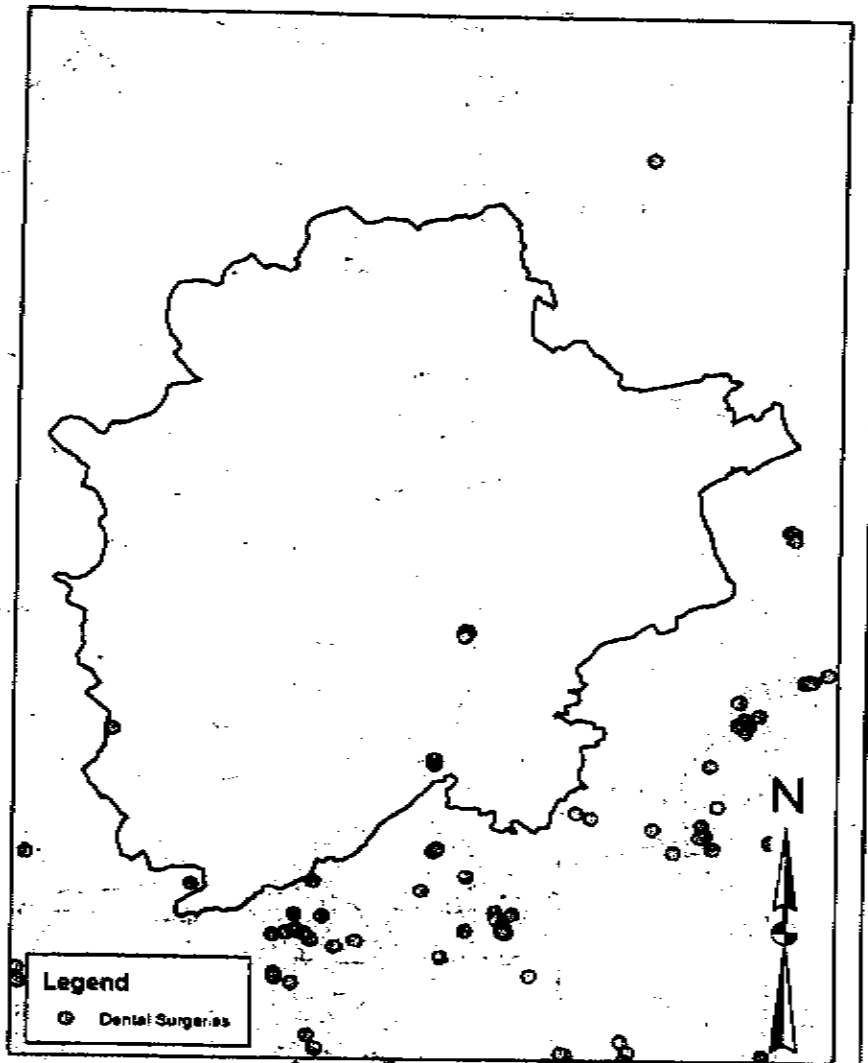
Ribble Valley sees a concentration of dental surgeries in Clitheroe, and also 3 individual surgeries located in the west of the borough (Longridge) and to the south of the borough. There are large numbers of dental surgeries in the nearby big towns of Blackburn, Accrington and Preston, which border the borough.

Map 13 - General Doctors Surgery Provision (2009) (office for national statistics)

There are 10 GP practices in the Borough and further provision in the
urban areas to the south. Due to the rural nature of the area,
surgeries are more widely spread in the north of the Borough.

Legend
● General Doctors' Practices
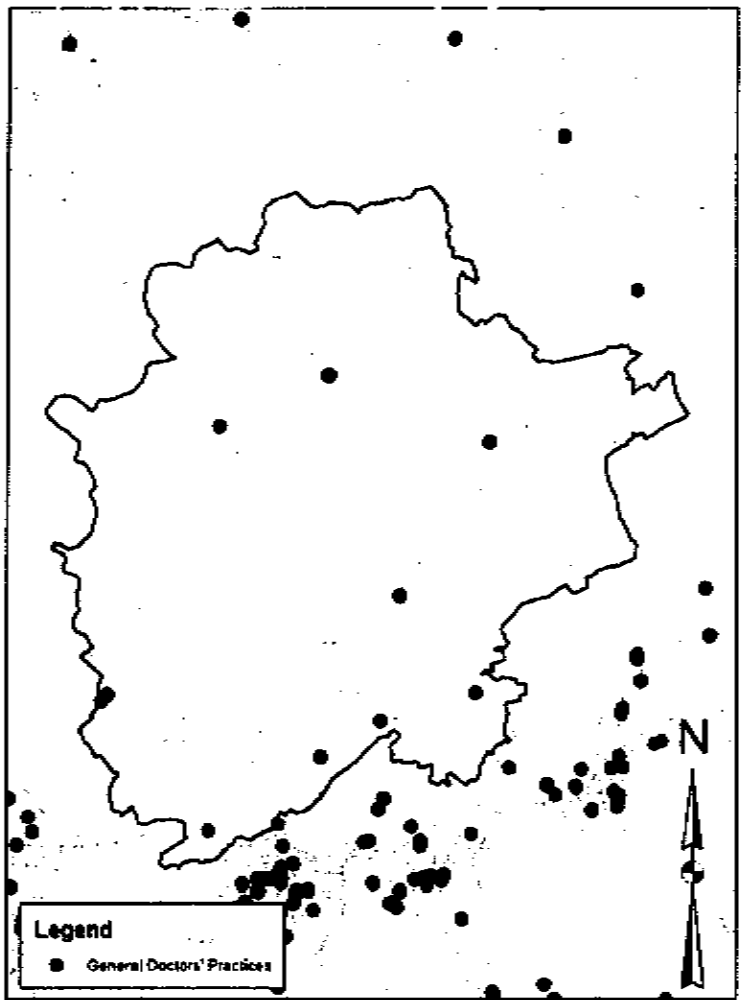
Map 14 – Opticians (2009)

Opticians follow a similar pattern to those of other services within the borough. Clitheroe sees the highest concentration', with others located to the east and south of the borough (see Figure 29). The surrounding towns again see a large number of optician services and as such offer the people of Ribble Valley services within reasonable travelling distance.

(Source: Office for National Statistics)
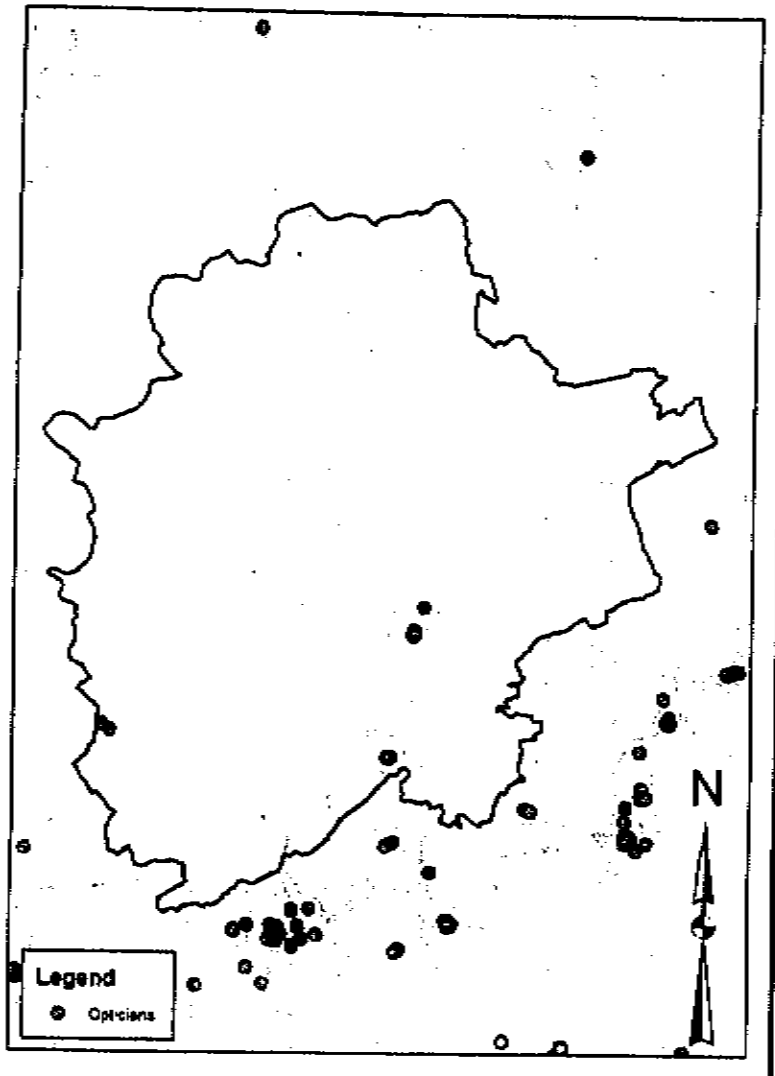
Map 15 – Pharmacies (2009)
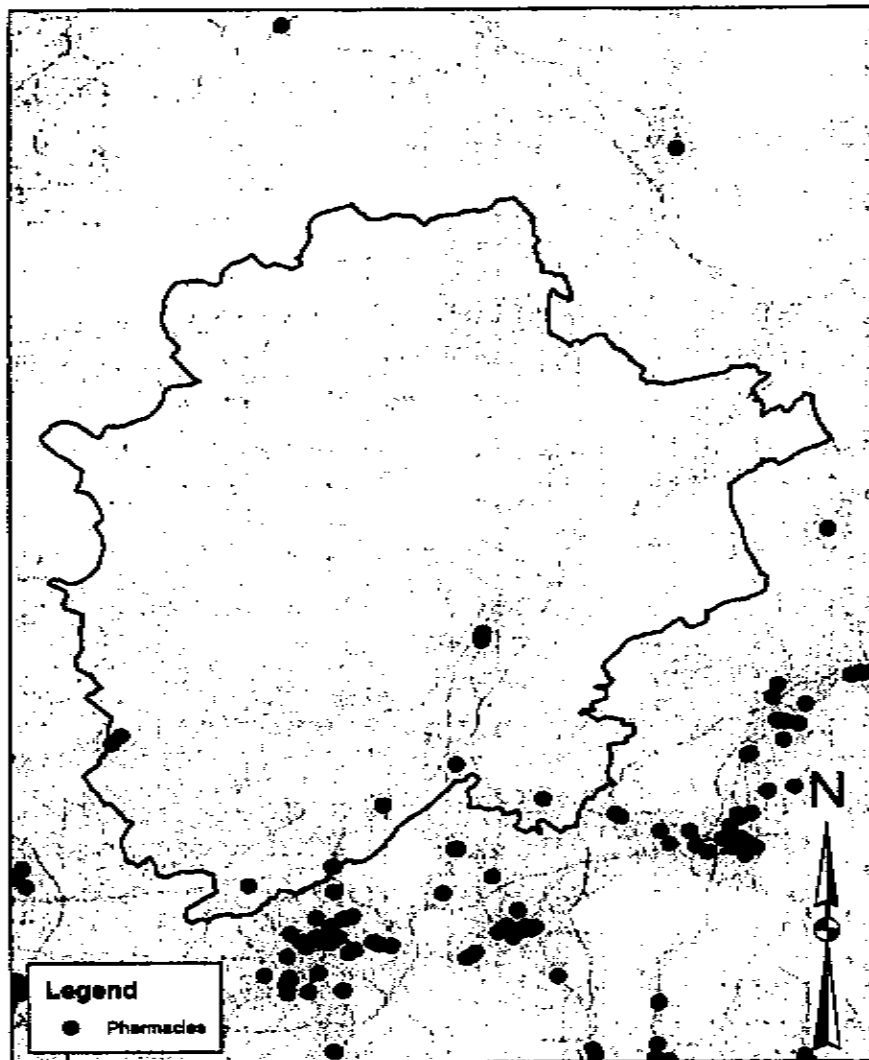
There are 9 pharmacies within Ribble Valley, all of them located within the south of the borough. There are no pharmacies serving the north of the borough, with the nearest being around Settle, to the north (see Figure 30).

