

Public Document Pack



Dear Councillor,

Central Lancashire Strategic Planning Joint Advisory Committee - Monday, 25th January, 2021

The next meeting of the Central Lancashire Strategic Planning Joint Advisory Committee is to be held **virtually** on Monday, 25th January, 2021 commencing at 6.30 pm.

The agenda and accompanying reports for consideration at the meeting are enclosed.

The agenda papers are being sent to both appointed and substitute Members. Any appointed Member who cannot attend on 25 January 2021 is asked to first contact their substitute to see if he or she can attend instead. Then please contact Charlotte Lynch either by email at the address below to give their apology with an indication of whether the substitute Member will attend.

Yours sincerely

Gary Hall
Chief Executive

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Democratic and Member Services Officer
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Central Lancashire Strategic Planning Joint Advisory Committee

Agenda

1. **Appointment of Chair for the meeting**
2. **Welcome and introductions**
3. **Apologies for absence**
4. **Declarations of Interest**

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you must not seek to improperly influence a decision on the matter.

5. **Minutes of the Last Meeting (Pages 5 - 10)**

Held on Tuesday, 10 November 2020 at Chorley Council, to be signed as a correct record.

6. **Issues and Options Outcome Findings (Pages 11 - 234)**

Report of the Central Lancashire Local Plan Co-ordinator attached.

7. **Local Plan Update (Pages 235 - 240)**

Report of the Central Lancashire Local Plan Co-ordinator attached.

8. **Exclusion of the Press and Public**

To consider the exclusion of the press and public for the following items of business on the ground that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972.

By Virtue of Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Condition:

Information is not exempt if it is required to be registered under- The Companies Act 1985

The Friendly Societies Act 1974 The Friendly Societies Act 1992

The Industrial and Provident Societies Acts 1965 to 1978

The Building Societies Act 1986 (recorded in the public file of any building society, within the meaning of the Act)

The Charities Act 1993

Information is exempt to the extent that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Information is not exempt if it relates to proposed development for which the local planning authority may grant itself planning permission pursuant to Regulation 3 of the Town & Country Planning General Regulations 1992(a).

9. **Planning Matters (Verbal Report)**

A verbal report will be provided at the meeting.

10. **Any other business**

11. **Date and venue of next meeting**

The next meeting of the Central Lancashire Strategic Planning Joint Advisory Committee will be held on Tuesday, 16 March at Preston City Council from 6:30pm.

Please Note

Members and officers are asked to attend a separate meeting on the rise of the committee. A separate Teams meeting request has been sent to you for this.

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106 Central Lancashire Local Plan Update

Carolyn Williams, Central Lancashire Local Plan Co-Ordinator, presented the report which provided Members with an update on the progress of the development of the Central Lancashire Local Plan.

The Central Lancashire Local Plan Issues and Options consultation received a total of 1606 stakeholder responses, equating to 25,000 individual responses. Within the responses there was support for the provision of more employment opportunities, concerns that the education provision at all levels was inadequate and local infrastructure was insufficient to cope with current levels of population and traffic.

A Youth Questionnaire was also prepared and received 593 responses. The issues of most concern to the younger generation were access to a good range of indoor and outdoor activities, safe environments for travelling around, less litter (cleaner neighbourhoods) and good access to higher/further education. There was also general concern about the wider environment and how we protect this and make better use of it.

The Housing Study, prepared by Consultants Icen, was updated following the consultation on the MOU. Further updates were planned this year to reflect the economic growth aspirations of the region and any changes proposed through the Planning White Paper and updates to the Standard Method.

Other issues discussed and detailed in the report related to the following;

- Housing Needs Study
- Strategic Flood Risk Assessment (SFRA)
- Central Lancashire Transport Masterplan
- Climate Change and Renewable Energy
- Habitats Regulation Assessment (HRA)
- Local Plan Viability
- Local Development Scheme

Members welcomed the report, noting the positive response from young people but discussed how to address their concerns regarding lack of access to quality higher education, which included sharing this information with the local colleges and universities. Members also discussed the revised assessment under SHELAA and were advised that all sites will be considered at the same level. Following queries regarding the housing need, it was agreed that a copy of the housing needs of each borough would be shared in due course.

Decision: That the report be noted.

107 Planning for the Future Planning White Paper Consultation

Chris Blackburn Planning Policy Team Leader (Preston City Council) presented the report which summarised the key changes to the system proposed in the White Paper (Planning for the Future) for consultation. All three councils had submitted a formal response to Government on the White Paper separately.

The White Paper emphasised the need for a 'once in a generation' reform to the planning system and proposed to revert to 'top-down' housing requirements for LPAs

to plan for in their local plans. It also proposed reforms in three separate 'pillars' to the new planning system. If implemented, the reforms would have significant implications for plan making and joint working.

With that in mind, Members queried how much of the work already undertaken on the Central Lancashire Local Plan could still be used going forward if the proposals were implemented. Members were reassured that a lot of the work already undertaken was not abortive and following government guidance work was still continuing as normal. Members welcomed this and thanked officers for the great work carried out so far.

It was agreed that, if not already done so, each of the council's responses be circulated amongst the three councils.

Decision: That the report be noted.

108 Central and West Lancashire Rail Study

Alison Marland, Principal Planning Officer (Chorley Borough Council) presented the report of the Deputy Chief Executive which updated Members on the Central and West Lancashire Rail Study.

South Ribble, Chorley and West Lancashire Borough Councils commissioned a high-level study to investigate potential rail improvements within the boroughs. This study was inspired by the possible funding available for new rail interventions via the Restoring Your Railway Fund, and the collective desire of the three authorities to improve rail connectivity on the Ormskirk-Preston line and to consider options for a new rail station at Coppull on the West Coast Mainline.

The recommended options shortlist focused on potentially extending the Merseyrail service from Ormskirk to Burscough Bridge (in West Lancashire), i.e. re-opening the Burscough Curves, and alongside that improving the service between Burscough and Preston, including potential new stations at Midge Hall and Coote Lane (both in South Ribble).

In the medium-term, the report also recommended considering further the proposal for a station at Coppull as capacity on the West Coast Mainline improves. Officers advised that option C (Coppull South) was likely to be the most feasible option presented.

Members welcomed the reports and the conclusions. Following discussion, it was recognised that a wider piece of work would need to be undertaken to look at connectivity to Preston and Preston City Council were keen to engage with LCC and consultants on this.

Decision: That the report be noted.

109 City Deal Update Report

Marcus Hudson, Head of Planning (Lancashire County Council) provided Members with a City Deal Monitoring update. There were four sections to the update:

- Current City Deal Projects: including the Preston Western Distributor & East West Link Road and Cottam Parkway station

- Projects awaiting approval to proceed to the next stage, pending City Deal mid-term review; including the Guild Wheel Upgrade Link
- Future Pipeline Projects
- Update on completed projects – post construction phase.

Members noted that work had progressed well and effectively, however recognised that unseasonal rainfall challenged progress at the Preston Western Distributor site and therefore officers were looking at ways to catch up on the programme.

Decision: That the update be noted.

110 Education Update

Mel Ormesher and Lynn Macdonald from Lancashire County Council provided Members with a presentation on school place planning which outlined the primary and secondary education requirements in Preston, South Ribble and Chorley, the funding available for additional places, challenges faced when securing contributions and plans looking forward.

Members were informed that, as the education authority, LCC were undertaking a new School Place Provision Strategy which was due to be published in the New Year.

Officers reported that there 143 primary schools within Preston, South Ribble and Chorley, with over half of these being responsible for their own admissions arrangements. Members were advised that at present, there was a net surplus of primary school places available across the three areas.

Following a fall in birthrates in primary schools, the higher numbers have now moved into secondary schools. There were 27 secondary schools in Central Lancashire, meaning less schools to approach to find additional spaces. In addition to this there were more secondary schools who have their own admissions policy (including all six high schools in Chorley) which reduced the amount of influence LCC could have.

Members were advised that overall there was a sufficient number of high school places across the three areas, with significant surplus in South Ribble. It was suggested that students will travel across borders to access good schools which reflected the current situation as numbers rise meaning less children will get their first preference.

Available funding came from the Department for Education Basic Needs Grants, S106 and CIL from developers, and school contributions. There was a mixed picture across Central Lancashire with developer contributions coming forward to meet the requirements.

Hotspot areas were outlined in the presentation where additional school places may be required, these were being monitored and would be included in the new strategy in the New Year. In Chorley, it was estimated that another 400 high school places would be required in the next five years and at present existing high schools were not willing to expand. Following queries, Members were advised that a minimum of 600 new school places were required for a new school to be financially viable, therefore LCC would be working collaboratively with schools in the area to provide opportunities to increase capacity following pressure to seek additional numbers.

Members discussed the update and suggested that the demographic of the population and distance to travel in rural areas also needed to be considered, as well as looking at travel patterns and travel availability. It was agreed that Members would be sent a copy of the slides be taken back to the three local authorities for information and it was proposed that the LCC School Place Planning Team be invited to a future meeting.

Decision – That the update be noted.

111 Exclusion of the Public and Press

Decision: To exclude the press and public for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 Schedule 12a of the Local Government Act 1972.

112 Draft SRFA - Presentation from JBA Flood Consultants

Mike Williamson from JBA Flood Consultants, provided Members with a presentation on the Central Lancashire Level 1 Strategic Flood Risk Assessment.

The presentation outlined the process undertaken, the key areas of flood risk, strategic recommendations for each of the site suggestions put forward during the Call for Sites, the impact of climate change, and general recommendations.

Decision: That the presentation be noted.

113 Dates of Future Meetings

The next meeting of the Joint Advisory Committee will be hosted by Preston City Council on Monday, 25 January 2020 at 6.30pm.

Chair

Date

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Report of	Meeting	Date
Central Lancashire Planning Local Plan Coordinator	Central Lancashire Strategic Planning Joint Advisory Committee	25.01.2021

CENTRAL LANCASHIRE LOCAL PLAN ISSUES & OPTIONS OUTCOMES

RECOMMENDATION(S)

1. To endorse publication of the Outcomes Reports
2. To agree to notifying stakeholders that the outcomes reports have been published on the Central Lancashire Local Plan Website
3. To write to schools/colleges to thank them for responding to the youth questionnaire and invite to continue to engage with us going forward.

EXECUTIVE SUMMARY OF REPORT

4. The Central Lancashire Local Plan Issues and options report was consulted upon for 12 weeks from Monday 18th November 2019 until Friday 14th February 2020. The consultation was in the form of an Issues and Options Document, supported by a series of detailed Annexes, 4 of which contained information on the site suggestions received for each of the 3 Councils.
5. We received over 1,600 responses to this consultation which have been logged and reviewed by the Central Lancashire Local Plan team. The responses received have been used in the preparation of a consultation outcomes report, and will be used to help develop the Preferred Options Document
6. A youth Questionnaire was also published alongside the main consultation and links sent to local education establishments and youth groups to encourage them to get involved in shaping the area in which they live. We received nearly 600 responses from across the area and some useful information which will help inform the development of the Plan.

Confidential report Please bold as appropriate	Yes	No
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REASONS FOR RECOMMENDATION(S) (If the recommendations are accepted)

7. To enable continued development of the Central Lancashire Local Plan.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

8. NA

Background

9. The Central Lancashire Local Plan Issues and Options report was consulted upon for 12 weeks from Monday 18th November 2019 until Friday 14th February 2020. The consultation was in the form of an Issues and Options Document which contained 68 questions of which respondents were free to choose which ones to answer. This was supported by a series of detailed Annexes, 4 of which contained information on the site suggestions submitted to each Council for consideration. Annex 1 and 5 provided details of site suggestions submitted across Chorley, Annex 3 for Preston and Annex 4 for South Ribble.
10. The consultation was hosted online through Citizen Space and stakeholders were encouraged to engage this way. It was also supported by a series of 40 drop-in sessions, with one session held in each ward in Chorley, in each My Neighbourhood area in South Ribble, and at selected locations across Preston. Hard copies of documents were also placed in agreed deposit points across Central Lancashire.

Response rate

11. We received a total of 1,616 responses to the Issues and Options consultation (47% from Chorley, 31% South Ribble and 4% of which were from Preston residents). 1,200 responses came directly through Citizen Space, with the remainder in letter from both handwritten and electronic. Disappointingly, the key statutory stakeholders still engaged in paper format, albeit email, as did the majority of developers and agents representing them. We also received 4 petitions relating to a number of specific proposals, 2 of which related to suggestions in Chorley in regard to sites put forward in Bretherton and Brindle and 2 to suggestions in South Ribble in regard to sites put forward in the Coup Green and Gregson Lane, and New Longton and Hutton East Wards.
12. A total of 912 people signed into the drop in events across Central Lancashire. A specific breakdown by ward/neighbourhood area for those attending events across central Lancashire is provided in Tables 1 – 3 below. Through attendance at the drop ins, we obtained an additional 510 stakeholders registering on the database for the Local Plan, and a further 725 also registered as a result of accessing the consultation through Citizen Space.

Table 1: Attendance at Chorley District Council drop-in sessions by ward.

Number Attendees	Council	Ward	%
4	Chorley	Brindle and Hoghton	0.55%
10	Chorley	Euxton North	1.37%
4	Chorley	Clayton-le-Woods North	0.55%
10	Chorley	Pennine	1.37%
1	Chorley	Chorley South West	0.14%
32	Chorley	Heath Charnock and Rivington	4.40%
275	Chorley	Wheelton and Withnell	37.77%
8	Chorley	Lostock (Bretherton, Croston and Ulnes Walton)	1.10%
59	Chorley	Eccleston and Mawdesley	8.10%
58	Chorley	Adlington and Anderton	7.97%
19	Chorley	Chisnall (covering Charnock Richard, Heskin and Coppull West	2.61%

Number Attendees	Council	Ward	%
7	Chorley	Chorley North East	0.96%
47	Chorley	Coppull	6.46%
6	Chorley	Astley and Buckshaw	0.82%
16	Chorley	Chorley East	2.20%
12	Chorley	Chorley Town Centre	1.65%
79	Chorley	Euxton South	10.85%
15	Chorley	Chisnall (covering Charnock Richard, Heskin and Coppull West	2.06%
4	Chorley	Chorley North West	0.55%
10	Chorley	Clayton-le-Woods West and Cuerden	1.37%
50	Chorley	Clayton-le-Woods and Whittle-le-Woods	6.87%
2	Chorley	Chorley South East	0.27%

Table 2: Attendance at Preston City Council drop-in sessions by ward.

Number Attendees	Council	Ward
4	Preston	City Centre
8	Preston	City Centre
5	Preston	Ashton & Lea
2	Preston	Fulwood/Redscar
13	Preston	Preston North West
5	Preston	City Centre

Table : Attendance at South Ribble District drop-in sessions by My Neighbourhood Area.

Number Attendees	Council	My Neighbourhood Area
17	South Ribble	Leyland
33	South Ribble	Eastern
7	South Ribble	Bamber Bridge, Lostock Hall & Walton-Le-Dale
12	South Ribble	Penwortham
29	South Ribble	Western
49	South Ribble	Bamber Bridge, Lostock Hall & Walton-Le-Dale

13. The drop in event were helpful in publicising the Local plan, and social media presence in these areas bolstered this through sharing information with local groups and raising awareness of the consultation. Council's local Comms teams also assisted with focused posts on social media platforms advertising the consultation and how to find out more as well as alerting people to the events taking place.
14. However, even with the events and hard copies of consultation materials being available to view at deposit points, there was still a concern that the consultation was too focused towards digital engagement online, which is stated to have alienated a large proportion of the residents in the area.

15. Parish councils also criticised this approach stating it impacted on their ability to engage effectively, especially in the more rural areas where meeting locations do not support internet access. These comments have been noted for future stages of the plan.
16. However, it is worth noting that the Planning White paper is clear that future engagement on planning matters should be done digitally and is pressing for councils to do more online engagement to ensure fair access to planning matters for all local residents. This contrasts with the findings of this engagement and is a matter which will need careful consideration going forward.
17. The Youth Questionnaire received 593 responses to the online questionnaire. The majority of responses coming from students in Preston (69%), with 21% from South Ribble and 4% from Chorley. This responses level is due to the schools/colleges in those area engaging more with the questionnaire and encouraging their pupils to respond, as was stated in a number of the responses. The youth engagement is thought to have worked well and has generated a good level of insightful responses. However, we need to push harder to get all schools involved and will look to build on the success of this stage in future engagement work.

Summary of key themes – Issues and options

18. The questions in the Issues and Options Report where set out across 7 sections, within which questions were posed around issues to be explored. The summary below is presented in line with this

Section 1: Vision and Objections

19. The majority of responses (76%) felt that the vision and objectives as written would not reflect the needs of the area. A number of suggestions for changes were received and have been captured. Residents main concern was to do with what they perceived as over development of the area and the need to protect existing land and assets and to keep green areas green.
20. Linked to this was the clear recognition of the need for the plan to embed the principles of climate change throughout in order to have any chance in delivering change, with many stating that building more would be counterproductive to this, especially where it meant the loss of green spaces and existing trees etc. Issues from residents in Preston were raised around poor air quality in Fulwood, along with request to reduce use of cars by providing better access in and around Preston and beyond to neighbouring cities, through improved public transport – specifically rail infrastructure, the latter points also being raised by responses from all 3 areas.
21. More focus on the economic ambition of the area was requested, it is not all about housing, we also need better employment opportunities, and referencing to delivering the City Deal was highlighted in a number of responses from developers, with them seeking to see South Ribble and Preston play an important role in the economic development of Lancashire.
22. Specific mention was made in relation to South Ribble need to provide a variety of employment facilities and a range of locations, to suit changing needs over the plan period, and for Chorley to also ensure employment was provided alongside housing

due to concerns area becoming a commuter town. There was also a clear concern from all sectors on existing infrastructure provision and the need to improve this, as well as a drive to promote more sustainable development and travel opportunities.

Section 2: Delivering Homes

23. This section contained 10 questions and received a considerable level of response. The first 4 questions were focused on housing delivery and level of housing to be provided. The response from residents on this was as expected, with many concerned that the level of existing building was too high and better use should be made of existing empty homes/buildings and underused commercial areas before building more. There is also concern that we are not building the right type of homes, and what is being built is not for those currently living in the area.
24. More evidence was requested to support allocation of land for future housing needs, with many residents stating their area had already provided more than its fair share, this comment was shared by residents in all 3 council areas, but particularly those that have seen high levels of development in recent years. In contrast, developers and agents questioned the numbers being high enough, particularly when factoring in City Deal. There was concern that the economic assessment of housing need was insufficient and further work was needed to make the Icen report robust.
25. Points also focused on the need to protect areas of open space and the green belt, as well as the character of our rural towns and villages, and to improve infrastructure provision in all areas. This latter point is an issue identified throughout the report. This section also noted comments about the need for fair distribution of housing allocations across central Lancashire and if housing has to be delivered, it should be to meet a specific local need. Specific requests from all areas was for more affordable housing
26. Residents of all three areas noted the need for infrastructure, specifically schools and medicals facilities to be properly considered. This was a particular concern for those in more rural areas where infrastructure is already deemed lacking.
27. Residents of Preston noted a need for more city centre housing where high rise developments/apartment living could meet a localised need, Town centre locations and empty buildings/brownfield sites were suggested across all authority areas as potentially offering better options than rural sites due to infrastructure being in existence in those locations. Specific site locations for Preston included the city centre (with Stoneygate noted) and its outskirts where sustainable travel options could also be maximised. For Chorley included Camelot and Botany Bay, as well as expanding Buckshaw further, and in South Ribble specific site locations included development of the Cuerden site, as well as expanding Buckshaw further, however there may be less benefits to South Ribble housing numbers for development on Buckshaw.
28. There was also concern raised across Central Lancashire that there is not enough homes being planned for the aging population of the area and there is a real need for more bungalows in the area to meet this need.

Student accommodation

29. It is generally felt that level of student accommodation is sufficient, however a student zone would be beneficial to the welfare of students. Recognition given to the importance of UCLAN to the economics of the City of Preston.

Gypsy and Travellers

30. The need for permanent sites and transit sites received the same response as people do not equate the differences between these. There was general concern regarding provision of sites in the plan and how such sites would be managed to ensure the needs of the travelling communities and those already living in the area can be met.

Section 3: Economic growth, employment, education, and skills

31. There were 15 questions in this section covering economic growth and employment land provision, education and skills, the role of town centres and policies to protect them, and leisure and cultural needs of the area.

Economic growth and jobs

32. There is support for developing the economic potential of Central Lancashire, with suggestions on specific sectors to grow, as well as more support to help existing and establish new SME's. It was noted that we already have a number of successful sectors and should build on this and help these industries develop further. Travel links into the Preston city centre was noted as needing improvement as this was affecting business moving there and attracting workers.
33. Accessible brownfield sites were suggested as future locations for growth across all 3 authorities , with the docks and M6/M65 corridors expanding Red Scar noted for Preston alongside Preston Summit and the City Centre with a focus on the Stoneygate area and UCLan/Cardinal Newman expansion, the vacant Cuerden site and making use of the Samlesbury Enterprise Zone noted for South Ribble and Camelot for Chorley. In all cases this should be linked back to the needs identified in the Employment Land Study.
34. Responses were keen to see opportunities developed for graduates, and for the plan to seek to attract business which could benefit from the success of UCLan, currently it was noted that Preston only managed to retain 22% of its graduates compared to 51% in Manchester (dated quoted was sourced as the LEP work on the Local Industrial Strategy).
35. There was a push for green economy jobs to be created in the area and building on the success of Preston Model to support local businesses. It was also noted that Chorley Council had directly invested in their area through the developments at Strawberry Fields digital hub and more investment like this was highlighted. Responses in South Ribble were keen to see manufacturing returning to the area and developing a hub for this and opportunities for our graduates to stay in the area, as well as more apprenticeship opportunities. Building on the success of key business in the area such as BAE were noted.
36. Responses also noted the need for Preston to be the centre for investment in economy for Central Lancashire to ensure it gets the transport improvements needed.

37. Similar to responses to homes, employment sites need to be in sustainable locations and with access to public transport, especially where encouraging increases in apprenticeships. Locations around the M6/M65/M61 junctions were suggested, alongside Preston Summit Preston City centre with focus on the Stoneygate area and UCLan/Cardinal Newman expansion.

Education

38. There was concern over lack of capacity of schools, particularly secondary, in the area, this need was felt across all 3 Council areas. The areas of Whittle-le-Woods in Chorley and Leyland town centre were specifically noted for this requirement. There is also a concern around a lack of Primary places in areas of NW Preston where considerable development has taken place and school space provision has not kept up with demand, as well as need for investment in existing schools serving the City Centre which are underperforming.
39. Stakeholders commented on the need for greater collaboration with existing business to develop partnerships with education establishments and link up skills required to courses/apprenticeships offered, as well as a need for priority of jobs to those living locally.

District/Town Centres

40. Responses highlighted the need for investment in our town and district centres. Comments also suggested there is a need to move away from retail led development, and a need to make our areas a destination people want to visit like parts of Greater Manchester have achieved. It was also noted that there is a need to improve the appearance of our centres, with more dedicated community areas and green spaces.
41. On the boundary changes proposed, the following specific comments came in for the areas as follows
42. For South Ribble
- Extend the Walton le Dale local Centre to include the petrol station on Victoria Road, the White Bull pub at the end of Church Brow, and the shops at the end of Chorley Road opposite.
 - No increase in retail development around School Lane/Chapel Lane/Liverpool Rd.
 - Proposed retail boundaries in Longton would be unnecessary.
 - Add Moss Side and Midge Hall.
43. For Chorley
- Keep Chorley town Centre concentrated.
 - The Chorley Whittle-Le-Woods local Centre should not be deallocated.
 - Lancaster Lane proposal, further expansion will be difficult in this area without changes to the junction.