(Source: Office for Nation Statistics)

There is currently one private gypsy site at Acorn Lodge, Clayton-Le-Dale, which provides 16 units. There is a requirement under the Housing Act (2004) to identify and include for the provision of sites for Gypsy and Traveller accommodation within the Local Development Framework. Policies and Key Statements have been included in the Core Strategy that address this issue. Specific sites will be considered and identified where necessary as part of the Housing and Economic Development DPD. The Gypsy and Traveller Accommodation Assessment produced by Salford University (2008) indicates the need to allocate land for 6 additional residential pitches to 2016 and additional transit provision for 6 caravans. This assessment will be updated as necessary.

The map shows that post offices are fairly evenly distributed across the borough although there are a higher number of offices in and around the larger settlements such as Clitheroe. Post Office Ltd has recently put in place a Network Change Programme to rationalise provision and this saw the closure of some local offices and the establishment of some on an "outreach" basis.

Post Office Ltd. indicated in 2011 that there are no planned changes to the local network in the foreseeable future.

In March 2012 Post Office launched a £1.34 billion branch network investment and support programme as a part of the government's commitment to no further programme of branch closures. Currently a pilot programme will be run until the summer when a full roll out will occur to be completed by 2015. Branches will operate either under a main style option for larger branches or a local style. The latter, which seems to relate to many of the Ribble valley branches, will combine Post Office and normal retail services. Post Office are currently discussing details with sub postmasters.

Map 16 – Post Offices

Post Office locations
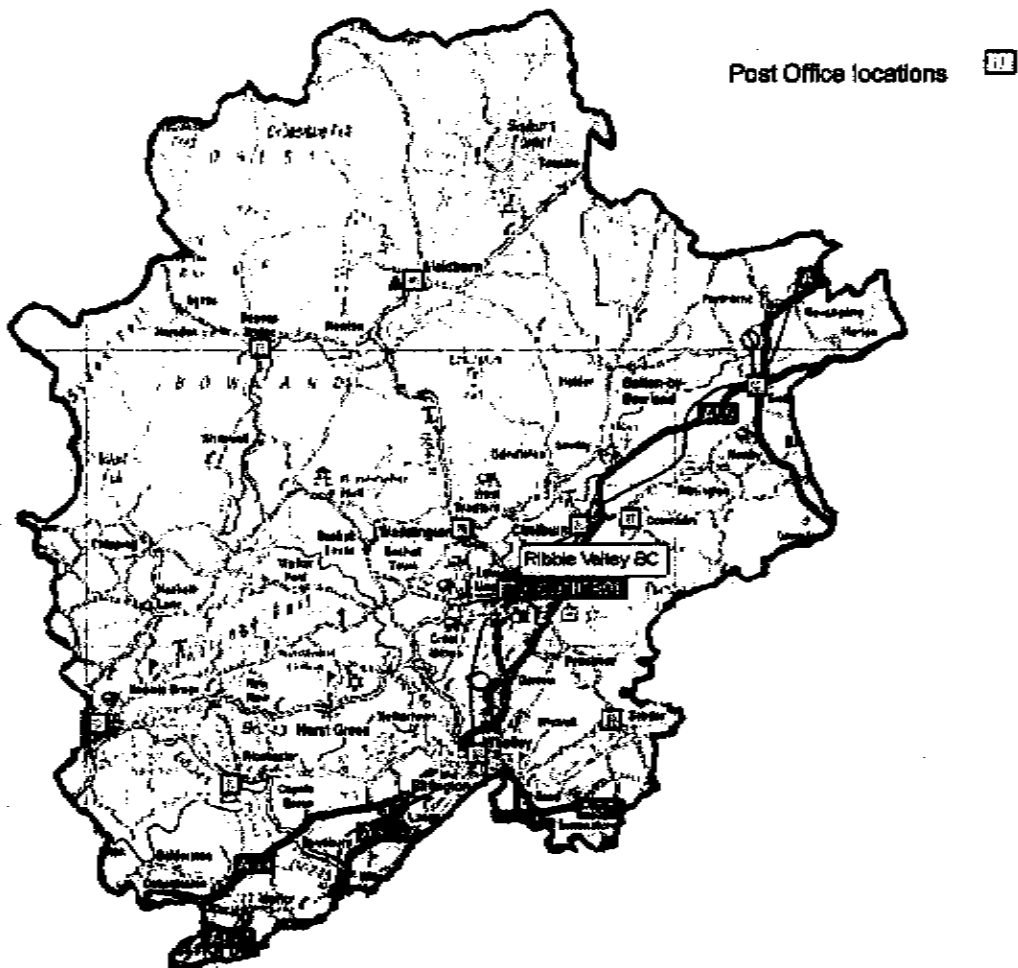
COMMUNITY SERVICES – Libraries

There are 6 public libraries in Ribble Valley which are located in the following settlements (see map below):

- Clitheroe
- Mellor
- Read
- Chatburn
- Whalley
- Longridge

In addition to these however, there are a significant number of mobile library stops across the borough, helping to serve the more rural areas of Ribble Valley.

Longridge Library was refurbished in 2011 but apart from this there are no further planned changes to either buildings or services.

Map 17 – Mobile Libary Stopping points (2009)
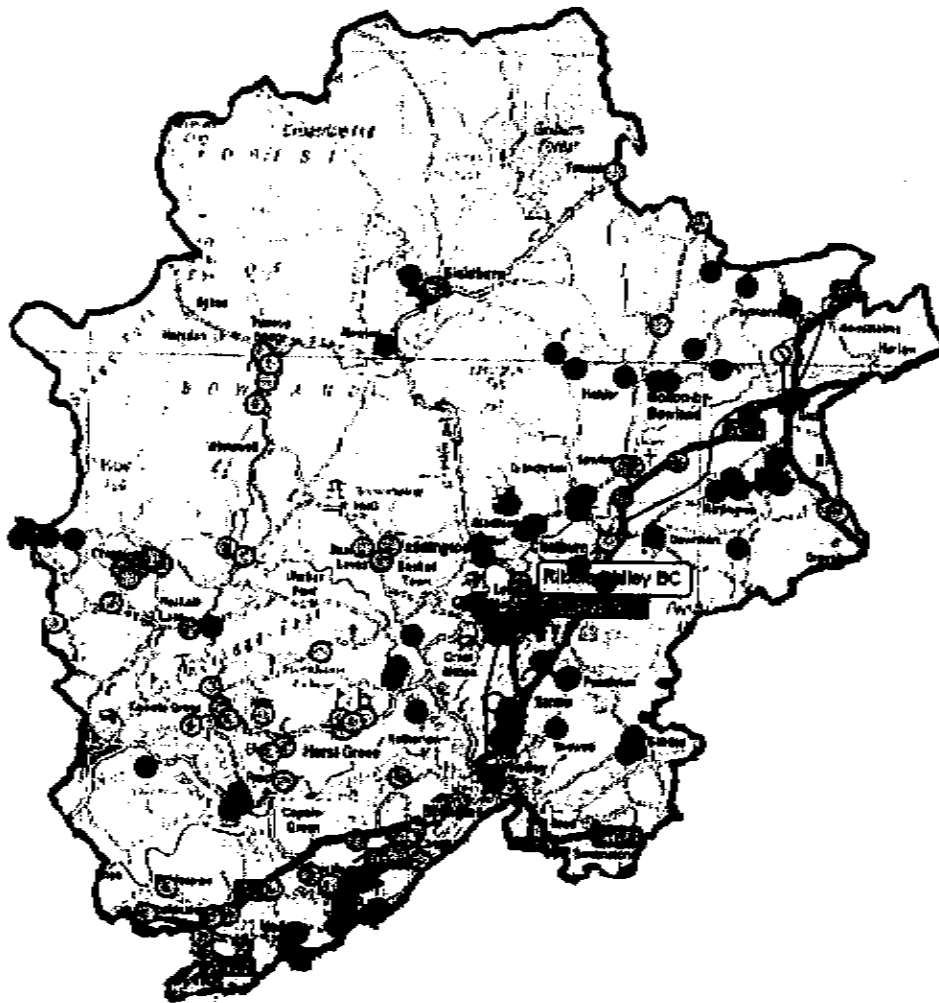
Mobile Library Stops

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday

Map 18 – Village Halls and Community Centres

Community
Centres ■
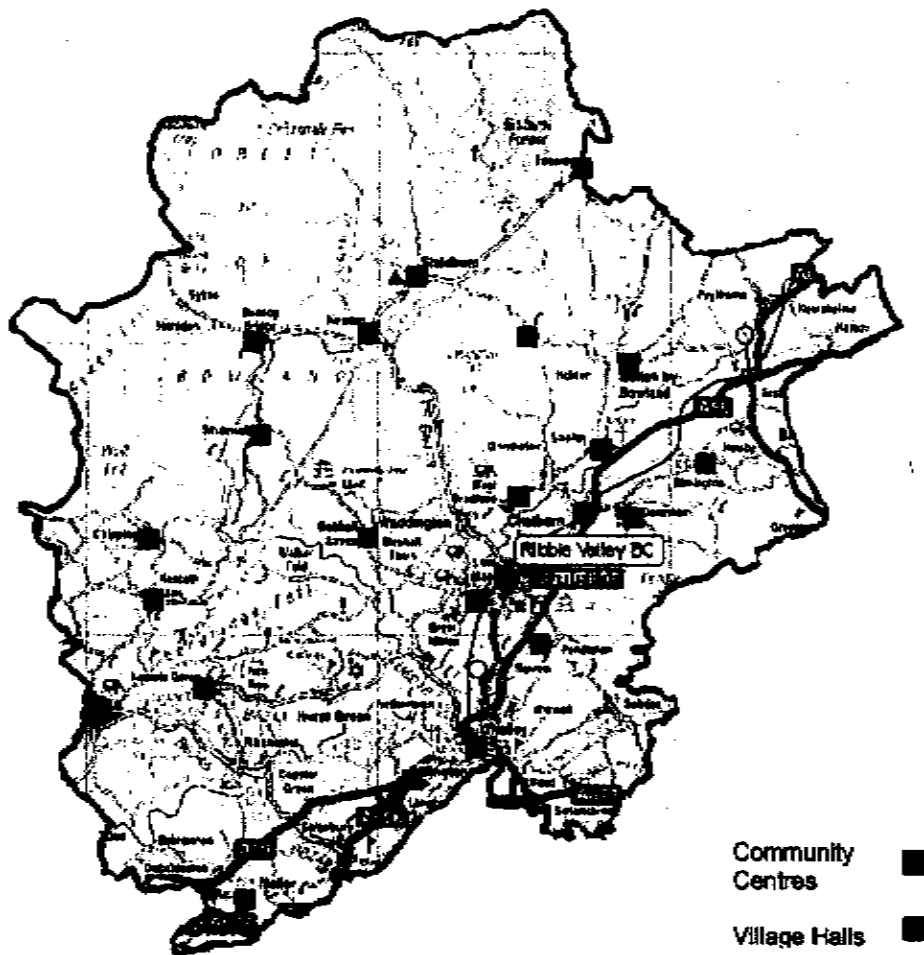
Village Halls ■

There are currently 26 village halls within the borough, which can be found at the following locations:

- Bashall Eaves
- Bolton by Bowland Village Hall
- Chipping Village Hall
- Downham Village Hall
- Dunsop Bridge Village Hall
- Gisburn Festival Hall

- Hurst Green Village Hall
- Knowle Green Village Hall
- Mellor Village Hall
- Newton in Bowland Village Hall
- Pendleton Village Hall
- Read St Johns C of E School
- Read United Reformed Church
- St Marys Church, Sabden
- Salesbury Memorial Hall
- Slaidburn Village Hall
- Sawley Village Hall
- Simonstone School Hall
- Sabden St Nicholas Church Hall
- St Wilfrids Parochial Hall, Ribchester
- Thornley with Wheatley Village Hall
- West Bradford Village Hall
- Worston Mission Room
- Wilpshire Methodist Church
- Waddington Methodist Church
- Whalley Village Hall

Local village halls host a variety of events and facilities and many have been recently upgraded through a variety of funding sources. Initiatives to further develop local halls emerge from the communities themselves, through community development trusts, as proactive individual proposals to a wide variety of relevant funding bodies, including the local Council. Local provision is regarded as good and sufficient for development proposed in such locations in the 2011 Topic Paper.

COMMUNITY SERVICES (Children's Care Division)

Head of Children's Social Care does not envisage any major concerns in the proposals in the 2011 Topic Paper with respect to demand upon Children's Social Care Services and has confirmed that there are no plans to develop any further services in the Ribble Valley area.

The Ribble Valley is presently served via the Children's Social Care Offices from the Globe in Accrington and the Child and Parenting Support Services unit again in Accrington. It is regarded as difficult to predict from the proposed 3,000 extra units proposed how many of these will be family households with children under 18, but it is felt that any increase in request for a children's social care service will be manageable.

It should also be noted that the Ribble Valley Children and Young People's Trust Board also play a significant role in developing services to children, young people and their families across the Ribble Valley and they will continue to look at present services being delivered across all agencies and how best these can be integrated. This may result in the utilisation of existing premises and at this time in is thought that there are no plans for any new developments.. The Board does consist of representatives from the District Council, Health Education (Schools), Police, VCFS etc and any increase in the child population will have an impact of universal services which will be considered in any future proposals.

In terms of adult social care, which is the responsibility of Lancashire County Council (LCC), the overall response from the relevant commissioning body to the potential future development outlined in the 2011 Topic Paper was that provision could be upgraded to accommodate the increased levels of need implied. In general terms the longer term strategic intentions of adult provision are to more closely integrate social care with health and public health and also anticipates a greater involvement from the third sector. This will involve the joint commissioning of support for hospital avoidance and a variety of intermediate care services that will allow people to be independent within their own homes for as long as possible. This will include housing related support.

It was also pointed out that funding allocations in future years are uncertain and given that the national and local trend toward an ageing population will mean an increase in demand for services. It was also stressed that, as the Borough's future development plans become more detailed, LCC commissioners for Adult and Community Services will wish to input further to the emerging LDF on matters such as house type, sheltered and adapted housing facilities and in general to enable residents to access appropriate local accommodation and related transport arrangements.

Locally the "Healthy Valley" Project also works to tackle health and social care inequalities and support community ventures and social enterprises working from village halls. In some parts of the area a local enabler has been funded to help develop local voluntary opportunities including luncheon clubs and more leisure orientated initiatives.

Overall, crime in the Ribble Valley is below that of the Lancashire County average and has, over the last three years, remained relatively consistent compared with the County's generally rising trend line. The biggest form of crime is criminal damage, followed by violent crime. Primrose and Salthill wards suffer the greatest amount of crime overall, but are still below the County average. Victims of crime are predominantly white males aged between 30 and 55 years. Residents in the Ribble Valley are less likely to become the victim of a crime than elsewhere in Lancashire, with the typical offender being a young, white, male, travelling criminal.

The distribution of Police Stations and services within Ribble Valley reflects its rural location with stations located in the main settlements.ions. The current police provision is monitored on a daily basis across the borough; the police stations operate on a fluid basis whereby officers from one station can be relocated to support another station.

Recent changes to police provision planning have meant that all rural beats have been declared as surplus and therefore the rural beat houses will be sold off. The following beat houses will be sold by 2013 – 14: Hurst Green, Gisburn, Ribchester, Billington, Chipping and Newton. In addition the Police Station in Whalley will be closed leaving two remaining stations at Longridge and Clitheroe.

This revised provision is anticipated to accommodate the needs of future development as expressed in the 2011 Topic Paper.