- Do not remove the Asda store from Chorley Town Centre Boundary – the increased footfall and wider spin offs benefit the town.

44. Preston.

- Support for the contraction of Preston/decommissioning Church St from the Primary shopping area. There is a need to regenerate Church Street.
- The reduction in Preston City Centre is welcomed, but it could be taken further – for example removing the part of Friargate between Ringway and UCLAN, and the Market cinema development. Queens Retail Park should also be reconsidered. The area facing the bus station (Tithebarn Street) should be included.
- The area of Fulwood along Garstang Road / Lytham Road needs more of a retail element.
- Cottam Village Centre (Cottam Brickworks) / NW Preston needs adding.

Across Central Lancashire there is support for the use of thresholds to protect the viability of our town and district centres.

45. In Preston, responses felt that access to the City Centre was holding it back, with improvements needed to walking, cycling and public transport options. A focus on exhibition/entertainment venues also suggested. There is also a request for more support for SME's and in Chorley, improvements to the market to reignite the market town status of the area.
46. Residents feel a strong connection to the identify and heritage in the towns and villages and want to see that enhanced. There is clear support for improving the evening and weekend economy, with requests for more entertainment venues and sport/leisure offerings which are lacking in the town and city centres across Central Lancashire, with suggestions for more residential development above business premises to help support this, and more apartment living in Preston City Centre. There is also a request for more support for SME's. It is also noted that with out of town shopping centres offering free parking, our local centres have suffered.

Section 4: Transport and how we travel

47. This section of the report contained 11 questions covering active travel, reducing the number of vehicles on the roads, public transport, and infrastructure.

Public transport

48. In response to how we can make travel safer and encourage more active/sustainable travel, a key point raised by all was to design places to reduce the need to travel in the first place. There is a clear wish for an improved public transport system with more frequent services and improved access points (new stations/bus stops), with requests for new stations in Cottam and reopening Midge Hall in South Ribble and Coppull Station in Chorley. Improved connections between transport hubs in the city centre and towards the University noted in Preston and with better integrated timings of services in Chorley between the train and bus station. Trams were also suggested to service areas not on the train lines.

49. Requests for better bus services requested across all three to connect the centre and employment locations better. Consideration of free hop on/off serving the city centre and university was also noted, alongside more free park and ride at train stations across Central Lancashire. There were comments made that Preston fared badly on affordable parking at train stations compared with Leyland and Chorley areas, forcing people into cars. It was also suggested that more direct bus routes should be offered from Preston towards Leyland and Chorley and vice versa.
50. More frequent bus services are also needed as currently not seen a viable option when it can take so much longer, with better services for the two hospitals also requested. More park and ride facilities were also mentioned to reduce car journeys into town centres.

Parking

51. Parking provision was not an issue, with most people who responded stating the level of parking was sufficient overall, although specialised provision (disabled/parent/EV) was noted as lacking. In regards to the question on Preston specifically, some responses stated reduce parking in the centre should be considered to encourage less travel by car. More on street charging provision was also highlighted as needed with many respondents noted the need for the plan to do more to support the move towards EV.

Cycling

52. There is a noted lack of adequate cycling facilities across the borough and requests that all new developments address this to enable more people to cycle to work and to store bikes safely at transport hubs. There are also requests for better/safer cycling a walking routes, with these being used to connect areas better.
53. Town centres were noted as lacking in general in cycle parking/safe storage facilities (with the exception being Preston Station) with very few cycle points provided which was seen as key reason for cyclist not choosing to take bikes into town centres etc.

Section 5: Improving health and well-being

54. This section of the consultation contained 12 questions covering issues around obesity, active design of areas and providing healthy neighbourhoods. It was noted that there are recognisable inequalities across Central Lancashire, and past design of areas has influenced this, so there is an opportunity to improve the situation through the Local Plan.

Health Facilities

55. There was support raised for the need to protect A&E services at Chorley Hospital to reduce pressure on Royal Preston and more localised health centres where demand is known to be increasing due to planned development.

Control on fast food outlets

56. There is support for more control over fast food outlets in town centres and in general a need for better education on healthy lifestyles and provision of more facilities to support this, as well as providing more opportunities for people to grow their own food. There is concern that there are too many fast food outlets in Chorley town centre and Preston city centre. In regard to the latter it was commented that this makes the area look run down and puts people off visiting. There is concern that new fast food outlets should not be located near to schools, the KFC on Buckshaw noted as a recent example.

Access to green space and community facilities

57. As with other sections, the importance of good quality, accessible green space and leisure facilities was identified as being important for improving health and well-being. There is concern that recent developments in Chorley and South Ribble have resulted in a loss of green space. More green space/community space was requested around Preston, focusing on the most deprived areas first and all future development across Central Lancashire should offer more opportunities within their developments.
58. Access to employment and good quality green space was also identified as being essential to improving mental health and should be something the plan seeks to address. There were suggestions received to use the River Ribble and Preston docks better to offer more opportunities locally and create a tourist destination, it was felt that the value of the river was underrated and more should be made of this asset. The Cuerden strategic site was noted as an area which presents an opportunity for new healthy community resources.
59. There was concern that existing cultural buildings were not utilised in Preston, and it needs a concert Hall/venue again. The city Centre needs to capitalise its heritage more and provide facilities which promote this, also suggestions for more meeting spaces and galleries which could make use of empty retail units.
60. The quality of social housing was also raised as needing to be provided at a high standard and at an affordable price. Additional community facilities are identified as being required and are not necessarily linked to delivery of new developments, but an existing lack of provision, especially in more rural areas.
61. This section also looked at support for cooperatives as a means of supporting health and wellbeing. It was recognised that cooperatives and SME's provide positive benefits to communities and can help deal with issues of social isolation. Preston Model Flagged as a good example in relation to working with SME's and the community.

Section 6: Climate Change and Resource Management

62. There were 10 questions in this section looking at issues of climate change, waste management and sustainability, air quality, natural assets, design, and the built environment.

Impacts of climate change

63. On climate change, it was noted that this issue is wider reaching than the Plan itself and we will need to work closely with relevant bodies and neighbouring areas to achieve benefits in this area. Suggestions were made around how to prevent this getting worse, including avoiding developing in areas of flood risk and not allowing further loss of green areas and instead preserving them for their carbon sink value.
64. Areas specifically raising the issues of flooding included Whittle-le-Woods (developments near Lucas Green and St Lawrence Green noted as raising issues) with concerns over levels in the River Lostock cited. Significant concern also raised over developments is Croston, Eccleston and Adlington, with the potential for developments in the latter to impact drastically on Croston which has history of severe flooding.

Ground water protection

65. UU noted concerns regarding any sizeable development within the Groundwater Protection Zones of the Fylde Aquifer which provides drinking water for Preston, Fylde and the Blackpool Coast and have suggested specific policies needed to address this and wider surface water management.

Tree planting and air quality

66. There is support for increased tree planting across the plan area, particularly alongside roadsides. There were suggestions that the plan should also require a percentage of land in new developments to be set aside for tree planting and biodiversity net gain. Around Preston particularly, it was noted that more evergreen trees are needed as most have lost their leaves in winter months and therefore are not providing any benefits in absorbing pollutants.
67. Questions on waste management focused on how bins should be provided for new development and was requested by Preston waste management officers. The general feeling is this is not for the Local plan to prescribe, but if developers are asked to pay for this, they will recoup the costs from buyers, therefore there is no benefit. The findings will be passed on to that team for consideration.
68. There is support for greater control on wood burners and the fuels sold to minimise pollution from this source. On general air quality, it was noted that there is a need to reduce development overall and provide better public transport links / sustainable travel option to reduce car usage. Residents across all 3 authorities raised concern about localised air quality and the need for the plan to address this.
69. Pedestrian only zones were suggested in Preston to improve air quality in the City Centre as well as improving pedestrian and cycle routes into the centre and other shopping areas/ towards the hospital. Green infrastructure should be used to reduce pollution, with air quality assessments being required for all developments.

Green technologies

70. The need for carbon neutral homes and renewable energy generation was also promoted. There are also cross cutting themes identified here again around the design of areas to reduce travel by car and thus reduce CO2 emissions.

Design of development - Heritage

71. It is clear that good design is identified as being needed to address a number of factors. Good design must be considered from the outset and address the need to protect and enhance the natural and historic environment. Communities should also be involved in the design of developments for their areas to ensure it is in keeping with local character.
72. A number of the smaller, rural areas noted the need to protect the character of their areas and that any development proposed should be in keeping in both scale and design.

Section 7: Locations for future development

73. This section contained 8 questions, the majority looking at site suggestions and the methodology for assessing sites, with others focusing on the approach to locating new development.
74. The Core Strategy is referenced as the starting point for considering locational requirements, however issues are identified with this, specifically around employment sites and achieving growth aspirations. There is a need for employment and homes to be considered close to one another to ensure sites are accessible and sustainable in the long term and have adequate infrastructure available. North Preston cited a number of times for development area to be considered, as well as brownfield and underused locations in the City Centre
75. There is concern that the plan needs to provide more jobs, not just homes, to prevent areas becoming commuter towns, with better opportunities in the City and town Centres requested for both employment and living.
76. A number of comments were made around the SHELAA methodology and the need for this to accord with NPPF, the suggestions made have been addressed in an addendum to the SHELAA and sites will be assessed accordingly.

Site suggestions

77. Significant comments were made around the site suggestions. Annex 1 detailed site suggestions for Chorley which were considered more acceptable, Annex 5 which detailing all sites which had been put forward in Chorley. The existing safeguarded sites in Whittle-le-Woods BNE3.10 and the Heath Charnock/Rivington site BNE3.4 – received the significant comments objecting to their allocation.
78. Annex 3 detailed site suggestions for Preston, and the sites which received comments were mainly in Preston Rural East and Rural North.
79. Annex 4 detailed site suggestions for South Ribble, with site suggestions in Samesbury being of concern as well as the existing proposed development at Pickering's Farm for which a separate petition was generated.
80. A detailed record by site of number of responses received is provided at appendix 1.

Protection of Breen Belt/Open Space and Infrastructure provision

81. There is support for preserving the Green Belt and areas of open space across Central Lancashire. Comments from all 3 areas supported protecting green areas and open space from development, as well as maintaining the existing character of areas. There is concern that infrastructure needs are not being met and new development will exacerbate this. There is also concern that what is being built does not meet the needs of the local area and is more to do with profitability for the developers.
82. In contrast, the developers have noted the need for improvements and recognise the positive role new developments can have in improving the situation, and state that new development on the edge of existing settlements is important to ensure future viability of the businesses schools in those areas.

Safeguarded land

83. This question related specifically to the existing safeguarded land policy for Chorley. 75% of those who responded were in favour of keeping this, including developers. However, it is clear the reasons behind both differ. Residents see this as a further level of protection from development, whereas developers see this as providing areas to consider for future investment and development.

Any other comments

84. The last question was a capture all. This picked up issues that had been raised earlier, as well as both positive and negative comments regarding the way the consultation had been carried out which we will need to consider when planning future engagement.

Youth Questionnaire

85. The youth questionnaire which ran alongside the main consultation contained 19 questions, asking views about the area in which respondents live, what interests them and whether facilities in their area meet their needs. It also asked for their views on education and training and work opportunities and thoughts on climate change.
86. Those that responded felt they lived in a nice area, but they did not feel safe travelling by themselves due to poorly lit/maintained cycle and pathways and a lack of dedicated cycle lanes. There was also concern about antisocial behaviour and the impact that has on areas. There were also comments about the general appearance of areas needing improvement.
87. On education, responses stated they do not plan to stay in the area for further education as the options locally do not meet their needs. There is interest in apprenticeships, but there still seems to be concern around this route.
88. 11-21 year olds want to see more green spaces, offering activities for them to engage with like skate parks, climbing walls, sports facilities etc. They also want to see less cars on the road.

Conclusions and next Steps

89. The consultations generated a good level of response from a broad range of stakeholders. The analysis of the responses is being used to help formulate policy development for the next phase of the Local Plan and in assessing the suitability of sites for consideration as potential allocations. The comments themselves are not specifically responded to through this Outcomes Report. This stage of plan making is an evidence gathering stage and we are using the information provided to help develop policies and will all be used to help shape the plan itself.
90. The responses have highlighted a need to review some pieces of evidence base, all of which had been planned into the programme, these include:
- The SFRA – this was not available for I&O's, but was noted as needed
 - The Icen housing study – this was to be updated following changes to standard method and to incorporate economic needs
 - Housing needs study – this is in commissioning by Preston
 - SA of the local plan – this will be done for the Preferred Options
 - Local Nature Recovery Strategy – this is something which has been discussed across the Lancashire Authorities, decision on how this will be provided have not yet been identified.
91. The youth questionnaire provided an insight into the concerns of those this plan could affect the most and showed an interest and willingness to engage in planning. This is something which is a real positive from this exercise and which we intend to build on as we develop the plan.
92. Once approved we intend to upload the Outcomes reports onto the website and send a newsletter to all stakeholders updating them on the progress of the plan and how they can access the analysis from the Issues and options work. For the youth questionnaire, we also intend to write directly to all the schools who responded and thank them for their involvements and encourage them to continue with this.
93. We will also write to those that did not engage, sharing with them the findings and inviting them to engage with us in the future. There was also a request to set up a youth council and this is something we will explore further.

Contact for Further Information:

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Central Lancashire Local Plan Team

Appendix 1 – Site Response Data for Questions 64, 65 and 67.

Please note sites with an “x” at the end relate to sites in Chorley only and are sites which were included in “Annex 1 – Site Suggestions Proposed by Chorley Council”.

Sites with a “p” at the end of the number relate to site suggestions received for land for protection from development. 57 sites were noted for protection, and the support received for these has been noted.

40 submissions were received for protection in Chorley and broken down by wards as follows: 18 in Euxton North, 11 in Euxton South, 6 in Astley and Buckshaw, 2 in Lostock, 1 in Clayton-le-woods North, 1 in Clayton-le-Woods and Whittle-le-Woods and 1 in Pennine.

9 sites were received for protection in Preston and broken down by ward as follows: 1 in Cadley, 4 in Preston Rural East and 4 in Preston Rural North.

8 submissions were received for protection in South Ribble, 2 in Longton and Hutton, in Bamber Bridge, 2 in Charnock and 3 in Farington West.

I. Number of Annex 1 Site Responses in Question 64 by SHELAA Reference:

SHELA A Ref	Response s	SHELAA Ref	Response s	SHELAA Ref	Q64 Mentions	SHELA A Ref	Responses
19C227x	21	19C243x	5	19C260x	89	19C277x	85
19C228x	15	19C244x	7	19C262x	15	19C278x	69
19C229x	24	19C245x	5	19C263x	10	19C279x	105
19C230x	4	19C246x	2	19C264x	5	19C280x	101
19C231x	0	19C247x	2	19C265x	5	19C281x	129
19C232x	13	19C248x	2	19C266x	2	19C282x	3
19C233x	49	19C249x	2	19C267x	3	19C283x	8
19C234x	68	19C250x	3	19C268x	3	19C284x	5
19C235x	75	19C251x	4	19C269x	2		
19C236x	0	19C252x	0	19C270x	2		
19C237x	0	19C253x	2	19C271x	159		
19C238x	4	19C254x	6	19C272x	102		
19C239x	0	19C255x	1	19C273x	2		
19C240x	0	19C256x	6	19C274x	15		
19C241x	5	19C257x	1	19C275x	15		
19C242x	5	19C259x	93	19C276x	17		

II. Number of Annex 5 Responses in Question 65 by Call for Sites and SHELAA Reference:

CFS Ref	SHELAA Ref	Responses	CFS Ref	SHELAA Ref	Responses
CLCFS0001 4a	19C001	8	CLCFS0029 0a	19C087	39
CLCFS0001 8a	19C002	12	CLCFS0029 1a	19C088	0
CLCFS0002 2a	19C003	12	CLCFS0029 2a	19C089	32
CLCFS0002 5a	19C004	2	CLCFS0029 3a	19C090	20
CLCFS0002 7a	19C005	5	CLCFS0029 4a	19C091	0
CLCFS0002 8a	19C006	4	CLCFS0029 5a	19C092	1
CLCFS0003 6a	19C007	13	CLCFS0029 6a	19C093	2
CLCFS0003 9a	19C008	0	CLCFS0029 7a	19C094	0
CLCFS0005 0a	19C009	0	CLCFS0029 8a	19C095	15
CLCFS0005 5a	19C010	8	CLCFS0030 2a	19C096	6
CLCFS0007 0a	19C012	0	CLCFS0030 4a	19C097	2
CLCFS0007 1a	19C013	2	CLCFS0030 9a	19C098	5
CLCFS0007 5a	19C014	1	CLCFS0031 0a	19C099	2
CLCFS0007 6a	19C015	2	CLCFS0031 1a	19C100	5
CLCFS0007 7a	19C016	0	CLCFS0031 3a	19C101	5
CLCFS0007 8a	19C017	0	CLCFS0031 5a	19C102	1
CLCFS0008 0a	19C018	0	CLCFS0031 7a	19C103	13
CLCFS0008 1a	19C019	0	CLCFS0032 4a	19C104	2
CLCFS0008 2a	19C020	1	CLCFS0033 0a	19C105	6
CLCFS0008 4a	19C021	2	CLCFS0033 4a	19C106	32
CLCFS0008 5a	19C022	5	CLCFS0033 5a	19C107	3
CLCFS0008 7a	19C023	0	CLCFS0033 6a	19C108	0

CLCFS0008 8a	19C024	1	CLCFS0033 8a	19C109	6
CLCFS0009 2a	19C025p	0	CLCFS0034 1a	19C110	4
CLCFS0010 5a	19C026	5	CLCFS0034 8a	19C111	0
CLCFS0010 6a	19C027	8	CLCFS0035 3a	19C112	0
CLCFS0010 7a	19C028	0	CLCFS0035 7a	19C113	4
CLCFS0011 1a	19C029	4	CLCFS0036 9a	19C114	0
CLCFS0011 2a	19C030	29	CLCFS0037 3a	19C115	8
CLCFS0011 3a	19C031	9	CLCFS0037 5a	19C116	0
CLCFS0011 7a	19C033	27	CLCFS0037 7a	19C117	5
CLCFS0012 0a	19C034	6	CLCFS0037 9a	19C118	0
CLCFS0012 1a	19C035	35	CLCFS0038 1a	19C119	3
CLCFS0012 4a	19C036	2	CLCFS0038 5a	19C120	5
CLCFS0013 1a	19C037	9	CLCFS0039 2a	19C121	39
CLCFS0013 2a	19C038	5	CLCFS0039 5a	19C122	6
CLCFS0013 4a	19C040	8	CLCFS0039 6a	19C123	2
CLCFS0014 2a	19C041	2	CLCFS0039 7a	19C124	10
CLCFS0014 8a	19C042	1	CLCFS0040 1a	19C125	0
CLCFS0015 0a	19C043	2	CLCFS0040 4a	19C126	6
CLCFS0015 3a	19C044	3	CLCFS0041 1a	19C127	4
CLCFS0016 2a	19C045	26	CLCFS0041 2a	19C128	0
CLCFS0016 4a	19C046	2	CLCFS0041 3a	19C129	1
CLCFS0016 6a	19C047	0	CLCFS0002 6a	19C190p	4
CLCFS0017 5a	19C048	3	CLCFS0002 9a	19C191p	0
CLCFS0017 6a	19C049	0	CLCFS0004 0a	19C192p	1

CLCFS0018 6a	19C050	0	CLCFS0004 1a	19C193p	1
CLCFS0018 8a	19C051	41	CLCFS0004 2a	19C194p	0
CLCFS0019 4a	19C052	11	CLCFS0004 3a	19C195p	0
CLCFS0019 5a	19C053	1	CLCFS0004 4a	19C196p	1
CLCFS0019 6a	19C054	1	CLCFS0004 5a	19C197p	0
CLCFS0020 1a	19C056	4	CLCFS0004 6a	19C198p	0
CLCFS0020 2a	19C057	3	CLCFS0004 7a	19C199p	0
CLCFS0021 0a	19C058	2	CLCFS0005 2a	19C201p	0
CLCFS0022 3a	19C059	0	CLCFS0005 3a	19C202p	0
CLCFS0022 4a	19C060	2	CLCFS0005 4a	19C203p	0
CLCFS0022 7a	19C061	39	CLCFS0006 0a	19C204p	0
CLCFS0022 9a	19C062	0	CLCFS0006 5a	19C205p	0
CLCFS0023 5a	19C063	4	CLCFS0006 6a	19C206p	0
CLCFS0023 8a	19C064	0	CLCFS0006 7a	19C207p	0
CLCFS0024 6a	19C066	2	CLCFS0006 8a	19C208p	0
CLCFS0025 0a	19C067	2	CLCFS0006 9a	19C209p	0
CLCFS0025 4a	19C068	2	CLCFS0010 3a	19C210p	0
CLCFS0025 5a	19C069	3	CLCFS0010 8a	19C211p	0
CLCFS0025 6a	19C070	2	CLCFS0012 6a	19C212p	0
CLCFS0026 0a	19C071	9	CLCFS0012 8a	19C213p	0
CLCFS0026 2a	19C072	44	CLCFS0014 1a	19C214p	0
CLCFS0026 6a	19C073	4	CLCFS0014 3a	19C215p	0
CLCFS0026 7a	19C074	6	CLCFS0014 4a	19C216p	0
CLCFS0026 8a	19C075	1	CLCFS0014 7a	19C217p	1

CLCFS0027 2a	19C076	8	CLCFS0021 2a	19C218p	0
CLCFS0027 5a	19C077	4	CLCFS0021 4a	19C219p	0
CLCFS0027 7a	19C078	2	CLCFS0021 5a	19C220p	1
CLCFS0027 8a	19C079	0	CLCFS0021 8a	19C221p	0
CLCFS0027 9a	19C080	5	CLCFS0021 9a	19C222p	0
CLCFS0028 0a	19C081	26	CLCFS0026 4a	19C223p	0
CLCFS0028 2a	19C082	5	CLCFS0026 9a	19C224p	0
CLCFS0028 3a	19C083	61	CLCFS0034 7a	19C225p	0
CLCFS0028 4a	19C084	7	CLCFS0040 8a	19C226p	0
CLCFS0028 6a	19C085	2	CLCFS0009 5a	19C385	0
CLCFS0028 9a	19C086	1	CLCFS0015 7a	19C386	0

III. Number of Annex 3 and 4 Responses to Question 67 by Call for Sites Reference and/or SHELAA Reference (as applicable):

CFS Ref	SHELAA Ref	Responses	CFS Ref	SHELAA Ref	Responses
CLCFS00005a	19P001	1	CLCFS00030a	19S007	3
CLCFS00035a	19P002	2	CLCFS00031a	19S008	11
CLCFS00057a	19P003	3	CLCFS00032a	19S009	24
CLCFS00089a	19P004	5	CLCFS00033a	19S010	28
CLCFS00090a	19P005	4	CLCFS00034a	19S011	23
CLCFS00118a	19P006	4	CLCFS00037a	19S012	27
CLCFS00119a	19P007	0	CLCFS00051a	19S013	0
CLCFS00122a	19P008	1	CLCFS00058a	19S014	24
CLCFS00123a	19P009	6	CLCFS00059a	19S015	12
CLCFS00129a	19P010	0	CLCFS00062a	19S016	0
CLCFS00130a	19P011	0	CLCFS00074a	19S017	15
CLCFS00136a	19P012	0	CLCFS00086a	19S018	23
CLCFS00140a	19P013	0	CLCFS00091a	19S019	35
CLCFS00149a	19P014	0	CLCFS00096a	19S021	15
CLCFS00158a	19P015	1	CLCFS00098a	19S022	6
CLCFS00173a	19P016	0	CLCFS00099a	19S023	8
CLCFS00179a	19P017	4	CLCFS00101a	19S025	5
CLCFS00189a	19P018	2	CLCFS00102a	19S026	4
CLCFS00190a	19P019	2	CLCFS00109a	19S027	4
CLCFS00191a	19P020	0	CLCFS00115a	19S028	21
CLCFS00192a	19P021	0	CLCFS00127a	19S029	1

CLCFS00199a	19P022	2	CLCFS00135a	19S030	34
CLCFS00207a	19P023	0	CLCFS00137a	19S031	14
CLCFS00211a	19P024	0	CLCFS00138a	19S032	20
CLCFS00222a	19P025	2	CLCFS00145a	19S033	15
CLCFS00225a	19P026	1	CLCFS00146a	19S034	23
CLCFS00228a	19P027	0	CLCFS00154a	19S035	13
CLCFS00232a	19P028	1	CLCFS00155a	19S036	15
CLCFS00233a	19P029	1	CLCFS00156a	19S037	5
CLCFS00239a	19P030	3	CLCFS00159a	19S039	3
CLCFS00241a	19P031	5	CLCFS00161a	19S040	0
CLCFS00242a	19P032	1	CLCFS00163a	19S041	4
CLCFS00244a	19P033	1	CLCFS00165a	19S042	0
CLCFS00247a	19P034	1	CLCFS00167a	19S043	5
CLCFS00248a	19P035	0	CLCFS00168a	19S044	0
CLCFS00249a	19P036	1	CLCFS00169a	19S045	18
CLCFS00251a	19P037	2	CLCFS00170a	19S046	19
CLCFS00252a	19P038	1	CLCFS00171a	19S047	10
CLCFS00253a	19P039	0	CLCFS00172a	19S048	18
CLCFS00257a	19P040	2	CLCFS00182a	19S049	22
CLCFS00258a	19P041	1	CLCFS00184a	19S050	17
CLCFS00263a	19P042	5	CLCFS00187a	19S051	0
CLCFS00274a	19P043	0	CLCFS00193a	19S052	3
CLCFS00281a	19P044	2	CLCFS00198a	19S053	6
CLCFS00303a	19P048	2	CLCFS00200a	19S054	13
CLCFS00305a	19P049	0	CLCFS00203a	19S055	13
CLCFS00306a	19P050	0	CLCFS00204a	19S056	30
CLCFS00307a	19P051	0	CLCFS00205a	19S057	35
CLCFS00308a	19P052	2	CLCFS00206a	19S058	7
CLCFS00314a	19P053	2	CLCFS00208a	19S059	3
CLCFS00318a	19P054	0	CLCFS00209a	19S060	8
CLCFS00343a	19P055	0	CLCFS00220a	19S062	6
CLCFS00350a	19P056	2	CLCFS00221a	19S063	0
CLCFS00356a	19P057	4	CLCFS00226a	19S064	15
CLCFS00358a	19P058	3	CLCFS00230a	19S065	1
CLCFS00359a	19P059	5	CLCFS00231a	19S066	1
CLCFS00360a	19P060	2	CLCFS00236a	19S067	11
CLCFS00361a	19P061	4	CLCFS00237a	19S068	10
CLCFS00362a	19P062	9	CLCFS00240a	19S069	11
CLCFS00364a	19P063	0	CLCFS00245a	19S070	18
CLCFS00366a	19P064	3	CLCFS00259a	19S071	15
CLCFS00376a	19P065	0	CLCFS00261a	19S072	7
CLCFS00384a	19P066	3	CLCFS00265a	19S073	25
CLCFS00386a	19P067	2	CLCFS00270a	19S074	9
CLCFS00394a	19P068	0	CLCFS00271a	19S075	2
CLCFS00400a	19P069	1	CLCFS00276a	19S076	12
CLCFS00405a	19P070	1	CLCFS00312a	19S077	11

CLCFS00407a	19P071	0	CLCFS00316a	19S078	7
CLCFS00410a	19P072	0	CLCFS00319a	19S079	6
CLCFS00416a	19P073	0	CLCFS00320a	19S080	1
CLCFS00417a	19P074	1	CLCFS00321a	19S081	2
CLCFS00418a	19P075	0	CLCFS00329a	19S082	2
CLCFS00421a	19P076	1	CLCFS00331a	19S083	2
CLCFS00423a	19P077	0	CLCFS00332a	19S084	4
CLCFS00424a	19P078	0	CLCFS00333a	19S085	1
CLCFS00425a	19P079	0	CLCFS00337a	19S086	3
CLCFS00426a	19P080	0	CLCFS00339a	19S087	5
CLCFS00427a	19P081	1	CLCFS00340a	19S088	2
CLCFS00428a	19P082	3	CLCFS00342a	19S089	6
CLCFS00429a	19P083	1	CLCFS00345a	19S090	7
CLCFS00435b	19P084	0	CLCFS00346a	19S091	14
CLCFS00436b	19P085	0	CLCFS00349a	19S092	1
CLCFS00441b	19P086	0	CLCFS00351a	19S093	6
CLCFS00452b	19P087	3	CLCFS00352a	19S094	3
CLCFS00495b	19P088	0	CLCFS00354a	19S095	20
CLCFS00496b	19P089	0	CLCFS00363a	19S096	1
CLCFS00497b	19P090	0	CLCFS00365a	19S097	8
CLCFS00498b	19P091	0	CLCFS00367a	19S098	11
CLCFS00499b	19P092	0	CLCFS00368a	19S099	12
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CLCFS00501b	19P094	0	CLCFS00371a	19S101	8
CLCFS00503b	19P095	1	CLCFS00372a	19S102	0
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CLCFS00508b	19P097	2	CLCFS00378a	19S104	3
CLCFS00509b	19P098	0	CLCFS00380a	19S105	20
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CLCFS00522b	19P100	1	CLCFS00383a	19S107	54
CLCFS00524b	19P101	1	CLCFS00387a	19S108	5
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CLCFS00528b	19P103	4	CLCFS00389a	19S110	4
CLCFS00531b	19P104	3	CLCFS00390a	19S111	9
CLCFS00532b	19P105	3	CLCFS00391a	19S112	6
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CLCFS00537b	19P107	1	CLCFS00398a	19S114	21
CLCFS00538b	19P108	1	CLCFS00399a	19S115	19
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	19P133	1	CLCFS00486b	19S139	3
	19P134	0	CLCFS00487b	19S140	4
	19P135	2	CLCFS00488b	19S141	3
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	19P137	0	CLCFS00502b	19S143	41
	19P138	1	CLCFS00505b	19S144	9
	19P139	0	CLCFS00506b	19S145	3
	19P140	0	CLCFS00511b	19S146	0
	19P141	1	CLCFS00512b	19S147	0
	19P142	2	CLCFS00515b	19S148	12
	19P144	3	CLCFS00523b	19S149	11
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	19P146	0	CLCFS00535b	19S151	12
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	19P151	0	CLCFS00551b	19S154	4
	19P152	0	CLCFS00553b	19S155	19
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	19P155	0	CLCFS00433b	19S157	2
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	19P227	0		19S213	2
	19P228	0		19S214	0
	19P229	2		19S215	1

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	19P240	1		19S225	0
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	19P265	1		19S250	17
	19P266	0	CLCFS00125a	19S251p	59
CLCFS00006a	19S001	5	CLCFS00217a	19S252p	0
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CLCFS00011a	19S003	35	CLCFS00517b	19S254p	15
CLCFS00020a	19S004	25	CLCFS00567b	19S255p	17
CLCFS00023a	19S005	17	CLCFS00568b	19S256p	14
CLCFS00024a	19S006	27			

IV. Number of Site Responses by Electoral Ward across Questions 64, 65 and 67:

Ward	Response s	Ward	Response s
Lostock	777	Euxton South	17
Clayton-le-Woods and Whittle-le-Woods	632	Chorley South West	11
Coupe Green and Gregson Lane	519	Bamber Bridge East	11
Samlesbury and Walton	487	Moss Side	11
New Longton and Hutton East	315	Garrison	11
Wheelton and Withnell	268	Greyfriars	9
Eccleston and Mawdesley	246	Chorley North West	9
Brindle and Hoghton	236	City Centre	8
Farington West	226	Howick and Priory	8
Longton and Hutton West	199	Buckshaw and Worden	8
Adlington and Anderton	193	Lea and Larches	7
Pennine	184	Walton-le-Dale East	7
Hoole	173	Lostock Hall	6
Heath Charnock and Rivington	151	Ribbleton	5
Clayton-le-Woods West and Cuerden	82	Clayton-le-Woods North	4
Chorley North East	78	Bamber Bridge West	3
Preston Rural North	64	Ashton	3
Preston Rural East	55	Deepdale	2
Charnock	52	Broadfield	1
Chorley East	40	Broad Oak	1
Ingol and Cottam	36	Sharoe Green	1
Coppull	34	Plungington	1
Astley and Buckshaw	33	Middleforth	1
Walton-le-Dale West	28	Leyland Central	0
Seven Stars	24	Charnock/Middleforth	0
Earnshaw Bridge	21	Cadley	0
Chisnall	21	Brookfield	0
Euxton North	21	Fishwick and Frenchwood	0
Farington East	19	St Matthew's	0
Total			5359

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Central Lancashire Local Plan Consultations Outcome Report



September 2020



Preston
City Council



Foreword – to be written for and agreed by members

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1 Introduction

- 2.1 The Central Lancashire Authorities of Chorley, Preston and South Ribble are working jointly on the Preparation of the Central Lancashire Local Plan (CLLP). The public consultation on the first stage, The Issues and Options Document, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, commenced on Monday 18th November 2019 and closed at 23:59 on Friday 14th February 2020 (12 weeks).
- 2.2 To encourage engagement from young people, a specific questionnaire was also prepared alongside the main Issues and Options Document targeted at 11 -21 year olds. This asked a series of questions on the future development of Central Lancashire, what the current issues are for this age group and what this age group would like to see happen to the area over the plan period. The findings of this are published in a separate report.
- 2.3 The new Local Plan will cover the period from 2021 to 2035 and will replace the Central Lancashire Core Strategy (2012), The Chorley Local Plan (2015), The Preston Local Plan (2015) and the South Ribble Local Plan (2015).
- 2.4 This report provides details of the consultation process undertaken, and identifies the key points made against the Issues set of for comment through the consultation document. It provides details of the organisations who responded and the level of responses received against the sites suggestions identified across Central Lancashire.

3 Issues and Options Consultation

3.1 The Issues and Options consultation document presented information on a number of topics which could affect how development takes place across Central Lancashire over the plan period. Topics discussed in the paper included housing; employment; education; retail and leisure; environment, health and travel. The consultation also presented information on sites which had been suggested to the councils as locations for development. The Issues and Options consultation document did not set out proposed policies, these will be developed from the responses received and presented in the next stage, the Preferred Options Consultation.

3.2 The Central Lancashire Local Plan Issues and options consultation ran from Monday the 18th November 2019 until Friday 14th February 2020. Consultation on the Central Lancashire Local Plan was undertaken in accordance with the adopted Statement of Community Involvement (SCI) for each of the three councils. The consultation was available online through Citizen Space¹, through which stakeholders could read the consultation documents and respond via an online questionnaire. The documents were also available on each of the councils' websites and the Central Lancashire Local Plan Website, each of which provided details of how to respond. Social media was also used by the three councils to advertise the consultation and drop-in events which ran alongside it. In addition, press releases were also sent out and a number of articles ran in local papers including the Lancashire Evening Post and Chorley Guardian. Online adverts also ran on Blog Preston.



Consultation Event in Leyland

¹ Citizen space is an online platform used by many Local Authorities and Government bodies. It is an online questionnaire which can be used to asked a series of questions and respondents can choose which questions they wish to respond to: <https://centrallocalplan.citizenspace.com/>

- 3.3 In addition to the online resources, paper copies were placed in all libraries across Central Lancashire and at other agreed locations, see Appendix 4 for a complete list. Stakeholders on the existing council Local Plan databases for the three councils were also notified of the consultation and 40 drop-in sessions also took place across the 12-week period, with over 900 people attending these events.



- 3.4 The drop-in sessions were held to enable people to speak to officers about the Local Plan and to answer any questions. The majority of events were well attended with a total of 912 people signing in. Those attending the events were also encouraged to sign up to our mailing list, and as a result of this consultation, an additional 1,235 stakeholders have signed up (725 from Citizen Space and 510 from drop-in events or by email request).
- 3.5 A full list of the locations and timing of each of the drop-in sessions can be seen in Appendix 2. In addition to these sessions, meetings were also held with Councillors to inform them of the Local Plan and to show them how to access the information and consultation online.
- 2.6 Social media presence was used to help highlight the meetings taking place and assisted in achieving the high volume of people attending the events. We also had an article and advert featured on Blog Preston, the first received 814 hits and the latter 107 redirections to the Local Plan website.
- 2.7 Parish Councils also helped in informing the areas they represent and in assisting in raising the profile of the Plan.

- 2.8 We did receive both positive and negative feedback regarding the use of Citizen Space and the online questionnaire, these are points which we will take on board for the next consultation.

4 Analysis of responses

- 4.1 The councils invited comments on the 68 questions contained within the Issues and Options report. Respondents could choose which section of the report/questions were most relevant to them and only answer those they felt were relevant to their concerns. As such not all questions have been answered by every respondent.
- 4.2 A total of 1,616 individuals and organisations responded to the consultation (1,200 though Citizen Space). Representations were received from the following groups:
- Individuals.
 - Local Councillors.
 - Parish Councillors.
 - Statutory Consultees.
 - Developers.
 - Private landlords.
 - Land agent.
 - Community groups.
 - Planning Consultants.
 - Neighbouring Authorities.
- 4.3 A full list of those that responded can be found in Appendix 1. The majority of responses (1,468) were from individuals, with 148 from other parties. We also received a number of petitions against development, detailed below:
- 529 for sites at Pickerings Farm, Tardy Gate.
 - 10 for sites 19S010, 19S011 and 19S01 in Hoghton.
 - 6 for sites in Bretherton.
 - 109 for sites 19C235x and 19C234x in Brindle.
- 4.4 The responses to the consultation are presented by chapter and question to aid comparison with the consultation document. The responses to each question have been analysed and key themes raised have been summarised.

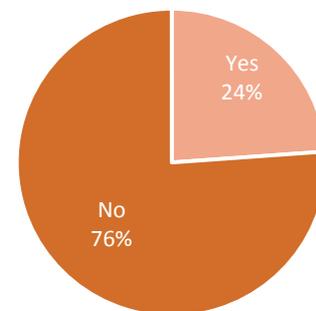
5 Vision and Objectives

5.1 This section of the paper presented the draft vision for the Central Lancashire to be delivered by the end of the plan period (2036). This was also supported by a set of objectives with aim of delivering the overall vision of the plan. The questions in this section focused on whether Stakeholders felt this was appropriate and would deliver the changes those living, working and establishing businesses here want to see.

Question 1

5.2 Question 1 asked '*Will the Vision and Objectives deliver the Central Lancashire you want to see?*'. 637 responses were received, 152 (14%) answered said 'Yes' and 485 (76%) 'No'.

Will the Vision and Objectives deliver the Central Lancashire you want to see?



Question 2

Question 2 asked 'If not, what changes would you like to see?'

5.3 The majority of respondents commented on policy areas generally, highlighting the key focus they would like the plan vision to take, or the key issues that mattered to them in their area that the objectives should seek to mitigate or target. The key points raised are set out below, with Appendix 5 providing a more detailed review of all the responses received.

- The need to protect Green Belt/green field, open or agricultural land from development.
- To address climate change and the environmental issues.
- Recognise role of Central Lancashire to the economic performance of the wider Lancashire region.
- Ensure land supply is sufficient to deliver the necessary homes and jobs, and ensure these are distributed fairly across the 3 authorities.
- Design areas to encourage move towards sustainable transport.
- Prioritise brownfield sites/ existing redundant buildings for future housing and employment sites.

- Require high quality design and build in all new developments and ensure it is in keeping with scale and character of the area.
- Place development in areas where infrastructure and services are sufficient to meet expected demand. Consider need for schools, doctors etc. when planning new sites.
- Protection of trees, hedgerows open space and local wildlife from development, provide new green/open spaces to establish green networks and deliver Biodiversity Net Gain.
- Encouragement for renewable energy investment.
- Promote energy efficient and carbon neutral homes, encouraging use of renewable energy and alternative heat sources in new developments.
- Ensure a variety of mixed housing tenures, including over 50s living, bungalows, starter homes, affordable homes and meeting local housing needs.
- Improve and implement accessibility criteria for the elderly and vulnerable in new home, public spaces and public transport design (dementia friendly, safe spaces).
- Provide more leisure facilities and green space such as sports clubs, youth centres, gyms, outdoor pitches, pools etc.
- Enhancement and investment into blue infrastructure (BI), including rivers, canals and their access, slipways, recognising the health and well-being benefits these spaces offer to residents.
- Provide more social and affordable housing.

Summary and Findings

5.4 In summary, the changes suggested by respondents for the vision and objectives were wide ranging and detailed. The suggested key focus for the vision was varied. This included protection of natural assets and prioritisation of climate change (especially by encouraging sustainable transport methods), a recognition of the need to grow the area's economic ambition, a drive to deliver enough homes on viable sites through a sound plan whilst considering the needs of those already living in the area and the impact increased development will have on already stretched infrastructure and services. A more detailed summary of comments is presented in Appendix 5.



A582 in Lostock Hall

6 Delivering homes

6.1 This section of the Issues and Options contained 10 questions (questions 3 to 12 of the consultation) around the topic of how we deliver homes across Central Lancashire, looking at a series of questions around the amount and type needed, the locations we should be considering; as well as tackling topics around provision of student accommodation in Preston and meeting our duty in regards to provision of sites for gypsy and travelling communities. A summary of the of points made under each question is set out in this section, with more detailed analysis presented in Appendix 5.

Delivering Homes

6.2 Questions 3 to 6 of the Issues and Options focused on more general issues around the number of homes we need to plan for, and how new homes should be delivered across the three authorities.

Question 3

6.3 Question 3 of the consultation asked, '*How can we make sure the homes we plan for meet the needs of everybody?*'. A total of 606 responses were received to this question. The majority of responses were from individuals. The key themes arising from the responses received for this question are outlined below.

- The Local Plan should prioritise the use of brownfield land/ existing empty properties and avoid use of the Green Belt.
- Development in/around small villages should be kept to a minimum with homes specifically meeting the needs of the people living in those locations.
- Infrastructure needs to be in place to enable new development to take place, it should not be planned retrospectively.
- The plan needs to ensure the right mix of good quality sustainable homes and mix of tenures of homes that are needed are being planned for and meet the needs of those living in the area already.
- High quality well designed sustainable/green homes should be the priority with good public transport/cycling/walking links.
- Need more evidence on the use of the standard method numbers for housing requirements to reflect differing concerns of both residents and developers.

- Areas of flood risk should be avoided.

Question 4

6.4 Question 4 asked ‘*How does the Local Plan ensure enough homes are provided so everyone has somewhere to live?*’. A total of 435 responses were received to this question. Again, the majority of responses were from individuals. The key themes arising from the responses received for this question are outlined below.

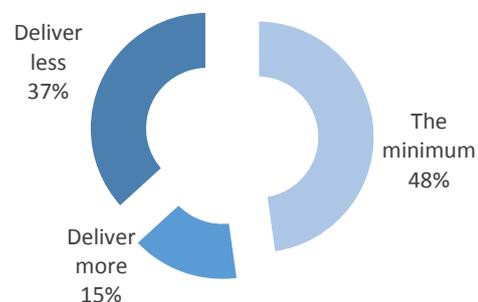
- Need to understand what the actual need is that we are planning for – standard method or higher to meet City Deal? And where that need should be met.
- Housing needs survey required to understand what the local requirements are to plan effectively.
- Make better use of empty homes/buildings/retail units etc. Avoid development in Green Belt/green areas.
- More large-scale developments like Buckshaw – consider redevelopment of Camelot site. Need to identify a variety of land to meet differing needs and ensure developer interest.
- More opportunities to be identified for self-build/cooperative style living.
- Focus around existing urban areas and build the right type of housing that is needed in that location.

Question 5

6.5 Question 5 sought views on the following question ‘*Do you think the councils should plan for the minimum number of homes needed, but should aim to deliver more if we can?*’. A total of 611 responses were received to this question, 292 people (48%) felt that we should only be planning for the minimum number, 94 people (15%) felt that plan for the minimum but aim to deliver more, whilst 225 people (37%) felt we should plan for less than the minimum.

Those that suggested minimum or less came from those respondents who currently live within Central Lancashire, whilst the majority of those suggesting minimum but deliver more came from land owners, agents

Do you think the councils should plan for the minimum number of homes needed, but should aim to deliver more?



and/or developers with an interest in development options within the plan area.

Question 6

6.6 The last general issue discussed in this section is Question 6, this asked '*Where do you think new homes should be provided in Central Lancashire?*'. There were 646 responses received to this question. The key themes arising from the responses received for this question are outlined below.

- New development should be avoided in the Green Belt/ green areas and away from rural settlements.
- Need to ensure new housing is affordable and what is being built is actually what is needed for the area – not all 4/5 bedroom detached homes.
- Brownfield sites should be prioritised. Need a strategy for bringing back empty homes/buildings back in to use, with access to public transport key.
- Need to ensure green spaces planned into new developments.
- Need green homes which are planned away from areas at risk of flooding and designed to cope with future environment challenges.
- Developments should be close to the urban centres where public transport and infrastructure is sufficient and better access to employment.
- Need an even distribution across the plan area to ensure each area can meet their needs.
- The plan needs to identify a range of locations to meet the differing needs of the area.
- Distribution needs to align to planned infrastructure and growth ambitions (City Deal).
- Concentrate on existing safeguarded areas first and protect Green Belt/protected open land. Avoid ribbon developments which join towns together.
- A variety of site types and sizes needed to enable small/specialist builders into the market alongside large scale sites.

Summary and Findings

6.7 There are a number of similar themes identified through the responses to questions 3 to 6. There is a need to do further work in the evidence base to

enable a better understanding of specific housing needs across Central Lancashire and how this can be used to inform the development options to be considered for housing delivery.

- 6.8 The need for priority of development focused on brownfield sites first and regenerate existing empty homes/buildings and bringing them back into use is something which many feel the plan should focus on, recognising the need for continued protection of the Green Belt.
- 6.9 New development must be in sustainable locations to discourage a reliance on cars and must be energy efficient/carbon neutral to assist in reducing the impact on climate change.
- 6.10 There is concern that existing developments have had a negative impact on existing infrastructure. New sites must properly assess the infrastructure needs alongside those currently available and ensure this is delivered alongside the development itself.
- 6.11 The Local Plan also needs to consider what the appropriate housing figure is for the area and how existing growth ambitions of the City Deal and surrounding areas fits in with this.