Map 19 – Police and Fire and Rescue Provision (2009)
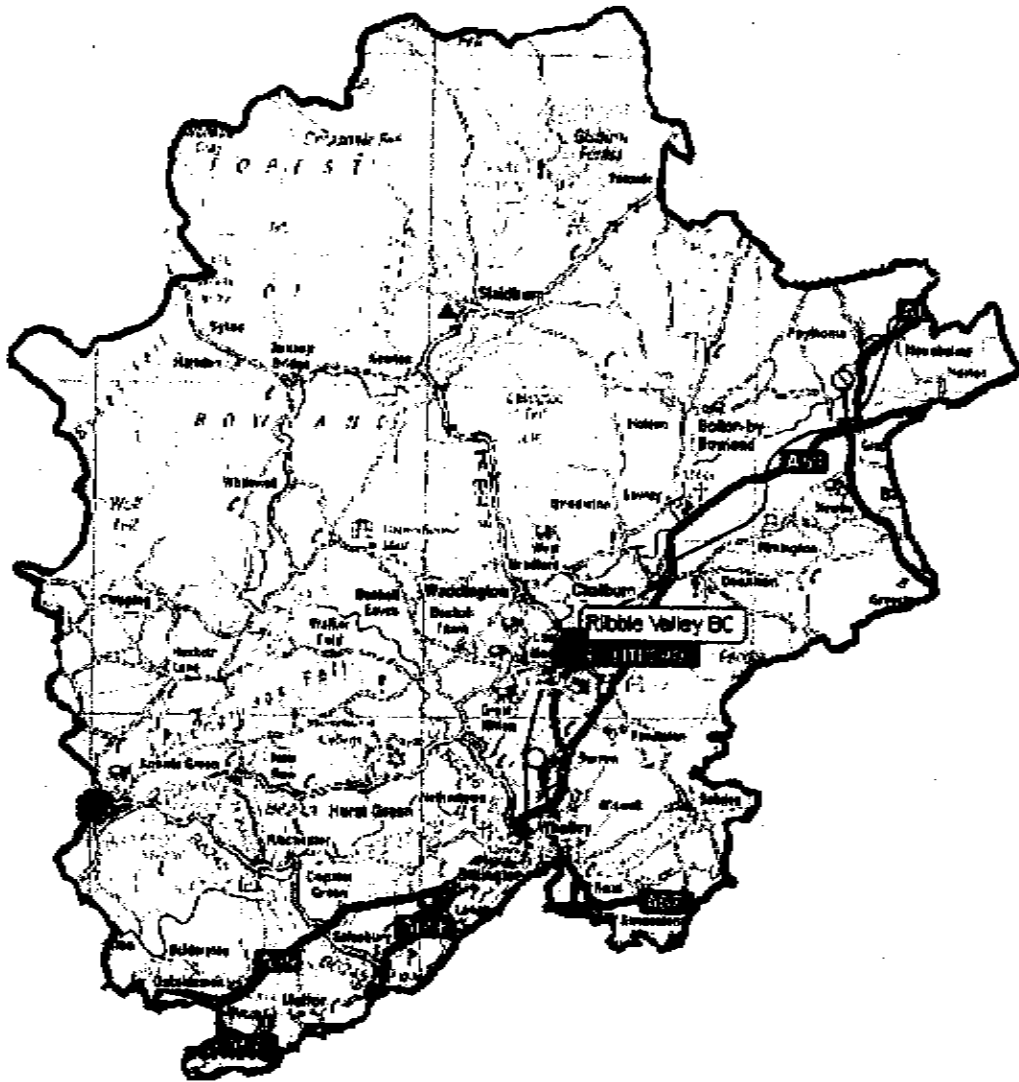
Key : Brown symbol I- Fire Station
      Green symbol - Police station

The map above indicates the locations of fire stations in the Ribble Valley district. The distribution of fire stations is coupled with high density population areas. Responses from relevant officials indicate that there is no need for an additional station.

Lancashire Fire and Rescue Service review the provision of emergency cover every three years. In brief, the review takes the form of a detailed analysis of risk across the county and within the operational boundaries of all fire stations, alongside an in-depth look at the level and type of emergency activity. The data is then used, alongside professional judgement to decide if the level of emergency provision at each fire station is adequate or not. The last full emergency cover review was carried out in 2009 and LFRS are currently working on the next review which is due to be completed later in 2012.

Current Provision

Emergency cover for the Borough of Ribble Valley is provided from a number of fire stations as summarised in the table below.

Station and Address	Resources	Staffing
E59 – Longridge Whittingham Road Longridge PR3 2AB	1 x Fire Engine	Retained
E71 – Blackburn Byrom Street Blackburn BB2 2LE	2 x Fire Engine	Wholetime
E72 – Great Harwood Queen Street, Great Harwood BB6 7AL	1 x Fire Engine	Retained
E91 – Clitheroe Princess Avenue, Clitheroe BB7 2AL	2 x Fire Engines	Retained
P92 – Padiham Station Road Padiham BB12 8EA	2 x Fire Engines	Retained
P93 – Barnoldswick Wellhouse Rd Barnoldswick BB8 6DB	1 x Fire Engine	Retained
P94 – Nelson Bradley Road Nelson	2 x Fire Engines	1 x Wholetime, 1 x Retained

Risk and Demand
Lancashire Fire and Rescue Service assess risk at Lower Level Super Output Area (LSOA) level of geography. Risk is assessed annually using a 3 year rolling data set. The last assessment of risk saw Ribble Valley assessed as predominantly low risk with some areas of medium risk. Levels of demand in the area are also low.

Staffing

Wholetime staff are those whose primary employment is with the Fire and Rescue Service and fire engines staffed in this way are available to provide an immediate response 24 hours a day , 7 days a week.
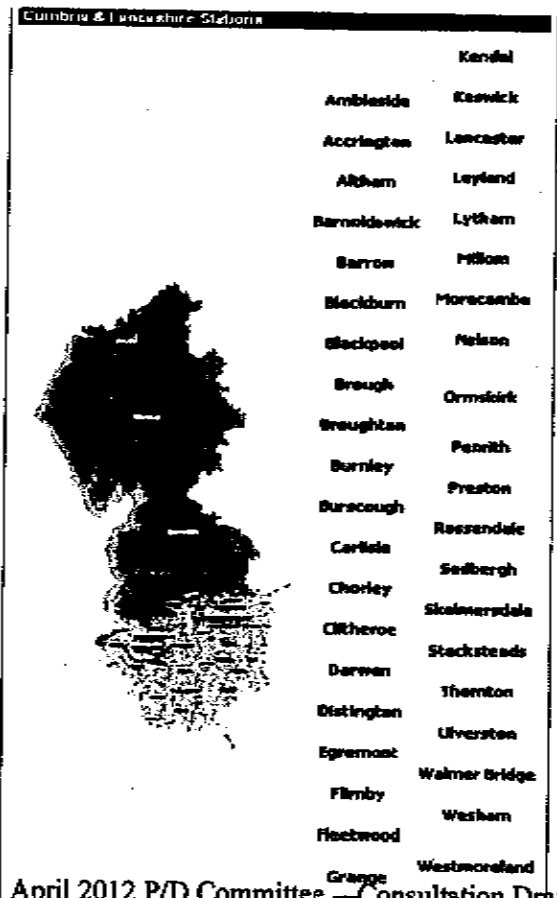
Retained – staff whose primary employment is not with the fire and rescue service but who agree to provide a pre-determined number of hours cover per week to staff the fire engine. Staff respond as required but must live or work within 5 minutes of the fire station

Forward Predictions

The Fire and rescue Authority is currently in the process of carrying out a review of emergency cover and this is due to report to the Combined Fire Authority in July 2012 this year prior to being subject to extensive consultation. At the moment work is ongoing and no conclusions have been reached regarding changes to emergency provision.

COMMUNITY SERVICES – Ambulance

Within Ribble Valley there is currently one emergency ambulance operating as a 24 hour – 7 day a week resource. In addition there are other ambulances based within East Lancashire, though not within Ribble valley, that can also be deployed. Ambulances are operated on a dynamic deployment basis and therefore are not specific to just one location. An Emergency Control Centre deploys the nearest vehicle to any emergency. No changes to this provision are anticipated although, as mentioned below, a review is currently underway.

Cumbria & Lancashire Stations

Kendal
Ambleside   Keswick
Accrington   Lancaster
Altham   Leyland
Barnoldswick Lytham
Barrow   Millom
Blackburn   Morecambe
Blackpool   Nelson
Brough   Ormskirk
Broughton
Burnley   Penrith
             Preston
Burscough
             Rossendale
Carlisle
             Sedbergh
Chorley
             Skelmersdale
Clitheroe
             Stacksteads
Darwen
             Thornton
Distington
             Ulverston
Egremont
             Walmer Bridge
Flimby
             Wesham
Fleetwood
             Westmoreland
Grange
Region

Map 20 - distribution of ambulance stations across Cumbria and Lancashire (source North West Ambulance Service)

NWAS Estates;

North West Ambulance Service (NWAS) is currently reviewing its estates management policy which includes potential rationalisation of the number of ambulance stations and/or relocation of some of them. Historically and due to planned developments in the past the original stations have not been in the correct geographical area to support the NWAS performance targets of 75% of all Category A or Red (serious & life threatening) calls being responded to within 8 minutes of the address location being entered into the Control Centre software. Thus this strategy may involve both relocation and/or co-locating at, for instance Fire Stations, Healthcare premises for example. NWAS is

currently applying for Foundation Trust status which will if successful give more autonomy on strategic management of the service.

Capacity Planning;

The service has a Capacity Planning Manager and health informatics team that both weekly, monthly and annually monitor 999 calls within our regional foot print. This is used to highlight and rationalise commissioned ambulance services and allows the Trust to predict to a good degree of certainty peaks and troughs of calls in any one area. Ribble Valley is a good example of an area receiving tourism call activity in the summer months together with additional responses coming from the rising number of planned events that the area is attracting. The NWAS approach if there was a major increase in calls due to the increasing housing developments would be managed in the short term by increasing resources in the area, likely to be Rapid Response vehicles and use of the Community First Responder scheme but in the longer term additional targeted finance would be considered.