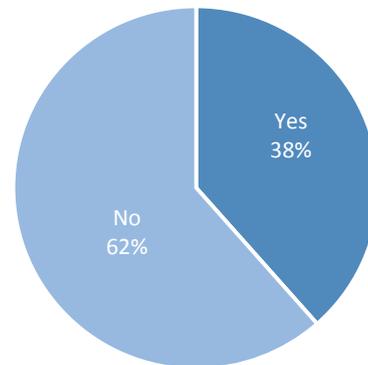
Student Accommodation

- 6.12 There were 3 questions specifically focusing on student accommodation provision within Preston, Questions 7 to 9 of the Issues and Options consultation. The summary of the findings is presented below.

Question 7

6.13 Question 7 asked ‘Do you think there should be no new purpose-built student accommodation in Preston?’. A total of 530 respondents chose to answer this question. 204 People (38%) agreed with this question, that Preston does not need any new purpose-built student accommodation, whilst 326 people (62%) did not agree.

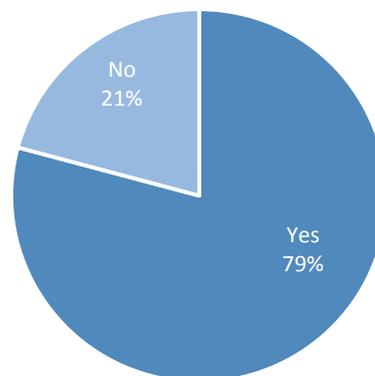
Do you think there should be no new purpose-built student accommodation in Preston?



Question 8

6.14 Question 8 asked ‘Do you think we should identify a student zone, centred around the University of Central Lancashire (UCLAN) campus, where new purpose-built student accommodation could be built and resist it elsewhere?’. A total of 528 people responded to this question, 418 people (79%) said yes there should be a student zone, whilst 110 people (21%) said no there should not.

Do you think we should identify a student zone, centred around the UCLAN campus...and resist it elsewhere?



Question 9

6.15 The final question on student accommodation is Question 9. This seeks to expand on peoples’ reasoning for their response to Question 8. Question 9 asks ‘Or do you think there is another way this can be dealt with?’ in relation to establishment or not of a student zone. A total of 254 responses were received to this question, as summary of the key themes presented below.

- The majority of respondents felt there was enough accommodation already.
- The Local Plan needs to look at regenerating areas of the town centre near the university itself.
- The majority of responses felt accommodation should be provided close to the university, with both high and low rise options considered. A student village should be considered.
- Outlying areas well connected by public transport should be also considered, to reduce areas becoming empty when university is out for summer.
- A lot of recognition of the value UCLAN brings to the area and a need to capitalise on this to improve Preston City Centre.

Summary and Findings

6.16 There were a range of ideas expressed around the issue of student accommodation that sought to ensure the integration of students and their living into the city and recognising their value, while at the same looking to limit the provision. Other views included ensuring accommodation options were adaptable to other uses and not restricted to UCLAN alone, but other educational establishments. Zoning was supported, as was a need to ensure housing was centred near existing services and transport for students.

Gypsies and Travellers

- 6.17 There were 3 questions specifically focusing on meeting the needs of Gypsy and Traveller and Travelling Showpeople within Central Lancashire, Questions 10 to 12 of the Issues and Options consultation. Below provides a summary of the key themes raised, with Appendix 5 providing a more detailed breakdown of the responses received.
- 6.18 A Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA) was undertaken by consultants ARC4 on behalf of the Central Lancashire in July 2019.
- 6.19 The GTAA identified the current need for provision across Central Lancashire and concluded that the majority of provision can be catered for by the progression of existing sites. It also identified a need for a replacement site for the unauthorised site at Rosemary Lane, Preston. If this site were to be

authorised, a replacement site elsewhere in Preston would be able to be much smaller.

- 6.20 To help deliver this need, the Issues and Options consultation asked a number of questions around how we should be planning to meet this provision.

Question 10

- 6.21 Question 10 of the consultation asked ‘Should the existing unauthorised Gypsy and Traveller site at Rosemary Lane in Preston be authorised for use by Gypsies and Travellers, or should a larger site be found somewhere else?’.

- 6.22 A total of 254 responses were received for this question, the majority of which were from individuals. The key themes arising from the responses received for this question are outlined below.

- Recognition that a site is needed but not all those who responded felt this was the correct location.
- The decision to authorise the site should be made through the planning application process.

- 6.23 Those who responded identified the factors which need to be taken into consideration in relation to this particular site and in finding alternative sites, including a site for a transit facility (specific site suggestions for a larger site are referred to at question 11). These included:

- Is the site in a suitable and accessible location, with appropriate land, access and infrastructure?
- The travelling community would need to be aware it is available to use.
- The site would need to be effectively managed/supervised by the Council.
- Concerns about access and facilities were raised by the Planning Inspector when the site was granted temporary consent, and these need to be addressed.

- 6.24 Other general comments included:

- Need to follow government guidance.
- Ensure infrastructure is in place to ensure effective management of the site and its acceptance in the local area.
- They are a group who have been routinely discriminated against, and this community should be protected, respected, and treated with dignity. They should have access to safe, clean dedicated sites.

- 6.25 Some comments received were more relevant to transit site provision and are therefore covered in that section, at question 12.

Question 11

Question 11 asked '*If a larger site should be found, where do you think it should be?*'. A total of 126 responses gave an opinion on this question. The majority of responses were from individuals. General comments received to this question have been incorporated into question 10 above. Specific site suggestions from question 11 are set out below.

- A number of sites were suggested on known brownfield land across central Lancashire and near to existing major roads. Sites need to be in a suitable sustainable location, and with access to amenities and infrastructure.
- Travellers should be consulted, and sites should be identified after analysis of the evidence.

- 6.26 The GTTA also identified a need for a transit site for communities travelling through the area. Such a site allows for users to stay for up to 3 months.

Question 12

- 6.27 Question 12 asked '*Where could a transit site be located?*'. A total of 126 responses gave an opinion on this question. The majority of responses were from individuals. The key themes arising from the responses received for this question are outlined below.
- 6.28 Many responses tended to equate and combine the proposed location for a larger gypsy or traveller site with the need for a traveller transit site.
- 6.29 Some felt no provision should be made for these communities unless the costs could be charged to the communities utilising it or employers using traveller labour could provide pitches on their land for the season.
- 6.30 Many felt the decision should lie with the communities themselves, with a site chosen that is most suited to their needs.
- 6.31 A number of locations were put forward, with a general approach to be for sites to be self-contained and well managed to minimise impact on the local area. Sites suggested were considered as well as accessible sites in proximity to major roads and motorway junctions or services.

- 6.32 There were a number of similar themes identified through analysis of the responses to questions 10 to 12. Concerns were raised about environmental impacts, local amenity, and the management of sites, but there was no overall consensus on normalising the Rosemary Lane site or finding a larger site elsewhere. However, there were many useful comments about the type of site and infrastructure required, the importance of accessibility (for transit sites) and suggestions for potential locations, including brownfield sites.
- 6.33 The GTAA 2019 established the need for Gypsy and Traveller provision in the area, in line with Government requirements. Further work will be carried out as part of the Local Plan process, underpinned by the evidence base, to ensure the most appropriate sites are brought forward to meet the needs (permanent pitches and transit sites) of Gypsies and Travellers in Central Lancashire, whilst minimising any potential impacts on the environment and local amenity.

7 Economic Growth, Employment, Education & Skills

- 7.1 This section of the consultation included 15 questions looking at issues around economic growth and employment land provision, education and skills, the role of town centres and policies to protect them, and leisure and cultural needs of the area. The key themes under each question are captured below, with a more detailed summary presented in Appendix 5.
- 7.2 Questions 13-15 focused on the types, location and distribution of growth/jobs in the area.

Question 13

- 7.3 Question 13 asked '*Are there any other types of economic growth the plan should be planning for?*'. A total of 261 responses expressed an opinion to this question. The key themes which came from Question 13 are summarised below:
- Positively and proactively encourage sustainable economic growth.
 - Identify new employment sites to address shortfalls of provision for all B-use classes. Need to link key economic assets and opportunities in Central Lancashire to other areas of Lancashire and beyond.
 - Promote and support the green economy / green energy sector.
 - Support the rural economy, including local agriculture / horticulture and local food produce / products.
 - The employment distribution across Central Lancashire should be aligned with the distribution of new housing to maximise the potential for active travel and use of public transport
 - Adequate communication infrastructure to support digital business, home working etc.
 - Ensure town centres / the high street is healthy.

Question 14

- 7.4 Question 14 of the consultation asked '*Where should the distribution and priority locations for economic growth be in Central Lancashire?*'. A total of 276 responses expressed an opinion to this question. The key themes are summarised below:

- Focus should be on brownfield sites and occupying vacant units, and the expansion of existing economic centres/industrial estates/business parks.
- New sites should be in accessible, sustainable and deliverable locations.
- Recognise and address the specific locational requirements of different economic sectors.
- Employment and education sites of a specified size should have travel plans.
- A flexible approach which is reactive to change/market signals. Policies should not be too restrictive.
- Distribution should be more widespread/even. Different areas could offer different types of alternative uses so not in direct competition.
- Rural areas if in sustainable locations / diversification of agriculture etc. Support rural business, including sustainable rural tourism and leisure.

Question 15

7.5 Question 15 of the consultation asked '*What kind of jobs would you like to see created in Central Lancashire*'. A total of 295 responses expressed an opinion to this question, the key themes arising are set out below:

- A diverse and inclusive range of jobs/sectors including for all skill levels
- Reduce reliance on the large local employers.
- Build on strength of UCLAN and BAE Systems, key public sector (government / health etc.) who are key local employers, and jobs complimentary to those in adjacent cities like Manchester and Liverpool as part of a larger Northern Hub.
- Refer to the findings of the Employment Land Study (ELS).

Summary and Findings

7.6 Analysis of the responses to questions 13-15 showed strong support for positively and pro-actively encouraging sustainable economic growth and meeting local needs. The amount and distribution of development should be informed by the ELS, and there was recognition of the benefits of utilising brownfield land, and accessible sites. There was support for building on the strengths of existing local business and industry and upskilling. Specific types/sectors of growth referred to included high skilled jobs, the digital sector, and the green economy, amongst others.

7.7 Questions 16-17 focused on school provision, apprenticeships and graduates.

Question 16

7.8 Question 16 of the consultation asked '*Do you have any views about school provision in Central Lancashire?*'. A total of 348 responses expressed an opinion to this question.

- Existing school provision and choice is insufficient and full to capacity.
- There are insufficient safe, sustainable and affordable travel options (school buses too expensive, etc).
- School provision should be supported through CIL/S106 monies and contributions should be spent within a close radius of the development approved.
- School provision should be more pro-active rather than re-active.
- Improve provision for Special Educational Needs and Disabilities (SEND) pupils.
- More higher education needed dedicated to vocational courses that reflect the needs of businesses.

Question 17

7.9 Question 17 of the consultation asked '*How can the plan help deliver enough job opportunities for apprenticeships and graduates?*'. A total of 254 responses expressed an opinion to this question. The key themes provided are summarised below:

- Planning policy should require local labour for new development, including financial incentives and support.
- Build on the strengths of existing business by working in partnership with employers and Higher Education establishments and universities e.g. UCLAN & Edge Hill.
- Boost the economy and attract large sustainable business.

Summary and Findings

7.10 Analysis of the responses to questions 16-17 identified that the capacity of schools is a big concern, particularly the capacity to meet local needs, and/or allow greater choice. To encourage more apprenticeships and job opportunities for graduates, it was suggested that there should be closer partnership working with employers and Higher Education establishments to align skills and education with local job opportunities. It was also suggested that planning policy should require local labour for new development, and that employers should be required or incentivised to take on local graduates and

apprenticeships. These issues will be considered through the Local Plan process, working closely with education providers / Lancashire County Council.

- 7.11 Questions 18-24 focused on how to make our town and district centres better, revisions to boundaries, types of uses, and thresholds.

Question 18

- 7.12 Question 18 of the consultation asked '*How do you think we can make our town centres better?*'. A total of 374 responses expressed an opinion to this question.

- Town centres need investment. They should have a unique identity to increase footfall, adapt to the rise of online shopping, and be flexible to react rapidly to future change.
- Ensure vitality and viability outside office hours and promote the evening/night-time economy. However, there should be restrictions on the number of fast food outlets/takeaways.
- Make them a more attractive and enjoyable.
- Have less peripheral centres and restrict out of town shopping complexes / retail parks / supermarkets.
- Improve accessibility by sustainable means such as public transport and walking/cycling routes.
- Help startups/small local independent businesses and shops with reduced rent/business rates/tax reliefs, and the availability of business advisers.

Question 19

- 7.13 Question 19 asked '*Do you have any comments to make on the proposed revisions to town centre boundaries in Annex 6?*'. Annex 6 includes local centres as well as town centres. There were 170 responses who expressed an opinion. There was general support for the proposals.

Preston

- Support for the contraction of Preston/decommissioning Church St from the Primary shopping area. There is a need to regenerate Church Street. The reduction in Preston city centre is welcomed, but it could be taken further – for example removing the part of Friargate between Ringway and UCLAN, and the Market cinema development. Queens Retail Park should also be reconsidered. The area facing the bus station (Tithebarn Street) should be included.

- The area of Fulwood along Garstang Road / Lytham Road needs more of a retail element.
- Cottam Village Centre (Cottam Brickworks) / North West Preston needs adding.

Chorley

- The Chorley Whittle-le-Woods local centre should not be deallocated.
- Lancaster Lane proposal, further expansion will be difficult in this area without changes to the junction.
- Do not remove the Asda store from Chorley Town Centre Boundary.

South Ribble

- Extend the Walton-le-Dale local centre to include the petrol station on Victoria Road, the White Bull pub at the end of Cuerdale Lane, and the shops at the end of Chorley Road opposite.
- Proposed retail boundaries in Longton would be unnecessary.

Question 20

7.14 Question 20 asked '*Do you have any comments to make on the proposed retail hierarchy?*' There were 164 responses who expressed an opinion on this. Most of the comments were generally supportive.

- Support Preston as the principal centre in Central Lancashire.
- Bamber Bridge should be Tier 2, not 3.
- Leyland should be Tier 3 not 2, and/or needs investment.
- Clayton Green should be Tier 4 not 3.
- Many village centres are not mentioned in this report but are important locally.
- There is a need to restrict the growth of out of town retail centres and consider their impact on the hierarchy.
- The hierarchy is too simplified an approach as it just considers retail establishments - other facilities and accessibility should be considered.

Question 21

7.15 Question 21 refers to the opportunity for the site surrounding the railway station in Preston, potentially as a commercial quarter. Question 21 asked '*What kind of uses would you like to come forward in this area of the city centre?*'. There were 160 responses who expressed an opinion on this. Many expressed support for a commercial quarter, and support anything that makes

this area more attractive to businesses and individuals. Various potential uses were suggested.

- Mixed use residential with retail and leisure opportunities.
- Transport hub, including linking the train station to the bus
- Community space, tourism, culture/arts & crafts, music, events/festivals/markets, recreation, small local independent retailers and green open space.
- Sport/leisure/recreation, gym/swimming pool, theatre/cinema, night-time economy.
- Youth zone, family friendly areas, play areas.

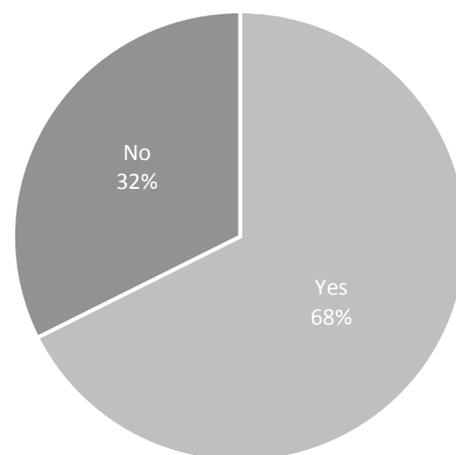


Question 22

7.16 Question 22 of the consultation asked *'Do you agree that these distance thresholds will protect our town centres?'* A total of 179 responses expressed an opinion to this question.

7.17 The split was 121 for 'Yes' (68% of the responses to this question) and 58 for 'No' (32%). The majority of people therefore were in support of these thresholds.

Do you agree that these distance thresholds will protect our town centres?



Question 23

7.18 Question 23 of the consultation asked *'If not, how should the thresholds be amended?'* A total of 89 responses expressed an opinion to this question.

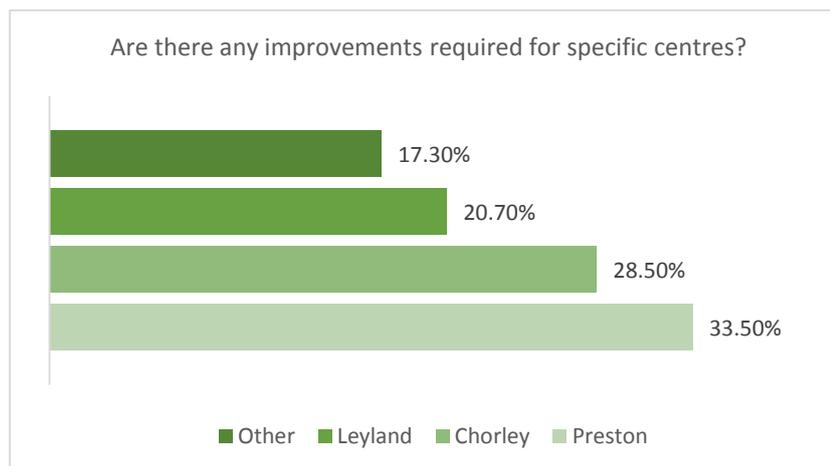
- Restrict retail parks.
- All the thresholds are too small - this would be counterproductive to attracting jobs and business.

- The National Planning Policy Framework (NPPF) states that any impact assessment should be appropriate in scale to what is proposed. The test should be amended by reference to ‘appropriate assessment’.
- The issue is less about specific thresholds and more about accessibility/public transport/infrastructure, the type of retail use, and the quality.

Question 24

7.19 Question 24 of the consultation asked ‘*Are there any improvements required for specific centres?*’. Of the 299 responses to the first part of this question, the split for specific centres identified as needing improvement was:

- 100 respondents (33.5%) identified Preston as needing improvement.
- 85 (28.5%) identified Chorley.
- 62 (20.7%) identified Leyland.
- 52 (17.3%) identified any other district/local centre.



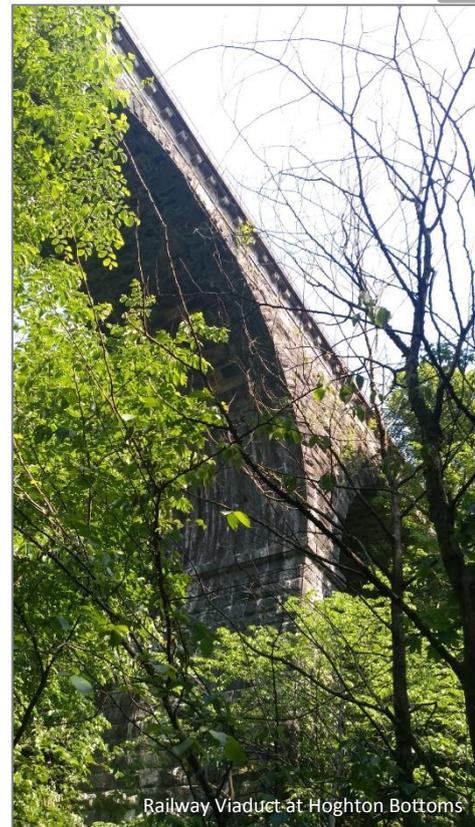
7.20 There were 214 responses who went on to give general comments about specific improvements needed, including:

- Reduce business which attract anti-social behaviour such as gambling outlets and fast food chains.
- Improve the overall appearance of the town centres and empty units and include more green spaces.
- Encourage Small and Medium Enterprises (SMEs)/local business/independents into the area.
- Need a flexible approach rather than restrictive approach to town centres to retain the vibrancy of centres.

- 7.21 Analysis of questions 18-24 revealed that town centres need investment, and should move away from being predominantly retail-led, to include a diverse range of uses including residential, leisure and culture, and to make them an attractive/niche 'destination', with local independent offerings and improvements to the public realm, for example. Town centres should also be more accessible by all modes of travel and be flexible and adaptable to change.
- 7.22 Preston was supported as the principal centre, but it was also identified as being the centre in most need of improvement. Reducing the size of the primary shopping area in Preston was generally supported to make the centre more compact, and there were various uses suggested for the area near the train station, including commerce and cultural offerings amongst other things.
- 7.23 There was also general support for the proposed distance thresholds to protect town centres. However, questions were raised about the impacts of out of town retail parks not being fully addressed. The Local Plan process will consider all available evidence including retail studies when formulating relevant policies in the new Local Plan.
- 7.24 Questions 25-27 referred to what defines the area as a place, and what leisure and cultural opportunities are needed.

7.25 Question 25 of the consultation asked two questions. Firstly, *'What do you feel defines Central Lancashire as a place?'*. There were a total of 252 responses to this question.

- Its diversity: a mix of urban/rural/semi-rural; distinct towns and villages and communities.
- Heritage: Strong industrial and cultural heritage/historic buildings/architecture.
- Local business, produce and the markets. A Fairtrade city/area. Arts and crafts, unique goods.
- Sport and leisure.
- Preston: Heritage and culture. Preston Guild. University city (UCLAN). Commercial centre of Lancashire. Preston North End (PNE) FC.
- Chorley: Market town. Chorley FC.



Railway Viaduct at Houghton Bottoms

7.26 The second part of Question 25 asked: *'What is special and unique about Preston city centre and the towns within Central Lancashire that we can focus on to be the blueprint for future generations?'*. There were 223 responses to this question.

- History/industrial & cultural heritage, good design and retention of character of buildings and areas.
- The markets, local goods/produce, and support for SMEs, local independent businesses. The high street, café culture, micro-breweries, etc.
- Employment and enterprise hubs. UCLAN/Education.
- Tourism, recreation/leisure and sport (including PNE FC/Chorley FC).
- The Arts, events. A unique offering that makes it different to other towns and cities and a destination in its own right.
- Preston – Culture, university city, heritage(Winkley Sq./Harris Museum and Library), and the River Ribble & parks.
- Chorley – Market town. Leisure, local events.

Question 26

7.27 Question 26 of the consultation asked ‘How important do you feel leisure and cultural opportunities are in helping to improve Preston city centre and the towns within Central Lancashire?’.

7.28 The majority felt that leisure and cultural opportunities were important. Out of the 391 responses who expressed an opinion about the importance of leisure opportunities;

- 276 (70.6%) said that leisure was very important.
- 84 (21.5%) said it was somewhat important.
- 18 (4.6%) said it was neither important nor unimportant.
- 2 (0.5%) said it was somewhat unimportant.
- 11 (2.8%) said it was very unimportant.



7.29 Out of the 383 responses who expressed an opinion about the importance of cultural opportunities;

- 236 (61.5%) said that culture was very important.
- 95 (24.8%) said it was somewhat important.
- 34 (8.9%) said it was neither important nor unimportant.
- 6 (1.6%) said it was somewhat unimportant.
- 12 (3.2%) said it was very unimportant.



Question 27

7.30 Question 27 of the consultation asked ‘*What cultural and leisure opportunities do you feel are missing in Central Lancashire?*’. A total of 255 responses expressed an opinion to this question.