Clinical Pathways;

Historically NWAS sees year on year increases in emergency calls within the region but with the new Clinical Pathways initiative introduced over the last twelve months there appears to be a downward trend in the overall increase percentile. The Clinical Pathways scheme is designed to direct patients to the appropriate pathway of treatment, whereas in the past ambulances wouldl be automatically dispatched to ALL 999 calls, now the call taker will be directed to clinician (advance/senior paramedic) within the Control Centre who through a "hear and triage" system may offer alternatives such as advised to see GP or refer to out of hours Health community teams. Also the advancement of pre-hospital care by NWAS paramedics has increased skill levels which can reduce admissions. This will result in the appropriate pathway of care and consequently lessen the impact to NWAS of available ambulances and pressures of increasing admissions to the hospital emergency departments.

Future NWAS Strategy;

Looking at the above initiatives and depending on the demography of any new rise in population / housing developments with these systems in place it could well transpire that the RVBC Core Strategy may not affect NWAS services to the area and may be manageable via the new initiatives explained above but the activity will always be monitored and major changes would attract short and long term management.

The overall approach in general is to react to changes long term through finance and commissioning if needed along with NWAS policy of rationalising services to meet the appropriate demand and locations.

COMMUNITY SERVICES Cemeteries & Crematoria

The only Council owned burial area in the Ribble Valley is the Waddington Road Cemetery in Clitheroe. The cemetery services provide for traditional burials, Muslim burials, woodland burials and the burial of cremated remains. There is also an arboretum which has been created at Clitheroe Cemetery to meet increased demand for commemorative trees.

In October 2010 Ribble valley Borough Council acquired additional 9 acres of land at Waddington Road, Clitheroe adjacent to the existing cemetery. This is considered by the Council to be adequate for anticipated need well into the future and consequently no further provision is planned.

There is no court within Ribble Valley. However, in each of the surrounding boroughs in Pennine Lancashire there are two courts, a County Court and a Magistrates' Court. These are in Accrington, Blackburn, Burnley, Chorley and Rawtenstall.

In Preston, there is a Preston Combined Court Centre, a Crown Court (Sessions House) and a Magistrates' Court. In Lancaster there is a County Court, a Crown Court, a Magistrates' Court and a Probate Sub-Registry. In South Ribble there is only a Magistrates' Court.

There are no planned changes to the above provision and no indication through general consultation responses that the current provision will be sufficient for the demands of the development proposed in the 2011 Topic Paper.

Although there are no prisons within the Ribble Valley itself, there are currently 17 prisons spread across the North West as follows:

Location of prisons	Number of prisons
Preston	1
Lancaster	2
Leyland	2
Kirkham	1
Rochdale	1
Wigan	1
Warrington	2
Salford	1
Liverpool	3
Manchester	1
Wilmslow	1
Millom (South West Cumbria)	1

The Ministry of Justice currently only has plans to build two new prisons at Featherstone in Staffordshire and Belmarsh (Greenwich). Neither are in the immediate area of the Ribble Valley therefore indications are that no new local prison development is planned.

COMMUNITY SERVICES: Hostels

Ribble Valley Borough Council has a hostel, which is located in Clitheroe. It has 7 units of accommodation, 2 of which are self contained the remaining 5 share facilities. Ribble Valley also used to have a hostel in Longridge, however this has been sold within the last five years. The Council leases 1 flat in Longridge from Ribble Valley Homes, the local Registered Social Housing Landlord. The Council has no current plans to add to the above.

COMMUNITY SERVICES: Places of Worship

There are a number of places of worship in the borough which are comprised of 76 churches (of all Christian denomonations) and one Islamic education centre. Individual proposals to add to or change existing facilities are dealt with on their merits through the planning system. As is the nature of such facilities most chage will happen through individual proposals although the larger religious denominations may have organised programmes of building development or disposal.

CULTURE: Museums / galleries

There are currently two museums in the borough. One is based in Clitheroe at the Castle and has recently seen significant investment, the other is at Ribchester and centres around the Roman history of the settlement.

The recent Clitheroe Castle Museum redevelopment project, including the North West Sound Archive (which is separate to the Museums Service), is a significant development, intended to provide a high standard museum service in the Ribble Valley for a number of years. Subject to ongoing funding agreement with RVBC this is set to continue.

In terms of Ribchester Roman Bath House the Museums Service is hoping to apply for grant funding to make some improvements to this small site so that it can be removed from English Heritage's At Risk Register. This is subject to the issue of bringing the whole site under one ownership being resolved, as part of the site is owned by Lancashire County Council, the other part by Ribble Valley Borough Council.

IN response to the 2011 Topic Paper Lancashire County Council's Museums Service has no plans to expand further in Ribble Valley in the foreseeable future.

Otherwise, the Museums Service will continue to provide advice and outreach services within Ribble Valley as it does in the rest of Lancashire, which do not involve building or site issues.

Clitheroe host two performance venues which can cater for theatrical performances, the recently opened Grand facility and the St Mary's Centre, both in the town centre. In addition travelling professional theatrical performances and local amateur dramatics performances are hosted in many local village halls and also at the Civic Centre in Longridge. There are no indications of any additional future provision and this current provision is regarded as adequate in terms of potential future development outlined in the 2011 Topic Paper.

Currently, the only cinema in Ribble Valley is The Palace, which is located at the Market Place in Longridge. Originally a weaving shed, the building has been used as a music hall, roller skating rink, cinema and bingo hall. The nearest major cinema facilities are in Preston and Bury. The Council is not aware of any plans to upgrade local provision.
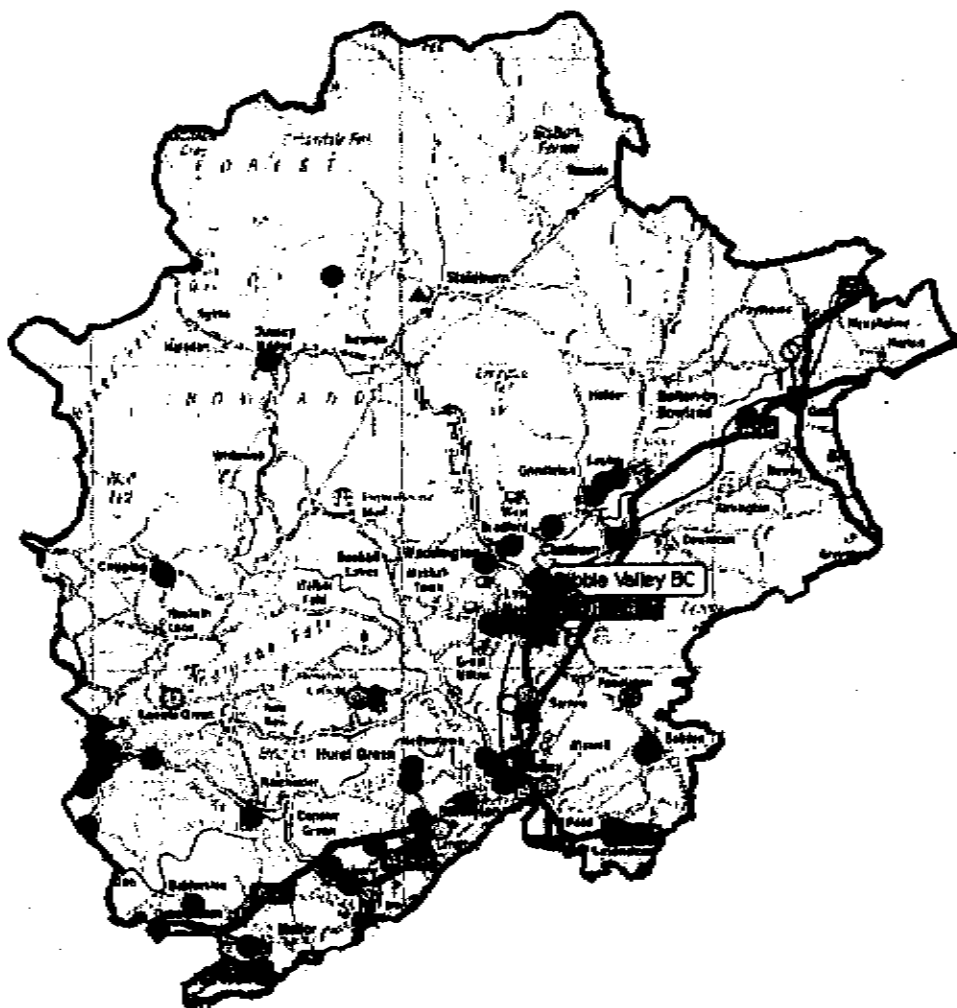
LEISURE: Sport centres and leisure facilities

The Roefield Leisure Centre in Clitheroe is a non profit Leisure Trust and offers a variety of indoor sports facilities. In addition Longridge Civic Hall offers some indoor classes. Also there are private gym facilities in Clitheroe and Longridge.

As mentioned above in relation to sports pitches many local secondary schools open their sports halls to the community after normal school hours and also some village halls cater for some sports provision. It is considered that the most likely impact of any increase in need flowing from new development could possibly be addressed by increasing supply from other school based resources as funding for a new publicly owned facility is considered to be unlikely.

As a part of the Healthy Valley initiative an Action Group has formed in Whalley to produce a feasibility study for a new community facility and multo sport changing rooms based at the Queen Elizabeth II Playing Fields.