- All opportunities should be affordable and accessible to all. Need to encourage different cultures to mix and ensure the changing needs of the population are met.
- Improve the public realm. Public art/sculptures/floral displays. Make more use of historic / heritage assets, heritage walks, local history and traditions, have ‘Quarters’ (like in Manchester).
- Entertainment venues - more quality/large venues and events – e.g. theatre, live music, concert, creative, arts & crafts & literature venues. More conference, events and exhibition centres (e.g. in Preston).
- More sport and leisure facilities (indoor and outdoor), and make better use of existing parks, green spaces, and waterways
- Become more of a ‘destination’. Create a niche to have a different offer than Manchester and Liverpool.
- More community focused spaces, buildings and services.

Summary and Findings

7.31 Analysis of questions 25-27 showed that Central Lancashire means many things to many different people. However, common themes identified included the area’s strong industrial and cultural heritage, the strength of local industry and its skilled workforce, the markets, and the diversity of landscape, including strong individual communities with individual character, interspersed with attractive green open space. It was also noted as being in a great location, close to other major cities and holiday/recreation destinations.

7.32 The vast majority felt that leisure and culture were very important to them. In particular a diverse range of uses in town centres, including the evening and weekend economy, and which are accessible to all. To help make centres become more of a niche destination, suggestions included more entertainment venues, tourist attractions, and sport, leisure and recreation opportunities. It is clear that the vast majority of people consider leisure and cultural opportunities to be important factors for improving town and city centres. The Local Plan will seek to ensure there is a diverse mix of uses in town centres, and that they remain vibrant at all times.

- 8.1 This chapter of the Issues and Options document included 11 questions covering active travel, reducing the number of vehicles on the roads, public transport and infrastructure. The questions are looking at how people currently travel, what needs to happen to encourage people to use their cars less and what infrastructure improvements are needed to achieve this. A summary of the key themes identified are set out below, with a more detailed analysis presented in Appendix 5.
- 8.2 Questions 28-30 looked specifically at making travelling better and safer, encouraging people to walk and cycle more and reduce car use.

Question 28

- 8.3 Question 28 of the consultation asked '*How can we make travelling around Central Lancashire better and safer*'. A total of 446 responses were received to this question, and the key themes are outlined below.
- The Local Plan should reduce the need to travel and ensure new development is located in sustainable accessible locations.
 - Policies should promote active travel (cycling and walking and consider identifying more pedestrianised areas).
 - Provide cheaper and more reliable public transport which connects areas better, with more park and ride options. It should also consider requiring all public transport to be green/clean.
 - Investment in the road and rail infrastructure, including highway safety and maintenance, improving traffic flow and reducing congestion (particularly in Preston), better traffic control (such as speed restrictions, traffic calming, regulation & enforcement, clearer signage, reducing HGV access etc.).

Question 29

- 8.4 Question 29 of the consultation asked '*How can the Local Plan encourage people to walk or cycle more?*'. A total of 442 responses were received to this question, and the key themes are outlined below.
- Directing growth to the most accessible locations, close to amenities, housing, employment, schools and local centres, etc.

- Incentives to make active travel the mode of choice for shorter journeys, with all new development designed to reduce reliance on cars. All new development should also link to existing footpaths and cycleways, and Travel Plans should be required through planning policies that encourage active travel specifically.
- Require space to be provided for cycle infrastructure such as storage and changing/showering/locker facilities in all new developments.
- There is a need for more dedicated cycling routes, segregated from vehicular traffic, and safer road crossing points. Routes should be continuous, connected, cleaner, more attractive, well-lit, well surfaced & well maintained.
- More pedestrianisation of town centres, making them more accessible to all, including the mobility impaired. Also making the public realm more attractive.

Question 30

8.5 Question 30 of the consultation asked ‘*How can the Local Plan reduce the number of cars on the roads?*’. A total of 439 responses were received to this question, and the key themes are outlined below.

- Give people an incentive/viable alternative to change the way they travel. Transition towards a movement hierarchy that priorities sustainable modes of transport such as cycling, walking and public transport for shorter journeys, whilst also providing for the transport needs of those who are physically inactive due to disability or illness.
- Improve public transport - with sufficient capacity, including more park and rides.
- New development needs to be in sustainable and accessible locations close to amenities and facilities and transport hubs.
- Reduce congestion and improve traffic flow.
- Encourage working from home, car sharing, communal car parks, travel plans, etc.



Summary and Findings

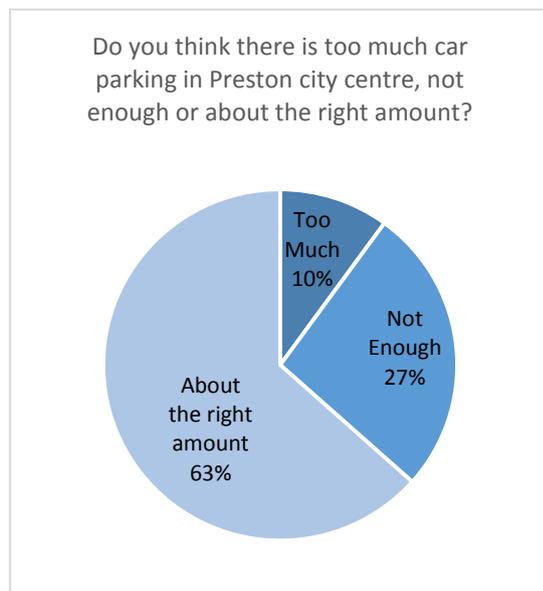
8.6 Analysis of questions 28-30 revealed various suggestions for making travelling easier and promoting active travel. These included reducing the need to travel,

through ensuring new development is prioritised in accessible and sustainable locations, as well as investment in active travel infrastructure such as safe pedestrian and cycle routes and provision of space for cycling facilities in new developments.

8.7 Investment is needed in a better performing public transport system, ensuring this is accessible to all and is an affordable, viable alternative to the car. The Local Plan, underpinned by the evidence base and working closely with key partners including the highway authority, can help deliver this infrastructure through appropriate planning policies and developer contributions.

8.8 Questions 31-33 focused specifically on car parking provision.

Question 31



8.9 Question 31 asked: 'Do you think there is too much car parking in Preston city centre, not enough or about the right amount?'

8.10 427 people chose to respond to this question. Options to answer and their respective responses included 'too much' (2.5%), 'about the right amount' (63.4%), 'not enough' (26.%) or 'N/A'.

8.11 Most responses addressed concerns, ideas or opinions around the

type, levels or state of provision of parking in the centre.

8.12 Ideas given around the availability of parking included feelings that current capacity should be reduced to disincentivise car use.

8.13 Suggestions noted a need for more short-stay capacity or family designated bays. Greater disabled parking was supported with the note that access centrally to shops and services was important for these and other vulnerable groups.

8.14 There was general agreement that capacity should be improved during peak times (rush hours or Saturdays) or seasonal peaks (Christmas) and that an

evening provision should be made available to improve footfall to the night-time economy in the centre.

- 8.15 The quality of parking was a key theme. Spaces being too tight and car parks being poorly lit, uncovered by CCTV and unguarded were concerns, while the overall quality was felt to be poor.
- 8.16 Alternative transport methods to cars were a key theme, with many stating that people should be encouraged to use buses, trains, park and ride or cycling as alternatives, and that public transport should be free across the city.
- 8.17 'Park & Ride' facilities services were thought to be already good, but more should be made available.
- 8.18 It was highlighted that more electric vehicles (EVs) were expected to replace conventionally fuelled cars, so more spaces should be provided with electric charging points.
- 8.19 Some responses highlighted the function of parking as an economic driver, integral to the economic health of the cities retail and service-based business and is an essential component of competitiveness versus out-of-town outlets like Deepdale Retail Park/The Capitol Centre, or rival cities Manchester/Liverpool.

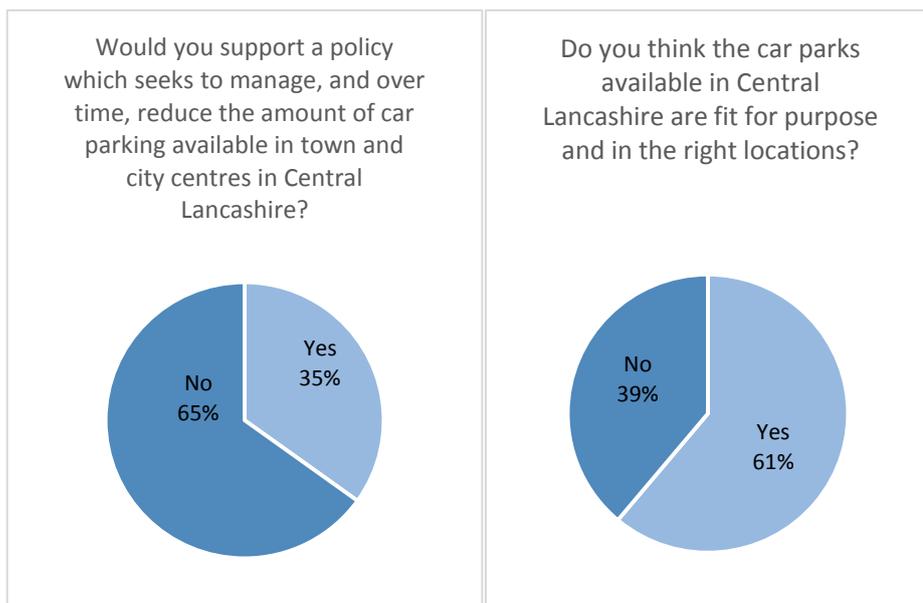


Question 32

- 8.20 Question 32 asked: 'Would you support a policy which seeks to manage, and over time, reduce the amount of car parking available in town and city centres in Central Lancashire?'. 436 people responded to this question, with 147 answering 'Yes' (34.9%) and 274 (65.1%) answering 'No'.

Question 33

- 8.21 Question 33 asked: 'Do you think the car parks available in Central Lancashire are fit for purpose and in the right locations?'. 360 people responses to this question, with 220 (61.1%) answering 'Yes' and 140 (38.9%) answering 'No'.



Summary and Findings

8.22 Analysis of questions 31-33 showed that people felt there was about the right amount of car parking provision within the city and town centres in Central Lancashire. A number of respondents suggested that more parking was needed, not less, with a need for more park and ride facilities and parking for those with accessibility needs. However, there were responses noting the need to promote alternative modes of transport into the town centre as viable alternatives to the car. Issues were also raised around the quality and affordability of car parks. The Local Plan will need to ensure that the issue of car parking is fully considered as the plan progresses, working closely alongside the Local Highways Authority and other key stakeholders.

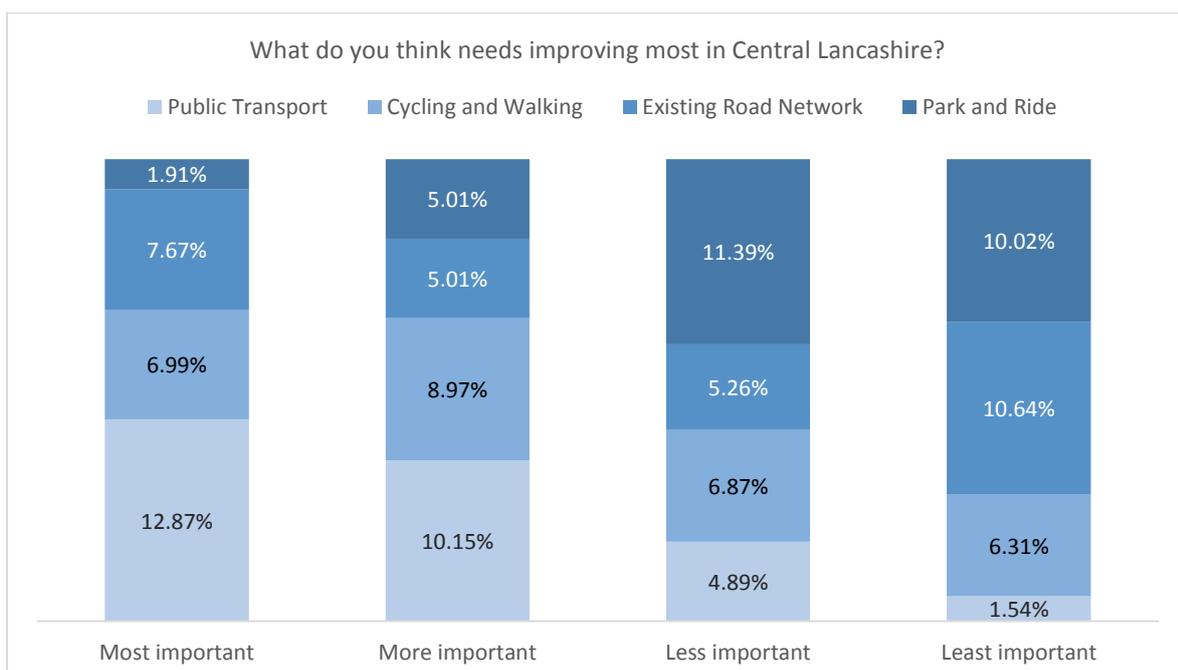
Question 34

- 8.23 Questions 34-38 focused on what needs improving most in the area, and how public transport, electric vehicles, cycling facilities, and where additional park and ride facilities are needed.
- 8.24 Question 34 of the consultation asked 'How can we improve public transport and encourage more people to use it?'
- 8.25 A total of 313 responses were given. The key themes identified are summarised below.

- Reconsider the approach to town centre parking and restricting car access into town centres.
- Better, more reliable and wider reaching public transport network, especially for those in more rural areas which are currently underserved. And ensure new developments are served by public transport.
- More park and rides e.g. at Junction 31 of the M6 and parking at key transport hubs.
- Green transport fleet / electric vehicles / smaller buses
- Alternative options such as trams / cable cars, call-on-demand buses, request stops.
- Secure developer contributions for public transport infrastructure.

Question 35

8.26 Question 35 of the consultation asked ‘*What do you think needs improving most in Central Lancashire?*’ (with regards to public transport in Question 34). 481 people responded to this question or 29.8% of the total respondents. There were 4 options given, and each option was ranked in order of importance. The options in order of importance were Public transport, cycle and walking routes, the existing road network and lastly, park and ride services. The chart shows public transport clearly of the upmost importance, while the importance of the road network was split for those ranking it highest as well as lowest. Cycling and walking had the second most support, though perceived importance of this was much more spread, while park and ride was near-tied for least importance and least important.



Question 36

8.27 Question 36 of the consultation asked '*What needs to be in place to encourage the move towards electric vehicles?*'. A total of 414 responses were received to this question.

- The Local Plan needs to support the move towards electric vehicles, ensuring provision of electric charging points (including rapid charging), in various accessible locations, including in all car parks and in new housing developments where possible. Community charging points will also be required where properties have no driveway/off road parking e.g. terraced houses/apartments etc. Consider use of street furniture for charging points.
- Incentives – e.g. better technology and affordability such as local grants for purchasing cars and incentives for self-generating renewable energy for households to charge cars, subsidies/zero tax.
- Highway led incentives, including priority lanes to reduce journey times and priority/reserved and free/cheaper parking for electric vehicles.

Question 37

8.28 Question 37 of the consultation asked '*In addition to cycleways, what cycle facilities does Central Lancashire need, and where should these be located?*'. A total of 282 responses were received to this question.

- Secure, well-lit, covered cycle storage, lockers, and shower & changing facilities, at all frequently visited destinations (including transport hubs, and on public transport itself e.g. trains/buses), places of employment, public buildings, town centres/shops, employment, education, community/health and leisure facilities, etc.. Promote 'Park and cycle' schemes instead of/alongside park and rides.
- Facilities en-route, e.g. rest points/WC facilities, parking areas, cafes and cycle shops/repair service centres, e-bike charging points and other facilities, particularly along the main commuting/well used routes.
- More purpose-built cycling facilities for sport/leisure/recreation – e.g. velodrome, mountain bike track, enclosed cycle track for community use.

Question 38

8.29 Question 38 of the consultation asked '*Where is there a need for more park and ride facilities?*'. A total of 264 responses were received to this question, and the

specific sites referred to are outlined below. Various locations were suggested, whilst some also suggested there was no need for any.

- To serve all large new housing developments, large employment areas, education establishments (e.g. UCLAN) and hospitals (e.g. Royal Preston and Chorley hospitals).
- Should serve all town centres, from all sides/suburbs/popular routes in. Park and rides need to be further away from the town centres to avoid congestion en-route to the park and ride.
- Should be on brownfield sites, and on new major roads (e.g. the new Preston Western Distributor).
- At transport hubs/intersections, along the main bus routes and train stations and at key motorway junctions. A number of specific routes suggested which need to be looked at.
- Increase parking capacity (and options – e.g. buses and trains) at existing park and ride sites e.g. Chorley, Buckshaw village, Portway, Leyland. There should also be ‘car sharing’ car parks, and additional smaller car parks on established routes.

Summary and Findings

- 8.30 Analysis of questions 34-38 suggested that people will need incentives to use public transport more regularly. It was suggested that a fully integrated and affordable, reliable public transport system is required with increased frequency to make this a viable alternative to the car. It needs to be more accessible, with better links, more parking at transport hubs, and a green fleet.
- 8.31 It was questioned whether electric vehicles should be encouraged at all, but to encourage more people to use them it was clear that infrastructure needs to be in place first, such as charging points, and priority lanes/emissions zones.
- 8.32 To encourage active travel the message was similar in that the infrastructure needs to be in place (such as cycle storage and changing facilities at key destinations / employment, and improved availability of cycle hire). Suggested locations for park and rides were at transport hubs and other locations to serve town centres, employments areas, universities and hospitals. However, it was suggested that routes should start further away from town centres, with rapid shuttle services. Working closely with the highways authority and other key stakeholders, the Local Plan process will seek to improve sustainable travel options for all.

9 Improving Health and Well-being

9.1 This section of the report contained 12 questions on a number of topics around health and well-being. The questions covered issues around obesity, active design of areas and providing healthy neighbourhoods. It also sought views on provision of community facilities, employment and income and living conditions, and the effect of these issues on health and well-being. A summary of the key themes is presented in this section, with detailed responses presented in Appendix 5.

Question 39

9.2 Question 39 asked '*How can planning improve health and reduce health inequalities?*'. A total of 337 responses were received which raised the following key themes.

- Protect and improve the full range of social and healthcare provision including Chorley hospital A&E.
- Protect and provide more green space for improved air quality, health and well-being and general recreation benefit
- Improve community facilities and build development which build on the idea of establishing communities and provide amenities close by.
- Improve the quality of developments including those in the affordable bracket and locate them near to employment opportunities.

Summary and Findings

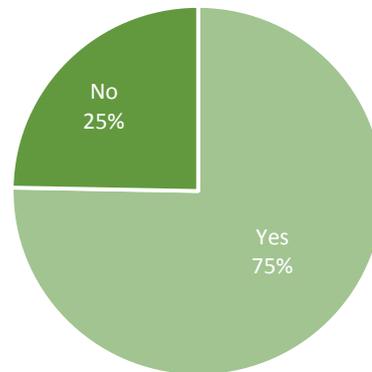
9.3 There are a number of factors identified as impacting health and resulting in the inequalities seen across central Lancashire. The way areas are designed and the provision of amenities and green space in particular are highlighted as factors which need to be addressed. Employment is also key, and the local Plan should seek to ensure increased opportunities for employment for all.



Question 40

9.4 Question 40 asked: *'Do you support the principle of a policy that seeks to restrict new hot food takeaways?'*. A total of 425 responses were received. Of these 320 supported the principle which amounts to 75% of respondents. Therefore the principle of restricting hot food takeaways in the new Local Plan was supported.

Do you support the principle of a policy that seeks to restrict new hot food takeaways?



Question 41

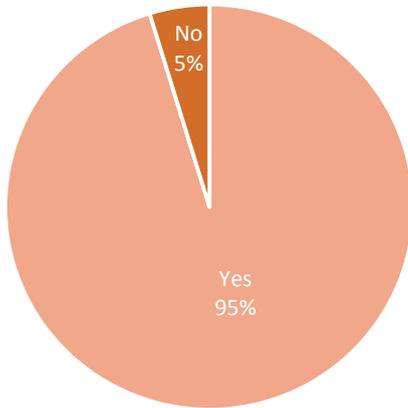
9.5 Question 41 was a supplementary question to this and asked *'If you do, what would you suggest a policy contains?'*. 241 responses were made. The main issues raised were:

- Require policy to consider need for new establishments in an areas when permitting new outlets. Also consider appearance of outlets when permitted.
- Restriction on outlets near education establishments and/or in areas with high level of obesity and deprived areas.
- Encourage businesses which offer healthier options.
- Consider tax of plastics and waste originating from outlets.
- Where possible ensure parking is available for customers especially for eat in and utilise use of buildings better i.e. make use of floor space in building for seating.

Summary and Findings

9.6 The key themes here are the need to ensure that whilst not wanting to stifle competition and different offerings provided in town centres, there needs to be more consideration about where fast food outlets are required. Alongside this is the need to educate people on the importance of a healthy diet and ensure there are opportunities and incentives for businesses seeking to offer this. The locations chosen need to be carefully considered as does the design of the frontages.

Would you support policies that require implementation of the ability for people to grow their own food?



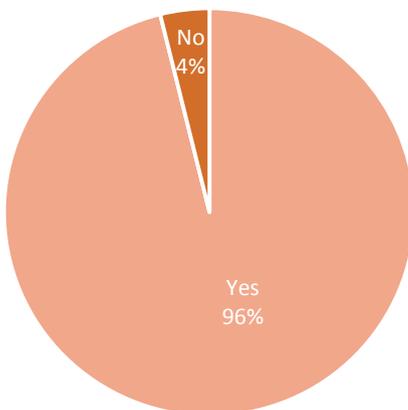
Question 42

9.7 Question 42 asked ‘*Would you support policies that require implementation of the ability for people to grow their own food – such as allotments, community food growing areas, orchards, etc.?*’. Of the 464 people who answered this 442 or 95% supported it. Some respondents made comments supporting community food growing because of its environmental and social benefits.

Question 43

Local Plan include a policy that encourages people to be more active in their

Should the Local Plan include a policy that encourages people to be more active in their everyday lives?



9.8 Question 43 asked ‘*Should the everyday lives?*’. Of the 466 responses 448 agreed which is 96%. Some respondents made comments relating to the importance of public footpaths, the use of the 10 Active Design Principles supported by Sport England and Public Health England, but another felt it is not the role of the Local Plan to do this, it could just be a beneficial by product of it.

Summary and Findings

9.9 There is strong support for policies that encourage people to be healthier and provide opportunities to be more active. Through the design of development, the Local Plan can look to incorporate some of the ideas proposed, as well as also looking at the existing evidence base in the Open Space and Sport Recreation Assessment (OSSRA) to see what additional facilities



The Walled Orchard, Cuerden Valley Park

are needed across the plan area which should be brought forward through the Local Plan.

Question 44

9.10 Question 44 asked '*How can the Local Plan improve our existing homes?*'. There were 300 responses. The main themes were:

- Ensure all homes (including existing) are made energy efficient and are adapted to climate change, and promote the benefits of this.
- Ensure homes are built to a good standard.
- Ensure energy to heat homes is affordable for all.
- Provide adaptable homes to enable people to stay in homes longer.
- Make better use of empty homes/buildings but also stop overcrowding of homes.
- Design areas to include sufficient parking and provide green space/green infrastructure (GI) and waste recycling.
- Establish community owned and co-operative models of housing and electricity generation and develop more Council housing
- Consider how people live beyond their own homes, and how they can improve them.

Question 45

9.11 Question 45 asked '*What can the Local Plan do to promote healthy neighbourhoods?*'. 331 responses were received which raised the following key points:.