Map 21 - Sports and Leisure Facilities

Sports and Leisure Facilitie

- ● Athletics Tracks
- ◎ Golf
- ● Grass Pitches
- ● Health and Fitness Suite
- ● Ice Rinks
- ◎ Indoor Bowls
- ● Indoor Tennis Centre
- ◎ Ski Slopes
- ● Sports Hall
- ● Swimming Pool
- ● Synthetic Turf Pitch

There is currently one swimming pool in the borough, Ribblesdale Pool on Edisford Road in Clitheroe, which is owned, managed and run by Ribble Valley Borough Council. The facility is well used. There are currently no plans to invest in significant upgrading of this facility but it will need significant maintenance within the Core Strategy plan period. While the proposed development outlined within the Topic Paper may indicate the potential need for another pool facility in the area it is considered that funding would be unlikely. The authority is aware of a potential new pool within proposals outside the Borough but close to Longridge that could help to address increased future demand within the area. There are many private swimming pools in the borough but public access to these is very limited.

CLITHEROE: Clitheroe Town Centre Masterplan, which forms part of the LDF evidence base, was published in June 2010 to support the promotion and revitalisation of the Town Centre, helping it to fulfil its potential as an attractive, vibrant and successful location. Following this the Clitheroe Town Team was formed from original representatives of the consultation/ steering group to work as a committed partnership of individuals, identifying actions and giving direction to enable priorities to be set and early individual projects to be driven forward towards fulfilling the overall vision to maintain and enhance the town centres' environmental and economic vitality.

Through the Town Team approach, representatives from Ribble Valley Borough Council, Lancashire County Council as well as local businesses and the community such as Clitheroe Chamber of Trade and Clitheroe Civic Society bring together key delivery skills – such as economic development, property, design and project management, as well as developing links with stakeholders outside of the group, including key landowners, developers and businesses that can assist in the delivery, monitoring, reviewing and development of the plan.

Clitheroe Chamber of Trade membership continues to grow steadily with Chamber members being regularly updated and involved during the development of the Clitheroe Town Centre Masterplan, which was published in 2010, and a number of members of the Chamber are on the Town Team.

The continuing growth of the Chamber has also led to stronger partnership working with RVBC in activities to promote visitors. Successfully, around 15,000 people visited the Clitheroe Fine Food and Crafts Street Market on 14th August 2010. Following its success, from this pilot event, a major opportunity has been identified for a Clitheroe Food Festival to become a regular, self-sustaining event which will be developed into an annual showcase event in the Lancashire calendar. The second Clitheroe Food Festival is due to be held on 13th August 2011.

LONGRIDGE: Longridge Town Team are continuing to move forward with a number of initiatives following the groups successful launch with around 100 people attending the Longridge Economy & Town Team Event on 15th September 2010, with local businesses

responding positively with a commitment to working together, and assist the progress of the action plan and create activities that will support its work. Key objectives of the Longridge Town Team include; reinforcing Longridge's identity as an independent thriving market town for services; reducing the need for residents to travel elsewhere; and improving the look and feel of the town.

A Longridge Development Appraisal is currently underway to provide an evidence base and it will identify the scope and potential for improvements to the town centre and will also assess other important business locations such as Shay Lane Industrial estate. This will provide the evidence base for a future planning / policy framework for the town centre. In order to give clear guidance and a positive policy framework for the design of new buildings, spaces and the refurbishment of existing ones, the appraisal will set out an analysis of the vitality and viability of the town centre's shopping functions, as well as recommendations for the enhancement of the town centre.

The Longridge Old Station Buildings are now fully operational following its extensive refurbishment, which was supported with an RVBC grant of £100,000 towards the total costs of the works. The facility is being branded and marketed to businesses as Workstation. Features are high quality meeting space, serviced office accommodation and a 'virtual office' facility with message and post handling. The building is now able to offer high-speed internet access and plans for 2011 include business start-up advice sessions and other business support workshops to be held in the building. A new website has been created at www.longridgestation.co.uk and the facility now also acts as a vibrant community hub including a heritage themed cafe, a town archive, meeting rooms, exhibition space and tourist information.

Longridge Business Group are steadily growing a robust structure and membership to help market Longridge as a leisure / shopping / business and visitor destination. This will assist partnership working to support and strengthen activities and events in Longridge (i.e. Big Weekend, Christmas Extravaganza). Amongst discussions to assist this, feasibility work is underway as to whether Longridge town centre could become a Business Improvement District (BID) – some of the financing issues such as the business group and local events and promotions could be assisted through the development of a BID for Longridge.

A Longridge Big Weekend is being planned for 2011 following the successful first event held in 2010. The weekend will celebrate all that is great about Longridge, Ribble Valley and Lancashire, especially food, drink, art, crafts, culture and music as a showcase event in the Longridge calendar, and following a very successful event this year the next Goosnargh & Longridge Agricultural Show is scheduled for Saturday 9th July 2011.

WHALLEY: The Economic Action Plan for Whalley sets out a number of actions following coordinated work between the RVBC Regeneration Team, Whalley Parish Council and Whalley Chamber of Trade which included consultation with local residents and businesses to determine the village's future needs. Many of the actions within the Whalley plan are being met from existing regeneration resources. More specific projects are also being developed from the programme and funding sources identified to co-ordinate and enable their delivery.

One such project is the Whalley Live Festival to be held on Saturday 18th and Sunday 19th June 2011. This event will feature a number of activities over various sites such as King Street and the main retail area, QE2 playing fields, Oakhill Academy and Whalley Abbey. This will feature music and family events, food and crafts market and a fun fair.

Whalley Chamber of Trade continues to be a strong group of businesses committed to the success of Whalley and the trading environment and the Regeneration Team attends the meetings of the Whalley Chamber of Trade to offer support wherever possible. New signage has been erected to direct visitors to the retail area supported with an RVBC grant and the group are working closely with the Regeneration Team to deliver the Whalley Economic Action Plan. Another project is Whalley in Bloom; the overall plan is to enter the Britain in Bloom competition for 2012 focussed around Vale Gardens, The Old Grammar School, River Calder and King Street.

LEISURE MARKETS

The biggestr market within the Ribble Valley is held in Clitheroe on Tuesday, Thursdays and Saturdays. A regular market has been held in Clitheroe since the Norman conquest in the 12th century and it is important that this is maintained and a healthy balance of different lines of goods are presented, as well as ensuring competition. Clitheroe market offers the following:

- Fruit and Vegetables
- Bread and Cakes
- Cheese and Biscuits
- Fish
- Fresh and Cooked Meats
- Men's, Ladies and children's Fashion
- Underwear
- Craft Items
- Pottery
- Curtains and Fabrics
- Carpet & Rugs
- Towels and Household Textiles
- Plants
- Electrical Goods
- And Many More

The market site was completely redeveloped in 1995 to provide a modern and attractive facility with suitable and convenient car parking. The market was moved to the adjacent site of the old cobbled bull ring which was the centre piece of the old cattle market. The cattle market can now be found on the outskirts of Clitheroe on Lincoln's Way. The market redevelopment reflects the Council's commitment to the importance of the market and its role in the continuing success of Clitheroe as a shopping centre.

The Market area is included within the Clitheroe Town Centre Masterplan initiative mentioned under Festivals and town Center Programmes above.

Appendix 1 - Standen Strategic Housing Site

A strategic site at Standen, to the south east of Clitheroe has been included within the 2011 Topic Paper relating to the proposed preferred development option for the Borough. It is considered that it couldl be developed in a comprehensive and sustainable manner as a mixed site to meet a significant proportion of the Borough's housing requirement in the plan period. The range of uses will include housing (including affordable housing), employment, community uses, local retall and service provision to serve the site, open space and recreational uses.

The strategic site at Standen is central to the delivery of the Core Strategy. It is a large site of currently used for agricultural purposes and situated to the south east of Clitheroe, in close proximity to the town and all its amenities and the strategic highway network. It provides a major opportunity to develop a site for a mix of uses in a highly sustainable and comprehensive manner within a high quality landscaped setting. Uses will be predominantly residential (including affordable housing) but will also include employment (B1 uses), community and open space/recreational uses with new and enhanced provision for sustainable and active transport to maximise connections to the Clitheroe urban area. Land will also be made available within the site for a primary school within the site if this is required to meet the need for educational provision, taking into account the capacity of schools that would serve the development.

The site would make a significant contribution to meeting the Borough's overall housing provision in the plan period (almost one-third).

Work undertaken on infrastructure planning as part of the Core Strategy process outlined above has shown that in principle, there appear to be no significant barriers to the development and that the site is deliverable within the plan period. It is envisaged that the site will be accessed by a minimum of two access points from the existing local highway network with a through route for public transport. The development will also necessitate improvements to the strategic highway network at the A59/Clitheroe Road/Pendle Road Junction. Any development should take account of the presence of the line of the Roman Road which runs through the site, which is of archaeological and historic significance. There will be a need for high quality structural landscaping to contribute a good quality development and address the landscape impacts of a development of this scale.

The Core Strategy is seeking to identify the site in principle and the precise mix of uses, developable areas and development requirements will be determined in more detail in a subsequent Development Plan Document or Supplementary Planning Document and through the Development Management process.

<u>KEY CONSIDERATIONS FOR RIBBLE VALLEY</u>

<u>Commercial Services</u>

No proposed changes to any of these services.

<u>Subsidised Services</u>

There are a number of positive elements to these proposals, such as new travelling opportunities, better connections with other bus & rail services and significantly improved coordination between bus services along commons sections of routes. Please refer to full briefing note which details these proposals.