- Tackle social isolation and build community hubs/centres to support and publicise community projects and engagement through classes/activities,
- Provide linked green spaces, parks, leisure facilities etc. Make them accessible for all and advertise them.
- Improve walking and cycling and stop on pavement parking
- Utilise the waterways and blue spaces like the River Ribble and Preston Docks.
- Ensure physical activity and the Ten Principles of Active Design run throughout the plan.
- Provide infrastructure and more services, including for mental health. Support people with dementia by designing simple housing layouts and signage.

- Build in sustainable locations and provide local shops, schools and sports activities close to new housing.
- Provide more social/affordable housing.
- Implement zero carbon energy and transport and improved public transport to reduce traffic and pollution, and manage traffic better.
- Integrate nature into development by embedding them with green infrastructure.
- Build away from major roads and industry.
- Provide clear guidance about the amount of open space required in developments.
- Don't overdevelop and destroy countryside/the Green Belt and greenfield sites. Develop brownfield sites instead.

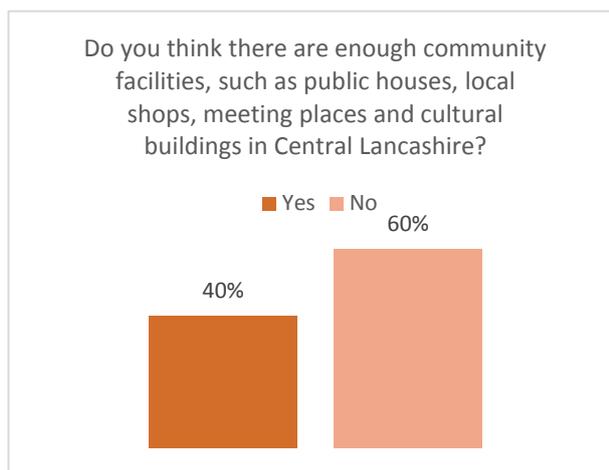
Summary and Findings

9.12 A number of the comments raised here have also been identified in earlier sections regarding housing locations. However, specific comments on the need for more leisure and sports space and building inclusive communities are highlighted in the responses above.

9.13 As with points elsewhere, the importance of the green space around our towns needs to be recognised and protected for the value it has to the local communities. The Local Plan should invest in protecting and enhancing this and the habitats it supports as well as the wider health benefits they provide.

Question 46

9.14 Question 46 asked: 'Do you think there are enough community facilities, such as public houses, local shops, meeting places and cultural buildings in Central Lancashire?'. 408 people answered this and 164 people answered 'yes' with 244 saying 'no'. Some responses were provided which referred to the importance of infrastructure capacity, a lack of shops in Bretherton, and that the Local Plan should consider the overall value of community facilities.



Question 47

9.15 Question 47 was a supplementary question and asked 'If not, how do you think we could attract more and where should they go?'. 233 responses were received which raised the following key points:

- Should be driven by neighbourhood plans.
- All new housing sites need to provide a range of facilities.
- Invest in libraries especially, Youth Zones/clubs, Sure Start Centres and exhibition spaces and use co-operatives and the voluntary, community and faith sectors. Ask young people what they want.
- Provide leisure facilities as useable in poor weather, and sports facilities/clubs
- Use buildings that are not available in the day in the evening for community use and encourage cafés to open in the evening. Provide mixed use/joint use spaces/facilities. Make better use of existing empty buildings.
- Control national chains and supermarkets that threaten small businesses.
- Encouraging small developments close to existing settlement centres will reverse the decline in local facilities.
- More cultural facilities are needed.
- Regenerate town centres to encourage facilities to open in smaller neighbourhoods.
- Support facilities through encouraging entrepreneurship, reducing rents and rates and providing grants and subsidies.

Summary and Findings

9.16 There is clear support for the development of additional community facilities for towns and villages across Central Lancashire. It is noted that facilities are required in existing towns and villages and not necessarily as a result of new development. In relation to new development, existing facilities should be protected and development should seek to enhance the offering in an areas and ensure all sectors of society are catered for. The ability of existing facilities to cope with increased demand from new development should also be considered.

Question 48

9.17 Question 48 asked: '*How can the Local Plan provide employment opportunities to all in society, to improve health and well-being?*'. There were 865 responses.

171 of which had an issue or opinion to raise, while 694 stated 'N/A' or had no comment or opinion, similarly, 14 stated they did not know enough to comment.

9.18 Some stated that the Local Plan could not deliver this at all, with commercial organisations or central government cited as the key drivers behind this.

9.19 Ideas around empowering employers and employees to improve health and well-being included:

- Co-locate offices and industry alongside housing to reduce commuting times and unemployment and avoid areas becoming dormitory towns to larger areas.
- Promote and invest in local businesses/SMEs and locally sourced employees (as opposed to larger, national or international ones).
- Promote industries and careers in the high-skilled technology, advanced production/manufacturing/construction and science sectors.
- Allocate land specifically for health and well-being employers.
- Establish more publicly supported schemes and units like the Strawberry Fields Digital Hub.
- Provide training and apprenticeships as routes into work.
- Support local manufacturing employers.
- Improve links between leisure and sports providers and employers.
- Recognise the link between gainful and meaningful employment and well-being.
- Improve accessibility in public spaces and employer premises for the disabled.
- Improve public transport links between homes and workplaces to better connect employers to residents.
- Support start-up/pop-up businesses and a variety of alternative employer models by easing planning consents and.
- Encourage locally grown food providers, healthy produce outlets and promote healthy diets.
- Provide a mix of housing tenures for a wide range of groups, especially key workers (i.e. shared ownership, affordable housing).
- Allocate space for less restrictive mixed use to co-locate offices / warehousing / SMEs /services together to provide a range of services to any area.

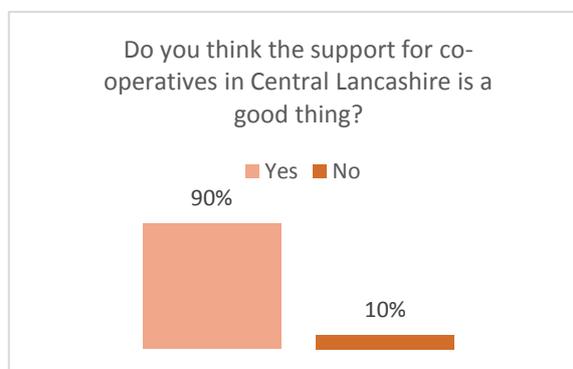
- Ensure a wide range of employment is available not just to the highly skilled, but to people with families, the disabled, those with learning difficulties, the elderly, those on low-incomes, those not in employment, education or training (NEETs) and the homeless.
- Have a policy target of a Central Lancashire employment rate (i.e. 95% over the plan period).

Summary and Findings

9.20 There are a clearly a number of areas that in which employment opportunities can assist in improving health and well-being. The points raised above identify areas where the Local Plan needs to work collaboratively with local education providers and businesses to ensure that increased opportunities are provided for those living in the area to gain meaningful employment.

Question 49

9.21 Question 49 asked: *'Do you think the support for co-operatives in Central Lancashire is a good thing?'* 309 people answered this and of those 277 answered yes which is almost 90% of respondents.



Question 50

9.22 Question 50 was a supplementary question and asked: *'If so, how can the Local Plan support them so that they flourish?'* (Co-operatives in Central Lancashire). There 140 responses to this question. A summary of the key themes and issues within these is outlined below.

9.23 Respondents commented on a range of Social Enterprise (SE) ventures in their responses, not only Co-operatives. 'SE' below covers Co-operatives, Community Investment Companies, Voluntary Organisations and Worker-Owned Companies.

- Halt and avoid the loss of local SEs in Central Lancashire and support all forms of them and not-for-profit organisations and ventures.
- Free or Low cost vacant or variable units should be made available to let.

- Simplify the planning application process or help with the granting of planning permission/planning consent and provide an easier, fast-tracked process for SE licensing.
- Publicise and promote the SE model, encourage investment into them through the 'Preston Model'.
- Ensure SEs are accessible and near public transport routes and stops.
- Promote the co-location of SEs together with co-housing solutions, affordable housing, allotments etc. to encourage continuing community involvement and usage.
- Promote SEs in rural areas or villages where they can be most impactful.
- Establish a 'Co-operative Zone' akin to an 'Enterprise Zone'.

9.24 Ideas around recognising the wider impact of co-operatives and SEs included:

- SEs promote sustainable values of green living and local produce, use them as a vehicle for climate change.
- Recognise the positive benefits of collective operation to a community and get them involved, allow SEs to meet local needs and combat social isolation.
- Recognise that a range of services can be delivered by SEs, housing & construction, child care, community transport, social care and retail.

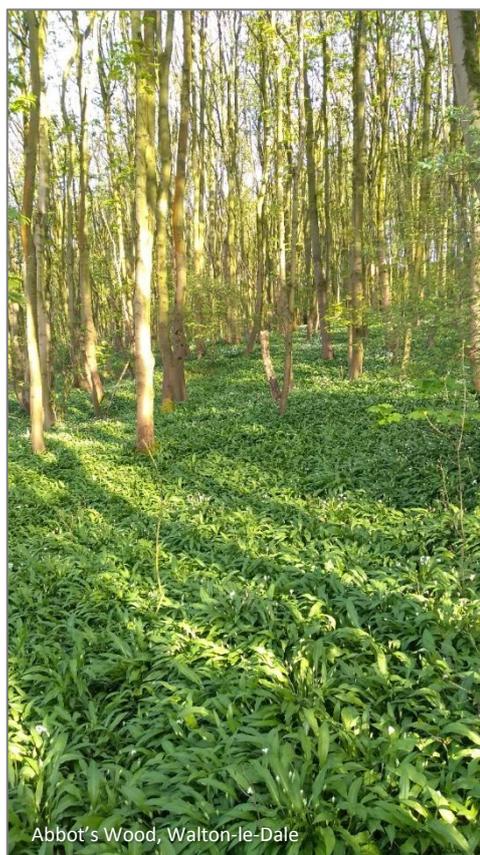
Summary and Findings

9.25 The above responses identify support for and expansion of existing co-operative/social enterprises as well as creation of new ones. There are linkages identified between the existing organisations available across Central Lancashire and the growth of SME's in those locations. There is a clear need to make it easier for SME's to get going and the Local Plan should foster the opportunities to learn from those in existence and work with organisation to provide more opportunities going forward.

10.1 This section of the consultation document covers the issues of climate change, waste management and sustainability, air quality, natural assets, design and the built environment. There are 10 questions covering the potential issues for the Local Plan around these topics. This section presents a summary of the key themes identified, with a detailed analysis presented in Appendix 5.

10.2 The first question in this section set out a number of ways the Local Plan can play a part in addressing Climate Change, these are set out again below:

- Effective master planning of new large-scale development areas, to combat future climate change issues.
- Having better policies on design of new buildings/extensions/places which support the use of low carbon design approaches which can make places more energy efficient, and consider the importance of passive solar design, which is about the direction a building faces to maximise the use of the sun's energy for heating and cooling.
- Consider the use of decentralised energy networks where new facilities are being planned close to housing or employment uses, and how to design development to maximise the use of this energy and heating source.
- Work with Lancashire County Council to provide more sustainable transport options; including provision for electric charging points in all new developments and in all existing and planned car parks to ease the move away from conventional fuel vehicles.
- Requiring energy performance standards for new housing or the adaptation of buildings to provide dwellings, that are higher than the building regulations.



- Design all developments to reduce the need to travel by providing green infrastructure which connects to wider cycling and walking networks and other open spaces.

Question 51

10.3 Question 51 asked of the above *'Is there anything else that the Local Plan can do to address Climate Change?'*. A total of 349 responses were received to this and the key issues raised are summarised below.

- Design areas to reduce reliance on car use and invest in improving existing public transport provision across the area, including a move to clean buses and trains and widening the area served. Need sustainable transport to be promoted and put walking and cycling at the top of the hierarchy.
- Embrace the ideal of the circular economy and reduce waste and recycle better.
- Climate change issues are far reaching and to deliver change we will need to work collaboratively with other authorities and organisations. Climate change will need to be embedded throughout the plan to ensure due consideration is given to this issue.
- Protect green areas for the role they play in carbon storage and supporting clean air.
- Need to reduce energy use.
- Promote the green economy and green businesses moving into the area. Ensure all new development is carbon neutral.
- Lead by example and install green solutions on public buildings including solar/wind for power and water harvesting.
- Need for creation of more green space across the plan area, and specifically in new developments. They should be required to provide a minimum amount of green space. Tree planting should also be required on new developments and considered alongside main roads.
- Support for a clean emissions zone for Central Lancashire.
- Recognise the need for all homes and buildings to be energy efficient (including existing stock) and built to at least Building Research Establishment Environmental Assessment Method (BREEAM) standards, and to support move away from gas heating in new homes.
- Avoid areas of flood risk and design areas to avoid hard surfaces creating surface water flooding. Sustainable Urban Drainage is needed for all new developments as well as efficient drainage systems.

- Support the move to Electric Vehicles by providing charging points to new homes / in car parks etc. Also need to consider how these can be provided in areas where there is no driveway – incorporating charging points in street furniture for example.
- Support for creation of more allotments and community growing spaces.
- Plan needs to be clear on what its expectations are, regarding delivering biodiversity net gain in all new developments.
- Need to invest in road infrastructure to reduce congestion points and CO2 emissions.
- United Utilities (UU) recognise the need for climate change to be factored in to master planning of all large-scale developments and ensure the effects of climate change are considered at the earliest stage. UU also suggest inclusion of specific policies for flood risk and surface water management.

10.4 The issues raised cover a number of areas where policies will need to be developed for the Local Plan. The importance of tackling this issue through the Local Plan is understood by the councils, as well as through wider initiatives being delivered locally. The Local Plan will need to work with other areas and agencies to deliver the carbon reduction goals and ensure that development is considered carefully and well designed/planned. Where issues cross boundaries, we will need to ensure that neighbouring areas are working with us to address them.

Question 52

10.5 Question 52 asked ‘How can the Local Plan help to increase tree and woodland planting?’.

10.6 There were a total of 393 responses to this question. The key themes emerging from this response are outlined below.

- Many felt that more trees should generally be planted wherever possible, and that the species of tree is important for the location, especially native varieties to support local biodiversity.
- Suggestions were made to support species-rich grassland/semi-improved grassland/wet grassland/blanket bog/moss land to promote biodiversity and carbon capture and storage.

10.7 In terms of the best areas for planting, suggestions included:

- In towns/cities/residential areas (to reduce pollution), including ‘living walls’.
- At the edge of existing woodlands and improve green corridors between woodlands.
- Along parish or local authority boundaries.
- Alongside roadside verges (in particular; A585 / A59 / A6 / Penwortham Bypass / Western Distributor / new roads).
- In ‘Pocket Parks’ or small planting schemes in built-up areas with little space.
- On Glebe Land or land owned by parish councils.
- On council-owned public land (and designate new land for this use).

10.8 There were many suggestions as to how the councils could directly deliver or support tree planting, including:

- The employment of a specialist tree officer/arboriculturist or a dedicated tree department.
- Work with voluntary/environmental groups to plant and maintain woodlands.
- Seek wider engagement with the Woodland Trust or Lancashire Wildlife Trust.
- A commitment to reduce carbon emissions to which tree planting would contribute.
- Avoiding the loss of existing trees.

10.9 Ideas for development control policies to shape the future provision of trees in the area included:

- Requiring trees to be planted in every new-build house garden or a quota across the site and like-for-like replacement of trees felled for development.
- Policy commitment to a stated target number of trees or a period of planting.
- Not permitting development in areas with existing woodland/grassland/Green Belt/recreation.
- Protection/active management and expansion of existing woodlands.

10.10 There is clear support for managed planting to take place across Lancashire. The species chosen need to be carefully considered to ensure they marry well with the existing woodlands and enhance the biodiversity of an area. There is

support for policies in the plan to stipulate the need and coverage of tree planting in new development and to consider use of this in improving air quality along main routes.

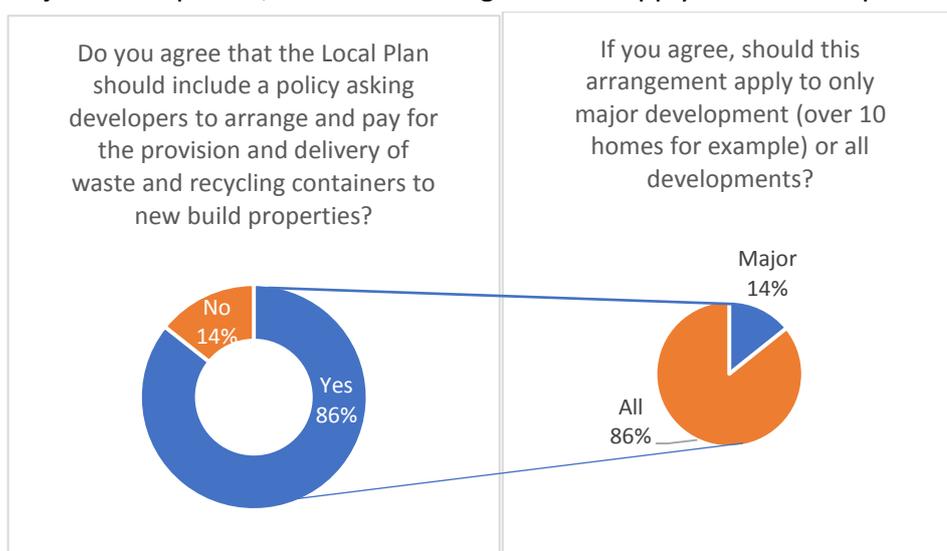
- 10.11 Questions 53 to 55 looked specifically at the provision and delivery of waste and recycling containers to new developments and how these should be provided.

Question 53

- 10.12 Question 53 asked 'Do you agree that the Local Plan should include a policy asking developer to arrange and pay for the provision and delivery of waste and recycling containers to new build properties?'. There were 420 responses to this question, 86% were in favour of this and said yes they should, whilst 14% said no. Further responses submitted in relation to this question noted that Local Authorities have a duty under the Environmental Protection Act 1990, to collect household waste and to meet relevant recycling and composting targets and this work is funded by council tax receipts, as such this should continue to be the case.

Question 54

- 10.13 Question 54 went on to ask '*If you agree, should this arrangement apply to only major development (over 10 homes for example) or all developments?*'. 366 responses were received to this question. 14% felt this should only apply to major development, with 86% stating it should apply to all development.



- 10.14 Additional comments made in relation to this question stated that once purchased, houses become the property of the owner and they are responsible

for its management and will pay council tax on the property to the local authority, which covers the managed collection of waste from households.

Question 55

10.15 Question 55 asked *'If you disagree, please explain why.* There were 122 responses to this question and the key points raised have been summarised below.

- Many felt that developers would simply pass the charges back to the houseowner and it would be a disincentive.
- Householders already pay council tax, therefore cost should come from this.
- Developers should provide more to the communities in which they build, not just those who choose to buy a house.
- New homes should not be treated any differently from existing householders who have to buy their own.
- It is the councils' responsibility, not the developer to provide bins and not the role of the Local Plan.

10.16 There is a mixed view on how provision for bins in new developments should be provided, but it is not felt it is the role of the Local Plan to manage this. These responses will be shared with colleagues in waste management.

Question 56

10.17 Questions 56 to 58 looked at the issue of air pollution across Central Lancashire and what the Local Plan can do to tackle this. Question 56 asked *'How can the Local Plan help improve air quality?'*. A total of 350 responses were received to these questions, and the key themes identified have been summarised below.

- The Local Plan needs to support the move to the electric vehicle.
- Less development overall to reduce issues.
- Consider traffic restrictions on local roads to reduce HGV traffic and car free days.
- Invest in clean/green public transport and make it a viable alternative to the car. Also look at providing more park and ride facilities.
- Avoid development in Air Quality Management Areas (AQMAs) and housing adjacent to main roads.
- Better planning/designing of areas to design out reliance on cars to encourage move towards sustainable travel. New developments must

have a designated percentage assigned to provision of green/community spaces and include tree planting.

- Need a Local Cycling and Walking Infrastructure Plan.
- Incentivise the use of renewable energy in all new development.
- Introduce clean air zones and monitor emissions better.
- Tree and wildflower planting on road sides and central reservations, and protect existing trees and hedgerows from loss due to development.
- Air quality crosses boundaries, therefore work with others to address this issue.
- Make all homes and building energy efficient and provide new homes and employment areas close together to reduce travel. New development should be required to provide carbon offsetting in the local area.
- Development should be designed to minimise or prevent increased air pollution. Air Quality Assessment should be submitted with all major applications.
- New development should only take place on brownfield sites close to public transport links.
- No energy from waste developments and less reliance on fossil fuels.

Question 57

10.18 Question 57 asked '*How should the Local Plan seek contributions from new development to improve air quality?*'. A total of 253 responses were received in respect of this question and the key issues raised are summarised below.

- Developer contributions should be identified as part of the Plan.
- Provision of green infrastructure – walls/roofs in new developments.
- Developers should be required to provide electric vehicle charging points and renewable energy options for powering/heating homes and buildings.
- They should be required to design in sustainable transport options and provide funds to deliver/support local services operating in the area.
- Consider a green tax for new properties payable by developers. The greener the development, the lower the tax.
- Consider use of section 278 agreements on highways.
- Consider developing a Low Emissions and Air Quality Advisory Note, to be adopted as an SPD, as in the case of Lancaster.
- Community Infrastructure Levy (CIL)/Section 106 should only be sought in line with requirements set out in the NPPF. Air Quality would not meet these tests as it is not the role of the developer to solve existing issues.

Question 58

10.19 Question 58 looks specifically at smoke emissions and asked '*How can the Local Plan reduce smoke emissions?*'. There were 207 responses to this question and the key issues raised are set out below.

- This is not the role of the Plan and dealt with through existing regulations.
- Ban the sale of non-compliant stoves and their fuel, and do not allow them in new homes.
- Consider use of clean air zones and invest in research for clean fuels.
- Offer better recycling options and change criteria for access to recovery and recycling centres (RRC's) to reduce burning of waste illegally – ban bonfires.
- Incentive the move to electric vehicles and renewable energy and require clean/green public transport.
- Particulates are a huge issue and the councils need to monitor and address this.
- Protect green areas, tree and hedgerows being lost through development, and provide more green spaces.
- Develop employment and housing opportunities close together to reduce the need for travel.

Summary and Findings

10.20 There are clearly a number of issues which need to be addressed to ensure air quality is improved across Central Lancashire. A clear theme through all the questions is the need for more joined up planning when identifying areas for housing and employment to reduce travel and dependence on cars. In keeping with responses elsewhere, the issue of better public transport has been raised again, and the desire for this to be



clean/green travel. Also providing safer and dedicated areas for cycling and walking is raised.

10.21 There is general concern that development will adversely affect air quality, and air quality assessments will be needed to support all major applications. New development needs to be greener, promoting renewable sources for power and heating and sustainable building practices. Developments need to provide dedicated green spaces for the communities living there to use, and in built up areas consider making better use of space and incorporate ideas such as green roofs and walls, but overall improve the green infrastructure provided.

10.22 There are a number of points raised in response to the questions posed and these will be used to help formulate policies for the Local Plan.

Question 59

10.23 Question 59 considered issues regarding the wider environment and asked '*Are there any specific issues that the Local Plan needs to address regarding the environment?*'. There were 274 responses received for this question and the key themes identified are summarised below.