- The review proposes the introduction of new Monday to Saturday bus services for Rimington, Howgill and Todber.

All areas will continue to receive regular bus services with the exception of the following sections of routes:

- The section of West Bradford Road between Pimlico and West Bradford would no longer be served.

- The direct link between Waddington, West Bradford and Clitheroe Hospital would also no longer be available. There are approximately 600 annual passenger trips made on this section. This equates to on average around 12 passenger trips per week and 2 per day across 15 journeys.

- The merger of Services C1 & C4 around Peel Park would result in a small section of Hayhurst Street between Standen Road and Turner Street no longer being served. Customers would be required to board the service close to the junctions or on Mayfield Avenue.

Consultation on proposals to revise
Ribble Valley Subsidised Bus Services

Lancashire County Council subsidise the majority of bus services operating in the Ribble Valley.
Whilst the regular bus services from key Lancashire towns into Ribble Valley are run by bus operators on a commercial basis, the local town services in Clitheroe and the rural bus links across the Ribble Valley are all subsidised by Lancashire County Council.

To improve the future viability of the network, a full review of the subsidised routes has taken place with an emphasis on reshaping the network to ensure current resources are better utilised. A number of outstanding service requests have been taken into consideration in offering a more sustainable network of routes within existing funding levels.

Incorporated within the Ribble Valley bus service review are a small number of proposed revisions to subsidised bus services in neighbouring Hyndburn, Pendle and Preston, as well as Blackburn with Darwen.

Lancashire County Council would welcome your comments on these proposals to revise the routes and timetables which are designed to improve accessibility, reliability and overall sustainability of the subsidised bus service network within existing resources.

The proposed implementation date for any service revisions would be 29 April 2012. • 2 •

CURRENT POSITION

Commercial Services

Service 1 Longridge – Grimsargh – Preston

Service 1 is a wholly commercial service run by Stagecoach North West between Longridge and Preston.

The Monday to Saturday daytime frequency is at least every 10 minutes with a half hourly daily evening and Sunday daytime service. Additionally, on Thursday, Friday and Saturday nights there is an hourly service between 0100 and 0600.

Service 26/27 Clitheroe – Whalley – Padiham – Burnley (Mainline)

The Mainline Service is mainly a commercial service operated by Transdev Burnley and Pendle between Clitheroe and Burnley, with onward journeys to Nelson and Colne.

The Monday to Saturday daytime frequency is every half hour, with alternate journeys operating via Sabden between Whalley and Padiham. There is an hourly daily evening and Sunday service alternating two hourly direct or via Sabden. Lancashire County Council subsidise the daily evening service.

Service 225 Clitheroe – Whalley – Blackburn

Service 225 is mainly a commercial service operated by Transdev Lancashire United between Clitheroe and Blackburn, with onward journeys to Darwen and Bolton.

The Monday to Saturday daytime frequency is every half hour between Clitheroe and Blackburn. There is an hourly Monday to Saturday evening and Sunday daytime service. Lancashire County Council part subsidise the Monday to Saturday evening service and certain Sunday journeys.

Service 231 Clitheroe – Whalley – Great Harwood – Accrington

Service 231 is mainly a commercial service operated by M & M Coaches between Clitheroe and Accrington.

The Monday to Saturday daytime frequency is approximately two hourly between Clitheroe and Accrington. In conjunction with Lancashire County Council's subsidised Service 241 (see later in report for details), the Monday to Saturday daytime frequency is at least hourly between Clitheroe and Accrington.

Lancashire County Council subsidise the Saturday daytime service, which is operated by Transdev Lancashire United.

Fully Subsidised Services

Service 3/3A Longridge – Ribchester – Blackburn

Service 3 currently operates between Longridge and Blackburn via Ribchester, Salesbury, Wilpshire (Service 3A additionally serves Durham Road between 0930 & 1530) and Pleckgate.

The service runs every two hours in each direction on a Monday to Saturday daytime and evening basis between Longridge and Blackburn.

Service 4/4A Chipping – Longridge – Whittingham – Preston

Service 4 currently operates between Chipping and Preston via Longridge, Whittingham, Goosnargh, Broughton, Woodplumpton, Fulwood and Royal Preston Hospital.

This service runs hourly in each direction on a Monday to Saturday daytime basis between Chipping and Preston, increasing to two buses per hour between Fulwood and Preston in conjunction with Service 4A between Fulwood Janice Drive and Preston City Centre.

Service 5 Longridge – Ribchester – Clitheroe

Service 5 currently operates between Longridge and Clitheroe via Ribchester, Hurst Green, Great Mitton and Whalley.

The service runs every two hours in each direction on a Monday to Saturday daytime basis between Longridge and Clitheroe.

Service 10 Clitheroe – Dunsop Bridge – Newton – Slaidburn – Settle

Service 10 currently operates between Clitheroe and Settle (in conjunction with Service 11 below) via Bashall Eaves, Cow Ark, Whitewell, Dunsop Bridge, Newton, Slaidburn, Tosside, Wigglesworth and Rathmell.

This service generally runs every two hours in each direction on a Monday to Saturday daytime basis between Clitheroe and Settle, with additional journeys at peak times between Clitheroe and Slaidburn.

This service is part funded by North Yorkshire County Council.

Service 11 Settle – Horton-in-Ribblesdale

Service 11 currently operates between Settle and Horton-in-Ribblesdale (in conjunction with Service 10 above) via Langcliffe and Stainforth.

This service generally runs every two hours in each direction on a Monday to Saturday daytime basis between Settle and Horton-in-Ribblesdale.

This service is part funded by North Yorkshire County Council.

Service 13 Mellor Brook – Mellor – Blackburn

Service 13 currently operates between Mellor Brook and Blackburn via Mellor, Ramsgreave and Pleckgate.

This service runs mainly hourly in each direction on a Monday to Saturday daytime basis between Mellor Brook and Blackburn.

Service 71 Clitheroe – Barley – Nelson (Pendle Witch Hopper)

Service 71 currently operates between Clitheroe and Nelson via Chatburn, Downham, Barley, Newchurch, Spenbrook, Roughlee, Blacko and Barrowford.

This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service 241 Clitheroe – Accrington – Royal Blackburn Hospital

Service 241 currently operates between Clitheroe and Royal Blackburn Hospital via Whalley, Great Harwood, Rishton, Accrington and Oswaldtwistle.

This service runs approximately two hourly in each direction on a Monday to Saturday daytime basis. In conjunction with M & M Coaches' commercial subsidised Service 231, the Monday to Saturday daytime frequency is at least hourly between Clitheroe and Accrington.

Service 280/X80 Skipton – Clitheroe – Whalley – Preston

Service 280/X80 currently operates between Skipton and Preston via Barnoldswick (Service 280), Gisburn, Chatburn, Clitheroe, Whalley, Mellor Brook and Samlesbury.

This is Lancashire County Council's core subsidised service through the Ribble Valley. This service runs hourly in each direction on a Monday to Saturday daytime basis, alternating two hourly via Barnoldswick (Service 280) or direct via A59 (Service X80) between Skipton and Preston. There is also a two hourly Sunday daytime Service X80.

Service C1 Clitheroe Town Service (Low Moor & Peel Park)

Service C1 currently operates a circular town service between Clitheroe, Low Moor and Peel Park.

This service runs from Clitheroe twice an hour to Low Moor and hourly to Peel Park on a Monday to Saturday daytime basis.

Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

Service C2 currently operates a service between Low Moor, Clitheroe and Grindleton via Chatburn and Sawley.

This service runs hourly in each direction on a Monday to Saturday daytime basis, with an hourly Sunday daytime service between Low Moor and Clitheroe only.

Service C4 Clitheroe – Peel Park

Service C4 currently operates a circular town service between Clitheroe and Peel Park. This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service C5/C15 Clitheroe – Waddington – West Bradford – Clitheroe

Service C5/C15 currently operates a circular service from Clitheroe via Waddington and West Bradford and back to Clitheroe. Service C5 runs clockwise and Service C15 runs anti-clockwise.

This service runs hourly in each direction on a Monday to Saturday daytime basis, with an hourly Sunday daytime Service C5.

Service C25 Clitheroe – Whalley – Brockhall – Blackburn

Service C25 currently operates between Clitheroe and Blackburn via Low Moor, Great Mitton, Whalley, Brockhall Village, Dinckley, Salesbury and Wilpshire.

This service runs every two hours in each direction on a Monday to Saturday daytime basis between Clitheroe and Blackburn.

Hyndburn Area

Service 2 Rishton – Dill Hall – Accrington

Service 2 currently operates between Rishton Eachill Gardens and Accrington via Clayton-le-Moors, Dill Hall and Accrington Asda.

This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service 9/19 Accrington – Barnfield – Laneside – Accrington

Service 9/19 currently operates circular between Accrington and Accrington via Barnfield and Laneside. Service 9 runs clockwise and Service 19 runs anti-clockwise.

This services run hourly in each direction on a Monday to Saturday daytime basis.

PROPOSED SERVICE REVISIONS

The proposed revisions to these services are split into separate packages as follows:

PACKAGE 1 – Longridge to Preston

Service 4/4A Longridge – Whittingham – Preston

The proposal for this service is to revise the route and timetable. Service 4 will no longer operate between Chipping and Longridge, which has been added to the revisions to Services 5 & 35 (see further in report for details). Instead it will loop around Longridge Town centre and Beacon Fell Caravan Park, which is currently served by Services 3 & 5. There are approximately 1,500 annual passenger trips made between Chipping and Preston across Longridge. This equates to around 30 passenger trips per week and 5 per day across 12 journeys. Connection opportunities in Longridge will be available from the revised Services 5 & 35, already used by some through passengers, with Stagecoach's frequent Service 1.