- The Local Plan needs to design areas to reduce reliance on cars and promote the use of sustainable travel modes.
- Less development and instead protect the green areas, trees and hedgerows and habitats they provide for supporting local biodiversity.
- Need to provide better alleviation for flood risk areas and design areas better to prevent future instances of flooding – do not build in areas of flood risk.
- Ensure important local heritage is considered and protect the character of areas when considering new development.
- Provide more green space through the Local Plan to enable healthier lifestyles.
- Protect and introduce more ponds and require biodiversity net gain.
- Consider involving youth more and establishing a youth committee.
- United Utilities are concerned about large allocations in multiple ownerships with interconnecting infrastructure issues.
- Natural England highlighted a number of issues to be considered in the Local Plan for the protection, conservation and enhancement of natural assets.

- The Environment Agency raised the need to acknowledge the health benefits of the environment and the improvements needed to both Green Infrastructure and Blue Infrastructure. Need to establish a Nature Recovery Strategy to ensure biodiversity net gain can be delivered.

Question 60

10.24 The last question in this section looked at design and built and historic environment. Question 60 asked '*How can the Local Plan achieve high quality design?*'. A total of 255 responses were received and a summary of the key issues identified is presented below.

- The Local Plan needs to set out required design standards and condition applications to deliver this. Make reference to National Design Guide 2019 and the Building Better, Building Beautiful Commission.
- Need to build requirements for nature conservation into good design and sustainable building practices.
- Need to consider how infrastructure needs can be delivered when designing areas.
- Use experts and train planners and members about good design.
- Ensure the existing character of an area is maintained and make use of local materials in keeping with the area.
- Ensure consultation with local people so they can be involved in how developments will look.
- Provide more outdoor space and adequate internal space.
- Site design policy needs to incorporate multiple benefits within overall design and be clear about what is expected of developers so they can cost builds accordingly.

Summary and Findings

10.25 The responses indicate that the design of developments needs to consider a number of factors, but it is clear that good design must be considered early in the planning process and incorporate the need to protect and enhance the natural environment. The Local Plan will also need to be clear what is expected from new development regarding the need to deliver biodiversity net gain.

10.26 The Plan will need to work closely with specific bodies/organisations over the issues identified and what needs to be included in the policies to be used to manage development over the next 15 years. It should also work closely with

local communities affected by development to ensure that what is delivered is in keeping with the local area and is acceptable to those living there.

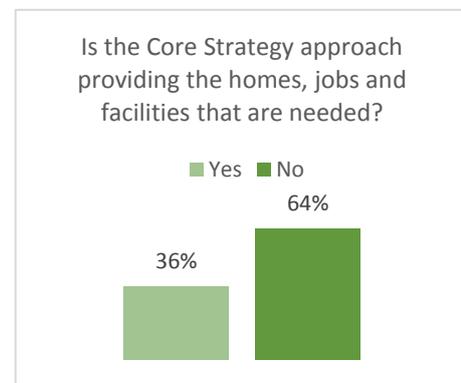
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11 Locations for Future Development

11.1 The final section of the Issues and Option document considered locations for future development. There were 8 questions posed, with 4 of those looking specifically at site suggestions which the three councils had received. There were also some more general locational questions asked, which looked at the existing approach to locating development in the Adopted Core Strategy. The methodology to be used to assess sites is also discussed, as is the approach to identifying safeguarded sites in the new Local Plan. The key themes identified are summarised below, with a more detailed breakdown presented in Appendix 5.

Question 61

11.2 The first question in this section is question 61, which asked '*Is the Core Strategy approach (set out in paragraphs 8.6 & 8.7 above) providing the homes, jobs and facilities that are needed?*'. Of the 384 people that responded to this question, 64% said no it doesn't and 36% said yes. Some respondents submitted further comments in relation to this question, and they are summarised below:



- Support the Plan being flexible in areas where development will take place to help sustain existing communities and meet their needs.
- The Core Strategy does not provide the best locations. The Local Plan provides an opportunity to readdress this and identify the most appropriate locations for growth and development.
- Housing requirements (policy on distribution) cannot be determined until true aggregated housing need (policy off) has been determined.
- It is important to recognise the contribution that sites in smaller settlements or in rural locations can make to housing supply. The Plan should not place undue restrictions on locations for new development which could stifle development and investment in the area. Protection of the environment needs to be balanced with the social and economic needs of the area.
- The NPPF emphasises the need for planning policies to create conditions in which businesses can grow. The Plan should not place undue restrictions on locations for new development which could stifle development and investment in the area.

- The Core Strategy is not reflective of growth aspirations of Central Lancashire.
- The Local Plan needs to consider City Deal requirements.

Question 62

11.3 Question 62 asked *'Where would you like to see the Local Plan focus new homes and jobs in the future?'* There were 506 responses received to this question with the key points raised summarised below:

- Development should be focused on brownfield land.
- Look to regenerating existing buildings first and make use of redundant commercial buildings. Need to repurpose our town and city centres.
- Development should be within or close to, the main towns and large urban areas where infrastructure is in place and reduces the need to travel. Locations need to be close to transport links and employment.
- There needs to be a fair distribution across the area. Need to make sure employment is also delivered alongside housing to prevent areas becoming commuter towns.
- Need to maintain separation between towns.
- No more development is needed, the area is already overcrowded.
- Need to avoid areas of flood risk.
- Use guidance set out in the NPPF.
- Need high value jobs. Look at expanding existing commercial and employment sites to deliver this need.
- Prioritise areas delivering the City Deal.
- Government objective to bolster housing supply and support economic growth should be at the forefront of the spatial strategy.
- Need robust transport evidence and modelling for the whole plan area and allocations should focus on delivering sustainable travel. Any highway improvements should be identified in the Local Plan.



- 11.4 The responses to questions 61 and 62 have identified a number of areas which need to be considered when locating future development across Central Lancashire. The responses highlight the need for any sites to help achieve sustainable growth for the area whilst still providing the necessary homes and jobs required. We need to carefully consider the location of both employment and homes to ensure accessible and sustainable locations are identified.
- 11.5 We need to ensure the evidence base developed for the Local Plan provides the information needed to enable decisions on where development is needed to be made. The comments made relate to a number of documents in preparation, as well as updates to existing work. Once complete, the evidence base will be used to guide the location of future development.

Question 63

- 11.6 Question 63 of the consultation asked ‘Do you have any comments to make about the SHELAA methodology set out in the Report in Annex 7?’. There were 197 responses to this question.
- 11.7 Many of the responses commented specifically about the methodology itself, whilst others focused more on the process of how the methodology has been applied so far (i.e. the exclusion of various sites in Chorley from Annex 5 which are shown in Annex 1). The main points raised are summarised below:
- The recommended minimum site threshold for sites to be included in the SHELAA should be 5 dwellings or more, as recommended in Planning Practice Guidance (PPG).
 - There should be a specific requirement to deliver at least 10% of the requirement on small and medium sized sites. Also widen it to sites over 1 hectare as these too can provide a boost to supply.
 - Decisions on the spatial distribution of future housing needs and on the exclusion of potential sites have been made prematurely in advance of the full evidence base. The SHELAA assessment should not determine whether a site should be allocated for development – it should just provide information on the range of sites which are available. The methodology should be amended to reflect this.
 - There is a need to increase the level of rural development, to allow for economic growth of rural services and facilities, enable villages to grow and thrive, and increase choice/local housing supply.

- The current approach is contrary to PPG for protecting Green Belts. A Green Belt review should not take place until all other reasonable options for meeting identified development needs have first been considered.
- No criteria has been provided to explain how sites considered will be assessed in a consistent manner. Clarity is needed for how Annex 5 was reduced to Annex 1. The approach is not appropriate or in accordance with national guidance.
- The housing need should be established first, before sites are assessed. It should identify where and what type of housing is needed first, and then seek sites in those areas.
- Sustainability of the site and immediate area should be a key component of the sieving process, with a matrix which scores the site.
- Need more emphasis on employment, recreation and other uses.
- The assessment needs to be independent and transparent. How this will be done? The next stages/consultation need to be made clearer in the methodology. Communities should have more say on which sites come forward.

Summary and Findings

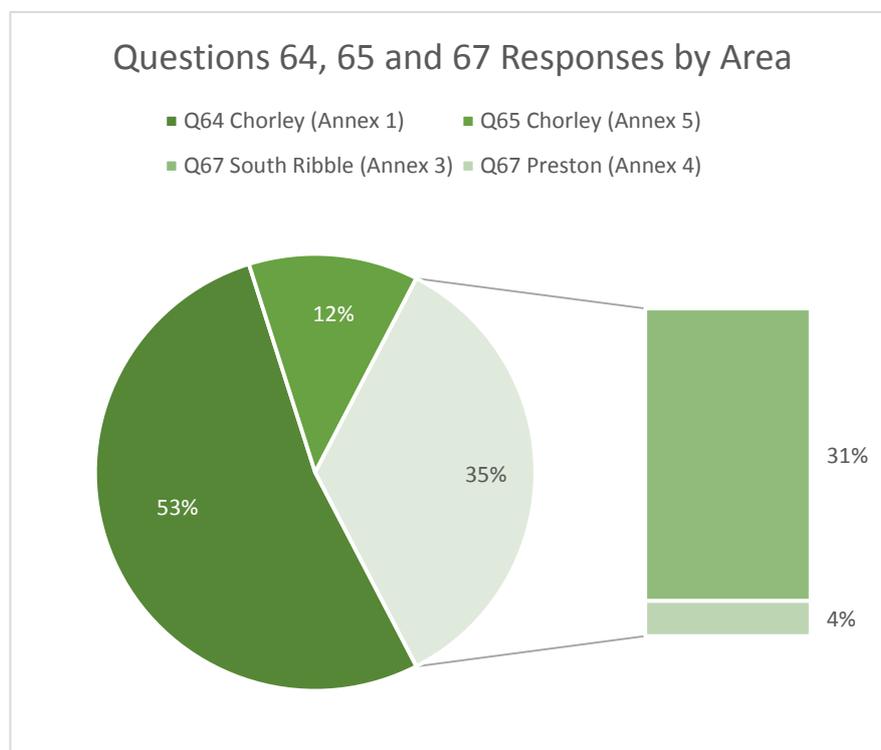
- 11.8 The approach of the SHELAA, to identify a sufficient amount of available, suitable and achievable sites to meet the identified local housing and economic needs of the area, was generally supported. However, some concerns were expressed that the methodology was not following national guidance. The SHELAA methodology will therefore be reviewed to ensure it aligns with national policy and guidance, and that all sites are assessed accordingly.
- 11.9 A number of points have been made regarding the approach set out in the SHELAA. The Local Plan team will consider all points made in determining the final criteria to be applied when assessing sites.

Questions 64, 65 and 67

- 11.10 Questions 64, 65 and 67 sought comments in relation to all the locations for development in Central Lancashire across the four Annexes dedicated to the presentation of site suggestions. All sites were mapped in Annexes 3, 4 and 5 to the Issues and Options consultation document; Annex 5 related to sites for Chorley, Annex 4 for South Ribble, and Annex 3 for Preston, with Annex 1 providing a refined list of site suggestions for consideration by Chorley Council (but only from those presented in Annex 5).

11.11 As part of the call for sites, a number of suggestions were put forward for sites to be considered for Protection by residents across all three council areas. Appendix 3 provides details of all sites suggestions and the responses received in relation to them through this consultation, and also highlights those areas of Central Lancashire where specific requests for protection have been received. Where submissions for protection have been received, this has been noted against any corresponding site suggestion which will be assessed through the SHELAA process.

11.12 The responses can be broken down as follows:



11.13 The responses to all the site suggestions, regardless of specific site or local area to which they specifically related, were generally from local residents against development and focused mainly on the housing proposals. However, there were contrasting comments from developers in support of development and through provision in some cases, of detailed documents in support of specific site suggestions.

11.14 The key issues and concerns raised against the development of specific sites included:

- Increased demand for amenities, private and public services in areas that are already stretched, at capacity or have historic undersupply of service (i.e. doctors, schools, hospitals, banking, retail).
- Loss of greenfield land and/or erosion of the Green Belt.
- Highways issues, particularly around access and narrow country lanes.
- Many areas already at risk of flash or seasonal flooding, development will worsen this and create a knock-on effect in nearby areas due to surface water run-off.
- Local needs should be met, particularly for affordable/social/specialist or sheltered housing.
- Impact of the character and identify of areas.
- Loss of environmental assets and impact on local habitats, biodiversity hotspots or endangered species or seasonal/migratory species.
- Loss of agricultural land, leading to the loss of healthy, local produce, rural jobs and impact on rural economy and farmland habitats for wildlife.
- Increased road journeys, roadside parking and traffic
- Pressure on already overstretched or at capacity road, rail or blue infrastructure.
- Brownfield alternatives should be considered e.g. Camelot, Botany Bay, in-line with brownfield targets.
- Pressure on already overstretched utilities, including gas, water, broadband, electricity, drainage, sewers/foul drainage and fire hydrants.
- Fragmentation of wildlife corridors and connected greenspaces, reducing the mobility of deer, squirrels, badgers, foxes and hedgehogs.
- Increased carbon footprint of the local area and failure to achieve carbon neutrality targets set by the local planning authorities.
- Infill or settlement boundary sites will unlock adjacent land and lead to ribbon development, further eroding greenspace.
- Harm or destruction of a locally/nationally listed building or heritage asset.
- Harm to an on-site or nearby ancient woodland or protected trees (TPOs).

11.15 Many comments were however, in favour of development where it could be shown that needs were fulfilled, impact could be mitigated, or the benefits were clear.

11.16 The key issues and ideas raised in favour of development of specific sites included:

- Infrastructure improvements, including transport, greater diversity of shops, services and restaurants in the area. This can boost rural areas for example and help make smaller settlements/villages more sustainable.
- Meeting local housing needs and offering choice for affordable units, mixed tenures, sheltered units for the homeless and specialist housing.
- Co-located housing and employment opportunities.
- New sports and leisure facilities.

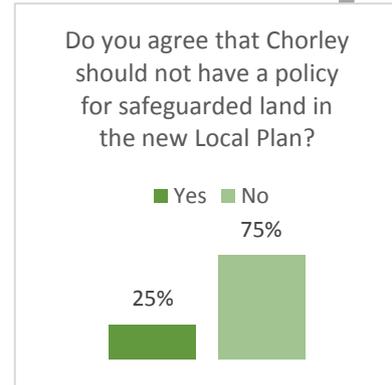
Summary and Findings

- 11.17 A large number of concerns raised about specific development proposals referred to the impacts on existing stretched infrastructure, and the loss of greenfield / Green Belt land, including adverse impacts on the character of areas, highway congestion/safety, and local amenity.
- 11.18 Conversely, many of the issues raised in favour of specific development proposals referred to improvements to the local infrastructure that development, particularly larger schemes, would bring, as well as meeting local needs and improving the area's amenity and accessibility.
- 11.19 Further work will now be carried out as part of the Local Plan process, underpinned by the evidence base and any further studies, to ensure the most suitable, available and achievable sites and locations are brought forward to meet the identified needs of the area, including local and specialist needs. All site suggestions will be subject to a rigorous site assessment process, informed by Strategic Housing and Economic Land Availability Assessments and Sustainability Appraisal of options. These will be presented and consulted upon at the Preferred Options stage of the Local Plan process.

Question 66

- 11.20 Question 66 asked 'Do you agree that Chorley should not have a policy for safeguarded land in the new Local Plan?'

11.21 Of the 382 respondents expressed an opinion for this question, the majority of these (75%) answered 'no' (i.e. that there should be a safeguarded land policy in the new Local Plan), whilst a minority (25%) answered 'yes' (i.e. that there should not be a safeguarded land policy in the new Local Plan). Additional comments made in relation to the response were also received and are summarised below.



- Safeguarded policies are there for a reason which is to ensure that a future pipeline of available land can be identified in future Plans, but should also be considered for early release if needed, to meet localised need.
- Safeguarded land allows the Councils to be responsive to future development pressures in meeting land supply targets.
- Sites already identified as safeguarded should be released for development from the Green Belt and it will be necessary to identify additional safeguarded land to provide assurance of a longer term ability to meet needs beyond the end of the Plan period.
- The Council should have a policy for safeguarding land to protect areas of conservation value and Green Belt from development.

Summary and Findings

11.22 The responses highlight a level of support for maintaining a policy for safeguarded land. However, the reasoning behind this differs, with developers looking at this to guide where future development is likely to take place and identify areas for future investment, and on the contrasting argument, local residents seeing this as a protective policy which will prevent areas being developed. The need for a policy about safeguarding land will be considered through the development of the plan, and any wording supporting such a policy will be carefully considered to ensure it is clear what the purpose of such a policy is.

Question 68

11.23 Question 68 asked 'Do you have any further comments that you wish to make?'

11.24 There were 314 responses to this question covering a number of policy ideas, key issues and Local Plan associated themes emerged which have been summarised below.

11.25 Given the breadth of the final question and the final opportunity to comment on the survey, responses varied significantly in length, scope and topic, and ranged across all issue themes covered in Questions 1 to 67. As such, many were repeat suggestions and are not duplicated here. Responses that presented unique concerns, issues and opinions not covered earlier in the report are summarised below.

11.26 Issues around future consultation and the Local Plan process more widely included:

- A Green Belt review during later stages should be done with full transparency, in compliance with central policy and consulted on widely.
- Give greater weight to residents and communities against the well-funded developers/consultants and their legal teams.
- Greater face-to-face engagement within local communities throughout the planning processes.
- Recognise the needs of the growing Black Asian and Minority Ethnic (BAME) community , especially in creating space for Places of Worship.

11.27 Issues around locating development included:

- The proposed Memorandum of Understanding (MOU) about distribution of housing numbers would lead to overdevelopment/inappropriate development in many areas.
- Plan for ambitious growth, to both exceed minimum housing targets and strive for economic parity with Merseyside and Greater Manchester.

11.28 Residents and stakeholders' issues related to the economy and growth included:

- Adapt centres toward vibrant, integrated centres for retail, services, culture, leisure, housing and transport hubs.
- Identify/allocate land for future education development.
- Expand Policy 14 to include further education/higher education providers or have separate policies for different levels education development.

11.29 Issues that focused on land, climate, trees and quality of life for residents included:

- Recognise trees classed as ‘ancient’ or ‘veteran’ are irreplaceable and important for wildlife, soils, recreation, cultural value, history and contribution to landscapes.
- Give farmland over to renewable energy generation.
- Co-location of health services within new developments.

11.30 Issues around the siting and controlling the scale and scope of development and site proposals included:

- Identify new areas of safeguarded land between the urban area and the Green Belt to meet future development needs into the next plan period.
- The allocation of a Garden Village would enable the Central Lancashire Authorities to create a bespoke settlement that provides a range of community facilities suitable to fully meet the needs of proposed residents.
- Recent changes in the local economy and the way in which people are working supports a more dispersed approach to locating future growth.

Summary and Findings

11.31 In summary a wealth of ideas across all themes in the Issues and Options consultation were contained in this final question, adding unique perspectives and points on issues ranging from development opposition, control, mitigation, support and the policies that underpin such measures. All points will be fed back into their respective policy theme areas and will be used alongside the main response issues and ideas in those sections to form a comprehensive basis on which emerging policy will draw upon.

11.32 A number of responses to this final section also commented on the consultation itself, suggestions were made more generally about how stakeholder and resident engagement could both improve for future consultations and for the Local Plan more widely, in terms of ensuring compliance with national strategy, effective cooperation with our partners and ensuring soundness throughout.

12 Conclusions and next steps

- 12.1 The Issues and Options consultation received a considerable response from a number of sectors and has proven successful in gaining awareness of and interest in the development of the Local Plan. It has provided the councils with a good level of views in response to the questions raised, the site suggestions consulted on, and the areas to be considered for development as part of the emerging evidence base for the Plan.
- 12.2 There was a good level of response received to the site suggestions, the detail on specific response per site is provided in Appendix 5. Many respondents provided detailed and well thought out comments, identifying particular issues of relevance to the area. Responses were received for and against the site suggestions, all of which will be used to aid assessment work and consideration of the approach to be developed for the Local Plan.
- 12.3 A number of comments asked for further detail to be provided in evidence base documents in order for due consideration of development impacts to be made. Comments were also made about the publicity of the consultation and the online nature of the consultation through the use of Citizen Space. Although the consultation undertaken was in line with the Statement of Community Involvement prepared by each of the three councils, the concerns raised have been noted and consideration will be given to how we can assist communities better in future engagement work, ensuring their involvement in the development of the Plan.
- 11.4 A number of key themes identified cross over into a number of areas of the consultation document, and work to address these points will be looked at as we continue to review and update the evidence base.



Appendices

Appendix 1 – List of Respondents to the Survey by Type

Appendix 2 – List of Consultation Events and Venues

Appendix 3 – List of Sites Responses Received Against Specific
Sites in Questions 64, 65 and 67.