Service 4 will continue to operate between Longridge and Preston via Whittingham, Goosnargh, Broughton, Woodplumpton, Fulwood and Royal Preston Hospital. Service 4A will continue to operate between Fulwood Janice Drive and Preston City Centre. The service will run hourly in each direction on a Monday to Saturday daytime basis between Longridge and Preston, improving to an even half-hourly service in conjunction with Service 4A between Fulwood and Preston City Centre.

PACKAGE 2 – Ribble Valley West Services

Service 5 Chipping – Longridge – Ribchester – Clitheroe
The proposal for this service is to revise the route and timetable by extending the service to/from Chipping. Service 5 will continue to operate between Longridge and Clitheroe via Ribchester, Hurst Green, Great Mitton and Whalley.
The service will run every two hours in each direction on a Monday to Saturday daytime basis between Longridge and Clitheroe.

Service 14/14A Chatburn – Clitheroe – Accrington – Royal Blackburn Hospital
The proposal for this service is to revise the route and timetable, renumbering from Service 241. Service 14/14A will operate between Clitheroe and Royal Blackburn Hospital via Whalley, Great Harwood, Rishton, Accrington and Oswaldtwistle. Certain journeys will operate beyond Clitheroe to Chatburn via Pimlico, maintaining a service for this area.
It is proposed to revise the route between Rishton and Accrington, serving Eachill Gardens in Rishton (Service 14A journeys during the day) replacing the withdrawn Service 2 from this area.
It is further proposed to revise the route between Rishton and Accrington to operate direct from Clayton Park via Dunkenhalgh Way and Asda creating new travelling opportunities, omitting Clayton-le-Moors. There are alternative services available for most affected passenger trips, however approximately 1,000 annual passenger trips are made between Clayton-le-Moors across Accrington to Royal Blackburn Hospital.
This equates to around 20 passenger trips per week and less than 4 per day across 7 journeys. Connection opportunities in Accrington are available from the frequent bus services through Clayton-le-Moors.
This service will be increased in frequency to run every hour (extended two-hourly through to Chatburn) in each direction on a Monday to Saturday daytime basis.

Service 15 Mellor Brook – Mellor – Blackburn
The proposal for this service is to revise the timetable, renumbering from Service 13. Service 15 will continue to operate between Mellor Brook and Blackburn via Mellor, Ramsgreave and Pleckgate.
The service will be increased in frequency to run every hour in each direction on a Monday to Saturday daytime basis between Mellor Brook and Blackburn.

Service 25 Clitheroe – Whalley – Brockhall – Blackburn

The proposal for this service is to revise the timetable, renumbering from Service C25. Service 25 will operate between Clitheroe and Blackburn via Low Moor, Great Mitton, Whalley, Brockhall Village, Dinckley, Salesbury and Wilpshire.

This service will continue to run every two hours in each direction on a Monday to Saturday daytime between Clitheroe and Blackburn.

Service 35 Chipping – Longridge – Ribchester – Blackburn

The proposal for this service is to revise the route and timetable, renumbering from Service 3/3A and extending the service through to Chipping. Service 35 will operate between Chipping and Blackburn via Longridge, Ribchester, Salesbury, Wilpshire (additionally serving Durham Road between 0930 & 1530) and Pleckgate.

The service will continue to run every two hours in each direction on a Monday to Saturday daytime and evening basis between Chipping, Longridge and Blackburn.

Coordinated timetables

Currently services over common sections of route are disjointed, resulting in a lack of coordination. With these proposed route and timetable revisions, the following coordinated frequencies will be available.

Service 5 (Chipping – Clitheroe) and Service 35 (Chipping – Blackburn) will combine to provide an even hourly Monday to Saturday daytime service between Chipping, Longridge and Ribchester.

Service 5 (Chipping – Clitheroe) and Service 25 (Clitheroe – Blackburn) will combine to provide an even hourly Monday to Saturday daytime service between Whalley and Clitheroe.

Service 15 (Mellor – Blackburn), Service 25 (Clitheroe – Blackburn) and Service 35 (Chipping – Blackburn) will combine to provide an even half-hourly Monday to Saturday daytime service between Pleckgate and Blackburn.

Service 25 (Clitheroe – Blackburn) and Service 35 (Chipping – Blackburn) will combine to provide an even hourly Monday to Saturday daytime service between Salesbury and Blackburn.

Connecting timetables

With coordinated timetables there will be better interchange opportunities at Longridge and Clitheroe.

In Longridge, Services 5 & 35 will have improved connections with Stagecoach's frequent Service 1 through to Preston.

In Clitheroe, Services 5 & 25 will have improved connections with Train Services and other local bus services.

PACKAGE 3 – Ribble Valley East & Clitheroe Local Services

Service 2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

The proposal for this service is to revise the timetable, renumbering from Service C2. Service 2 will operate between Low Moor, Clitheroe and Grindleton via Chatburn and Sawley.

This service will run half-hourly, between Low Moor and Clitheroe (partially replacing Service C1), and continue hourly through to Grindleton in each direction on a Monday to Saturday daytime basis. There will also be an hourly Sunday daytime service between Low Moor and Clitheroe only. A new Sunday service for Grindleton will be provided by Service 7B (see below for details).

Service 4 Clitheroe – Peel Park Circular

The proposal for this service is to revise the route and timetable, combining part of Service C1 and the whole of Service C4. Service 4 will continue to operate a circular town service between Clitheroe and Peel Park.

This circular service will continue to run hourly on a Monday to Saturday daytime basis.

Service 7/7A/7B Clitheroe – Waddington – Chatburn – Barley/Rimington – Nelson

The proposal for this service is to revise the route and timetable, renumbering from Service 71. It is proposed to revise the route between Clitheroe and Chatburn via Waddington and West Bradford, to replace services C5 & C15, and also between Downham and Blacko on certain journeys to operate alternately via Barley or Rimington.

Service 7 will operate between Clitheroe and Nelson via Waddington, West Bradford, Chatburn, Downham, Barley, Newchurch, Spenbrook, Roughlee, Blacko and Barrowford.

Service 7A will operate between Clitheroe and Nelson via Waddington, West Bradford, Chatburn, Downham, Rimington, Howgill, Todber, Blacko and Barrowford.

The service will run hourly in each direction on a Monday to Saturday daytime basis, with most journeys running as Service 7 and three journeys per day in each direction as Service 7A.

There will also be an hourly Sunday daytime circular service between Clitheroe, Chatburn, Grindleton, West Bradford and Waddington, numbered Service 7B.

Pimlico will be served by extended journeys of new Service 14/14A between Chatburn, Clitheroe, Accrington and Royal Blackburn Hospital.

Coordinated and connecting timetables

These proposed route and timetable revisions, routes from Clitheroe to Low Moor, Chatburn will have coordinated frequencies, and also enable surrounding villages to have improved connections at Clitheroe Interchange with train services and other local bus services.

The following subsidised bus services will be withdrawn and replaced as detailed:

Service C1 Clitheroe Town Service (Low Moor & Peel Park)
Service C1 will be withdrawn and replaced by new Services 2 & 4 (See above for details).

Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton
Service C2 will be withdrawn and replaced by new Service 2 (See above for details).

Service C4 Clitheroe – Peel Park
Service C4 will be withdrawn and replaced by new Service 4 (See above for details).

Services C5/C15 Clitheroe – Waddington – West Bradford – Clitheroe
Services C5/C15 will be withdrawn and replaced by new Services 7/7A/7B (See above for details).

The section of West Bradford Road between Pimlico and West Bradford will no longer be served. The new Services 7/7A/7B will also result in the direct link between Waddington, West Bradford and Clitheroe Hospital being no longer available. There are approximately 600 annual passenger trips are made on this section. This equates to on average around 12 passenger trips per week and 2 per day across 15 journeys.

There are no proposed changes to the following subsidised bus services:
Service 10 Clitheroe – Dunsop Bridge – Newton – Slaidburn – Settle
Service 11 Settle – Horton-in-Ribblesdale
Service 280/X80 Skipton – Clitheroe – Whalley – Preston

PACKAGE 4 – Hyndburn Area
Service 2 Accrington – Dill Hall Circular
The proposal for this service is to revise the route and timetable. Service 2 will operate between Accrington and Dill Hall via Asda. Customers from Rishton Eachill Gardens will continue to be served by the revised Service 14 (see below for details).

This circular service will run hourly on a Monday to Saturday daytime basis.

Service 9 Accrington – Laneside Circular
The proposal for this service is to revise the route and timetable. Service 9 will operate between Accrington and Laneside. Customers from Barnfield will continue to be served by the revised Service 19 (see below for details). The section of route on Alice Street will continue to be served by Pilkington Bus' commercial Service 3/3A between Accrington and Huncoat.

This circular service will run hourly on a Monday to Saturday daytime basis.

Service 19 Accrington – Barnfield Circular
The proposal for this service is revise the route and timetable. Service 19 will operate between Accrington and Barnfield. Customers from Laneside will continue to be served by the revised Service 9 (see above for details). The section of route on Alice Street will continue to be served by Pilkington Bus' commercial Service 3/3A between Accrington and Huncoat.

This circular service will run hourly on a Monday to Saturday daytime basis.