Appendix 4 – List of Consultation Deposit Points

Appendix 5 – Detailed Response Analysis by Question

Appendix 1 – All Respondents Listed by Type

I. Responses from Registered Social Housing Providers:

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Mathew	Blashill	Organisation	Trafford Housing Trust	Registered Social Housing Provider
Steve	Fogarty	Individual		Registered Social Housing Provider
Mamun	Madaser	Organisation	Habinteg Housing Association	Registered Social Housing Provider
Graham	Love	Organisation	Trafford Housing Trust	Registered Social Housing Provider
Joshua	Hellawell	Organisation	Community Gateway Association	Registered Social Housing Provider
Joshua	Hellawell	Organisation	Community Gateway Association	Registered Social Housing Provider
Matt	Walton	Organisation	Community Gateway Association	Registered Social Housing Provider
Joshua	Hellawell	Organisation	Community Gateway Association	Registered Social Housing Provider
Daniel	Hughes	Organisation	Community Gateway Association	Registered Social Housing Provider

II. Responses from Private Landlords:

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Anne	Wilmer	Individual		Private Landlord
Nicola	Wrathall	Individual		Private Landlord
Katarzyna	Gotlibowska	Organisation	W.B. Nelson Ltd	Private Landlord
Aqib	Saghir	Organisation	Lea Hough	Private Landlord
Eckersley Property Ltd	n/a	Organisation	Mr R and Mrs C Dransfield	Private Landlord

III. Responses from Planning Consultants:

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Mark	Aylward	Organisation	ATP	Planning Consultant
Alban	Cassidy	Organisation	Cassidy + Ashton Group Ltd	Planning Consultant
Paul	Walton	Organisation	PWA Planning	Planning Consultant
Steve	Simms	Organisation	Kentucky Fried Chicken (Great Britain) Limited	Planning Consultant
Nigel	Chambers	Organisation	Tangent Properties	Planning Consultant
Daniel	Hughes	Individual	PWA Planning	Planning Consultant
Graham	Lamb	Organisation	Pegasus Group	Planning Consultant
Andrew	Taylorson	Organisation	Eckersley (for clients Taylorson and Snaylam)	Planning Consultant
Andrew	Taylorson	Organisation	Eckersley (for Mr R Smith)	Planning Consultant
Andrew	Taylorson	Organisation	Eckersley (for Mr M Hilton)	Planning Consultant
Andrew	Taylorson	Organisation	Eckersley (for retained clients)	Planning Consultant
Kay	Neild	Organisation	Emery Planning (for Mr & Mrs Wells)	Planning Consultant
Paul	Smith	Organisation	Acland Bracewell	Planning Consultant

IV. Responses from Parish Councils:

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
William	Whittle	Organisation	Hutton Parish Council	Parish Council
William	Mcennerny-Whittle	Organisation	Longton Parish Council	Parish Council
Catherine	Alexander	Individual		Parish Council
William	Mcennerny-Whittle	Organisation	Lea and Cottam Parish Council	Parish Council
Mervyn	Thornhill	Organisation	Euxton Parish Council	Parish Council
Terry	Dickenson	Organisation	Wheulton Parish Council	Parish Council
Jon	Crook	Individual		Parish Council
Carolyn	Cross	Organisation	Charnock Richard Parish Council	Parish Council
Tony	Harkness	Organisation	Brindle Parish Council	Parish Council
Sue	Whittam	Organisation	Farington Parish Council	Parish Council
Pat	Hastings	Organisation	Broughton in Amounderness Parish Council	Parish Council
Susan	Whittam	Organisation	Grimstargh Parish Council	Parish Council
Lisa	Pickering	Organisation	Whittle-le-Woods Parish Council	Parish Council
Angela	Nicholls	Organisation	Mawdesley Parish Council	Parish Council
Dean	Gregson	Individual		Parish Council
Russ	Weaver	Organisation	Much Hoole Parish Council	Parish Council
Christine	Bailey	Organisation	Heath Charnock Parish Council	Parish Council
Christine	Bailey	Organisation	Adlington Town Council	Parish Council
Julie	Buttle	Organisation	Whittingham Parish Council	Parish Council
Julie	Buttle	Organisation	Woodplumpton Parish Council	Parish Council
Melissa	Thorpe	Organisation	Barton Parish Council	Parish Council
Lisa	Pickering	Organisation	Whittle-Le-Woods Parish Council	Parish Council
Alan	Platt	Organisation	Eccleston Parish Council	Parish Council
Alan	Platt	Organisation	Ulnes Walton Parish Council,	Parish Council
Grahame	Green	Organisation	Mawdesley Parish Council	Parish Council
Tony	Harkness	Organisation	Hoghton Parish Council	Parish Council
Glenys	Southworth	Organisation	Bretherton Parish Council	Parish Council
Alan	Platt	Organisation	Croston Parish Council	Parish Council
Alan	Platt	Organisation	Heapey Parish Council	Parish Council
Tanya	Wilcock	Organisation	Little Hoole Parish Council	Parish Council
Tony	Harkness	Organisation	Hoghton Parish Council	Parish Council
Glenys	Southworth	Individual	Bretherton Parish Council	Parish Council

V. Responses from Non-Governmental Organisations:

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
David	Hutchinson	Individual		Non-Government Organisation
Christopher	Hindle	Individual		Non-Government Organisation
Tom	Clarke MRTPI	Organisation	Theatres Trust	Non-Government Organisation
Ellie	Orton	Organisation	Residents- Blackburn Road, Heapey	Non-Government Organisation
James Anthony	Hayhurst	Individual	XR	Non-Government Organisation
Amanda	Smith	Individual		Non-Government Organisation

David	Dunlop	Organisation	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Non-Government Organisation
Tim	Bettany-Simmons (MRTPI)	Organisation	Canal & River Trust	Non-Government Organisation
Bill	Shannon	Individual		Non-Government Organisation
Paul	Rawlinson	Individual		Non-Government Organisation
David	Cox	Organisation	David Cox Architects	Non-Government Organisation
Ross	Dixon	Individual	Feel Now Yoga	Non-Government Organisation
Richard	O'Callaghan	Organisation	Woodland Trust	Non-Government Organisation
David	Dunlop	Organisation	The Wildlife Trust for Lancashire, Manchester & North Merseyside	Non-Government Organisation
Bernadette	McQuillan	Organisation	United Utilities Water Limited	Non-Government Organisation
Avison Young (GVA Grimley Limited)	N/A	Organisation	Persimmon Homes	Non-Government Organisation
Joshua	Ambrus	Organisation	BizSpace	Non-Government Organisation
Tim	Bettany-Simmons	Organisation	Canal and River Trust	Non-Government Organisation
Aqib	Saghir	Organisation	Lea Hough	Non-Government Organisation
Amy Brontë	Littlejohns	Organisation	IRAF UK Dragon Nominees 1 Limited and IRAF UK Dragon Nominees 2 Limited (IRAF)	Non-Government Organisation
Joanne	Harding	Organisation	Home Builders Federation (HBF)	Non-Government Organisation
Avison Young	N/A	Organisation		Non-Government Organisation
Andrew	Taylorson	Organisation	Tom Barron Limited	Non-Government Organisation
Ryan	Grant	Organisation	Robertson Strategic Asset Management Ltd, Tom Barron Farms Ltd and Tom Barron Group Ltd	Non-Government Organisation

VI. Responses from Local Planning Authorities:

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
David	Beaumont	Individual		Local Planning Authority
Donna	Williams	Individual		Local Planning Authority
Eric	Bell	Individual	Chorley Council	Local Planning Authority
Mark	Clifford	Organisation	Chorley Council	Local Planning Authority
Kaye	Beswick	Individual		Local Planning Authority
Reece	Drew	Organisation	South Ribble Borough Council - On Behalf of South Ribble Dementia Action Alliance	Local Planning Authority
Michael	Green	Individual	County Councillor for Moss Side & Farington Division (LCC), Borough Councillor for Moss Side Ward (SRBC) and Farington Parish Councillor for Farington West Ward	Local Planning Authority
Mark	Perks	Organisation	Chorley Council	Local Planning Authority

Fiona	Riley	Organisation	Wyre Council	Local Planning Authority
Rachel	Horton	Organisation	Ribble Valley Borough Council	Local Planning Authority
Diane	Neville	Organisation	Lancaster Council	Local Planning Authority
Richard	Sharples	Organisation	Lancashire County Council	Local Planning Authority
Mark	Evans	Organisation	Fylde Borough Council	Local Planning Authority

VII. Responses from Land Agents

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Robert	Rawlinson	Organisation	Acland Bracewell Surveyors Limited	Land Agent
Paul	Sedgwick	Organisation	Hollins Strategic Land	Land Agent
Katarzyna	Gotlibowska	Organisation	W.B. Nelson Ltd	Land Agent
John	Francis	Organisation	FI Real Estate Management Ltd (FIREM)	Land Agent

VIII. Responses from Government Agencies

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Gordon	France	Individual	Chorley Borough Council	Government Agency
Melanie	Hughes	Organisation	Sport England	Government Agency
Debra	Holroyd-Jones	Organisation	Homes England	Government Agency
June	Olyneaux	Individual	Chorley Council	Government Agency
Roderick	Macleod	Organisation	Defence Infrastructure Organisation	Government Agency
Melanie	Lindsley	Organisation	The Coal Authority	Government Agency
Helen	Rogers	Organisation	Natural England	Government Agency
Philip	Carter	Organisation	Environment Agency	Government Agency
Christina	Marshall	Organisation	Lancashire Constabulary	Government Agency
Emily	Hrycan	Organisation	Historic England	Government Agency
Highways England	N/A	Organisation	Highways England	Government Agency

IX. Responses from Community Groups

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Liam	Jenkinson	Organisation	Ashton and Lea Golf Club	Community Group
Baxendale	Christopher	Individual		Community Group
Ian	Clayton	Individual	Resident of Mawdesley	Community Group
Whittle	Simon	Organisation	Leyland Hub	Community Group
David	Sands	Individual	Dr	Community Group
Eileen	Pell	Organisation	Ryes association	Community Group
Richard	Moss	Individual		Community Group
David	Tomlinson	Individual	Croston Sports Club	Community Group
David	Maguire	Individual	Walton-le-Dale Cricket Club	Community Group
Ian	Facer	Organisation	Whittle-le-Woods (Town and Neighbouring Land) Residents Association	Community Group
Susan	Slamon	Organisation	Greenhalgh Lane Residents Action Group	Community Group
Tracey	Jones	Individual		Community Group

Ian	Facer	Organisation	Whittle-le-Woods (Town Lane Neighbouring Land) Residents association	Community Group
Neil	Partington	Organisation	Whittle Flood Action Group	Community Group
Lois	Buckley	Individual		Community Group
Bernie	Velvick	Individual	ArtFull	Community Group
Rosemary	McLean	Individual		Community Group
John	Rollings	Individual	Mr	Community Group
Ian	Facer	Organisation	Whittle-le-Woods (Town Lane Neighbouring Land) Residents Association	Community Group
Sue	Slamon	Organisation	Greenhalgh Lane Residents	Community Group
Lindsey	Farrow	Organisation	Greenhalgh Lane Residents	Community Group
Nicky and Michelle	Wood	Organisation	Greenhalgh Lane residents	Community Group
Alison and Nigel	Holt	Organisation	Greenhalgh Lane Residents	Community Group
Jeff and Christine	Ball	Organisation	Greenhalgh Lane Residents	Community Group
Robyn	Watson	Organisation	Greenhalgh Lane Residents	Community Group
Tracey, Sophie and Max	Oates	Organisation	Greenhalgh Lane Residents	Community Group
Rafael	Osuna	Organisation	Greenhalgh Lane Residents	Community Group
Janet and Lionel	Howarth	Organisation	Friends of Healey Nab	Community Group
Samlesbury	Residents	Organisation	Nabs Head Samlesbury Residents	Community Group
Emily	Wignall	Organisation	The Residents of Long Moss Lane	Community Group
Graham	Young	Organisation	Samlesbury and Cuerdale Parish Council	Community Group
R	Hearn	Organisation	Residents of Bretherton	Community Group
John	Luke	Organisation	Residents of Hoghton	Community Group
Mr & Mrs K	Seddon	Organisation	Keep Hoghton Green	Community Group

X. Responses from Developers

Forename	Surname	Individual/ Organisation	I/O Name	I/O Type
Andreea	Frangulea	Individual		Developer
Stephen	Morgan-Hyland	Organisation	Mill Lane Estates Limited	Developer
Rachel	Reaney	Organisation	Miller Homes	Developer
Victoria	Smith	Organisation	Gladman Developments	Developer
Bernard	Greep	Organisation	WMA Properties	Developer
Amy Bronte	Littlejohns	Organisation	IRAF UK Dragon Nominees 1 and IRA UK Dragon Nominees 2 (IRAF)	Developer
James	Warrington	Organisation	Miller Homes	Developer
John	Copestake	Organisation	Brookhouse Group	Developer
Jamie	Roberts	Organisation	Rentplus UK Ltd	Developer
Graham	Love	Organisation	Appletwaite	Developer
Graham	Love	Organisation	Barratt Homes (Manchester)	Developer
Savills	N/A	Organisation	Bloor Homes	Developer
Tom	Snape	Organisation	Rowland Homes Ltd (Rowland)	Developer
Joshua	Ambrus	Organisation	Stewart Milne Homes	Developer
Joshua	Hellawell	Organisation	Seddon Homes	Developer
Louise	Leyland	Organisation	Mulbury Homes	Developer

Nick	Pleasant	Organisation	Caddick Developments	Developer
Stephen	Morgan-Hyland	Organisation	Mill Lane Estates Limited	Developer
Turley	N/A	Organisation	Story Homes North West	Developer
Justin	Cove	Organisation	Maple Grove Developments	Developer
Richard	Percy	Organisation	Jones Homes	Developer
Spawforths	N/A	Organisation	Taylor Wimpey	Developer
Graham	Trewhella	Organisation	Redrow Homes Ltd	Developer
Tom	Whitehead	Organisation	Brookhouse Group	Developer
Victoria	Smith	Organisation	Gladman Developments Ltd	Developer
Stephen	Harris	Organisation	Wainhomes North West	Developer

XI. Responses by Organisations with 'blank' responses to Individual/Organisation Type

Forename	Surname	Individual/ Organisation	I/O Name
Deborah	Smith	Organisation	Caltz Investments Ltd
Sue	Whittam	Organisation	Conservative Group - Preston City Council
John	Copestake	Organisation	Lancet Homes Ltd
Pegasus Group		Organisation	Asda Stores Limited
Helen	Binns	Organisation	Cardinal Newman College
Geoff	Lavery	Organisation	NHS Chorley & South Ribble CCG and Greater Preston CCG,
De Pol Associates		Organisation	A consortium of landowners
De Pol Associates		Organisation	Metacre Ltd
Steven Abbott Associates LLP		Organisation	Trustees of Bagganley Lane and Crosse Hall Mill Farms
Dan	Mathewman	Organisation	Knights PLC (for Mr & Mrs Wood)

XII. Responses by Individuals with 'blank' responses to Individual/Organisation Type

Forename	Surname	Individual/ Organisation	Forename	Surname	Individual/ Organisation
Paul	Atherton	Individual	Robert	Counce-McTiffin	Individual
Yvonne	Atherton	Individual	Peter	Deacon	Individual
John	Westwell	Individual	John	Pye	Individual
Victoria	Stewart	Individual	David	Williams	Individual
Joanne	Davenport	Individual	Gail	Snook	Individual
Doreen	Huntley	Individual	Andrea	McManus	Individual
Anne	Pritchett	Individual	Andrew	Wardle	Individual
Philip	Marsden	Individual	Tim	Stewart	Individual
Neil	Andrew	Individual	Ernie and Joan	Maxwell	Individual
Sarah	Oldham	Individual	Andrew	Byers	Individual
Colin	Worswick	Individual	Rhys	Brindle	Individual
Shane	Orrell	Individual	Jon	Thompson	Individual

Christopher	Hindle	Individual	Tim	Keely	Individual
Amanda	Orgill	Individual	Victor	Speakman	Individual
William	Toward	Individual	Neil	Berry	Individual
Sarah	Whalley	Individual	Sarah	Forbes	Individual
Stewart	Golder	Individual	Catherine	Mc Nulty	Individual
Alison	Gabbott	Individual	Mark	Chapman	Individual
Janet	Bradley	Individual	Natalie	Wood	Individual
Elizabeth	Lewis	Individual	Tim	Keely	Individual
Fiona	Dagger	Individual	Rebecca	Eastham	Individual
Mark	Hague	Individual	Joanne	Livesey	Individual
Julie	Barnes	Individual	Rebecca	Ormond	Individual
Duncan	Brown	Individual	Ian	Ormond	Individual
Anthony	Harflett	Individual	Elaine	Johnston	Individual
Liam	Jarman	Individual	Stuart	Cumming	Individual
Alan	Styles	Individual	Richard	Eastham	Individual
Alan	Fairey	Individual	Hazell	Kirkham	Individual
Jason	Hampson	Individual	Chia-Lan	Mcloughlin	Individual
Sean	O'Connor	Individual	ANNE	SARGENT	Individual
Elizabeth	Johnston	Individual	Jane	Greatorex	Individual
David	Tomlinson	Individual	Catriona	Rafferty	Individual
Lisa	Shallcross	Individual	Jack	Taylor	Individual
Paula	Sowerby	Individual	Joyce	Butterworth	Individual
Harry	Horsley	Individual	Andrew	Ormesher	Individual
Jean	Fenemore	Individual	Adam	Park	Individual
Victoria	Wilkinson	Individual	Suzanne	Stewart	Individual
Alan	Walker	Individual	Christina	Davies	Individual
Carole	Keeling	Individual	Michelle	Joyce	Individual
Gregg	Fawcett	Individual	Neil	Eastham	Individual
Nicola	Latham	Individual	Victoria	Norrington-Moore	Individual
Terry	Dickenson	Individual	Natalie	Ruttle	Individual
Michael	Collison	Individual	Matthew	Preston	Individual
Steven	Saul	Individual	Karen	Taberner	Individual
Victoria	Stewart	Individual	Susan	Grimes	Individual
Raymond	Parker	Individual	Gary	Wadeson	Individual
Matthew	Gardner	Individual	David	Burns	Individual
David	Hilton	Individual	John	Mcloughlin	Individual
Emma	Gardner	Individual	Samantha	Burns	Individual
Ian	Love	Individual	Ann	Briscoe	Individual
Malcolm	Duckworth	Individual	Simon	Joyce	Individual
Jenny	Lees	Individual	Chris	Briscoe	Individual
Mark	Tunstall	Individual	Emma	Bolton	Individual
Diane	Marston	Individual	Janice	Taylor	Individual
Sharon	Gibbons	Individual	Helen	Mather	Individual
Jill	Norris	Individual	Jean	Coupe	Individual
James	Lynch	Individual	Cresswell	Cresswell	Individual
Marie	Walker	Individual	John	Deady	Individual
Noel	Keane	Individual	Heather	Eastham	Individual

Benjamyn	Fish	Individual	Vicky	Bateson	Individual
Janet	Brothwood	Individual	Steve	Gough	Individual
Margaret	Hearn	Individual	Caroline	Waterworth	Individual
Gemma	Fox	Individual	Zach	Cresswell	Individual
Peter	Willmott	Individual	Deirdre	Gough	Individual
Lyndsay	Jackson	Individual	Elizabeth	Newton	Individual
Shelley	Tate	Individual	Celia	Carter	Individual
Kathryn	Girvin	Individual	Vicky	Hetherington	Individual
Jill	Parkinson	Individual	Heather	Mullender-Ross	Individual
Martin	Richardson	Individual	Matthew	Harper	Individual
Nicholas	Sumner	Individual	Margaret	Toft	Individual
Lesley	Holt	Individual	Anthony	Lacy	Individual
Katie	Cooper	Individual	Lorraine	Cross	Individual
Rob	Sledge	Individual	Thomas	Grindrod	Individual
Mark	Howarth	Individual	John	Sargent	Individual
Dorothy	Gardiner	Individual	Lesley	Facer	Individual
Paul	Williams	Individual	Robert	Bateson	Individual
Irene	Williams	Individual	Smith	Mark	Individual
Gillian	Chadwick	Individual	Robert	Millington	Individual
Peter	Walsh	Individual	Lindsey	Styler	Individual
Leanne	Ball	Individual	Natalie	Wood	Individual
Gary	Gunn	Individual	Jonathan	Briffett	Individual
Gary	Heaton	Individual	Karen	Boyes	Individual
Philip	Walsh	Individual	Ian	Facer	Individual
Trudy	Collins	Individual	Samuel	Boyes	Individual
Helen	Lindsay	Individual	Ed	Townshend	Individual
Alison	Spencer	Individual	Sarah	Boyes	Individual
Kevin	O'Donnell	Individual	Norman	Lochhead	Individual
Derek	Blunn	Individual	Melanie	Mcintosh	Individual
Peter	Higham	Individual	Sandra	Sherliker	Individual
Victoria	Bray	Individual	Karen Tracey	Usher	Individual
David	Hutchinson	Individual	Frank	Williams	Individual
Pat	Bamber	Individual	Marilyn	Pickard	Individual
Julie	Blackham	Individual	Karen	Scullion	Individual
Martyn	Mcgrillen	Individual	Louise	Morton	Individual
Hayden	Flint	Individual	Peter	Halpin	Individual
Christine	Hoden	Individual	Gareth	Thorpe	Individual
Sarah Louise	Hunt	Individual	Kevin	Pickard	Individual
Rebecca	Peers	Individual	Richard	Higson	Individual
Deanna	Hartley-Davis	Individual	Yates	Michael	Individual
Kieran	Conway	Individual	Dorothy	Livesey	Individual
Lisa	Lilley	Individual	Dorothy	Livesey	Individual
Jane	Sharples	Individual	Carol	Southworth	Individual
Daniel	Martinez Aragon	Individual	Bernice	Cooney	Individual
David	Walker	Individual	Peter	Fenemore	Individual
Helen	Miller	Individual	Caroline	Brookes	Individual
Ian	Peers	Individual	Isobel	Horsfield	Individual

Louise	Pearson	Individual	Thomas	Poole	Individual
Stephen	Johnston	Individual	Gillian	Gaskell	Individual
David	Wignall	Individual	Philip	Taylor	Individual
Christian	Levine	Individual	Fiona	Brindley	Individual
Gary	Vose	Individual	Lorna	Mitchell	Individual
Carol	Walsh	Individual	Kathryn	Baker	Individual
Sally	Barnes	Individual	James	Crossen	Individual
Joanna	Withers	Individual	Christine	Bell	Individual
Irene	Bolton	Individual	John	Willis	Individual
Heather	Whitehead	Individual	Michael	Pringle	Individual
Mark	Hilton	Individual	Alan	Whitfield	Individual
Alison	Ryan	Individual	Tim	Blackburn	Individual
Nigel	Whitehead	Individual	Laura	Pringle	Individual
Hayley	Stevens	Individual	Jonathan	Moss	Individual
David	Hamer	Individual	Linda	Crabtree	Individual
Ian	Ramsden	Individual	Vivienne	Meggers	Individual
Gwyneth	Lloyd	Individual	Hayley	Mellor	Individual
Malcolm	Gee	Individual	Jo	Cooper	Individual
Iain	Cookson	Individual	Kirsty	Wither	Individual
Penny	Gee	Individual	Margaret	Heaney	Individual
Keith	Millard	Individual	Kim	Wisdom	Individual
Karen	Wait	Individual	Kim	Bickerdike	Individual
Adam	Rudd	Individual	Deborah	Burt	Individual
Angela	Horton	Individual	Cllr	Warren	Individual
Joanne	Seymour	Individual	Linda	Oak	Individual
William	Smith	Individual	Brian	Pope	Individual
Margaret	Mee	Individual	Lorna	Kennedy	Individual
Paul	Smith	Individual	Elaine	Robb	Individual
Lew	Milburn	Individual	Christine	Willis	Individual
Melanie	Gibson	Individual	David	Oak	Individual
Steven	Fitzhugh	Individual	Jack Neil	Atherton	Individual
John	Poulton	Individual	Andrew	Burt	Individual
James Graham	Ashworth	Individual	Samantha	Cooper	Individual
Stephen	Townley	Individual	David	Oak	Individual
Tony	Howells	Individual	John	Pigott	Individual
Lynsey	Robertson	Individual	James	Russell	Individual
Nicholas	Walton	Individual	Janine	Deady	Individual
Pamela	Shepherd	Individual	Luke	Kerr	Individual
Pam	Stephenson	Individual	Neil	Higson	Individual
Hannah	Longdon	Individual	Beryl	Adams	Individual
Liz	Peacock	Individual	Judith	Maher	Individual
Linda	Rowan	Individual	Christine	Houghton	Individual
Frank	Mcgoldrick	Individual	Margaret	Jones	Individual
Jennifer	Taylor	Individual	David	Cordwell	Individual
Sally	Hupfield-Smith	Individual	Susanna	Barton	Individual
Graham	Thompson	Individual	Julie	Charnley	Individual
Lisa	Uzoka	Individual	Anne	Walsh	Individual

Andrew	Makinson	Individual	Julio	Maher	Individual
Emma	Woan	Individual	Marie	Greenhalgh	Individual
Fiona	Horton	Individual	Alison	Slater	Individual
Rachel	Boyle	Individual	Giuseppe	Oggianu	Individual
Sean	Parkin	Individual	Linda	Yates	Individual
David	Billsborough	Individual	Alessandro	Oggianu	Individual
Nicola	Garland	Individual	Jacqueline	Edwards	Individual
Bren	Cook	Individual	Jocelyn	Woodcock	Individual
Sarah	Murfin	Individual	Ian	Winrow	Individual
Kevin	Donnelly	Individual	Gwyneth	Harris	Individual
John	Drury	Individual	Susan	Fox	Individual
Nigel	Widdows	Individual	Paul	Daunton	Individual
Maria	Barber	Individual	Laura	Gerrard	Individual
Chris	Lennox	Individual	ALISON	Milner	Individual
Gary	Baxter	Individual	Madison	Wiggins	Individual
Joseph	Heskin	Individual	Tom	Butterworth	Individual
David	Rimmer	Individual	Vicki	Caunce	Individual
Christina	Sharples	Individual	David	Johnson	Individual
Lorraine	Cook	Individual	Deborah	Tyrer-Hope	Individual
Gwynne	Furlong	Individual	Malcolm	Peacock	Individual
Grace	Jackson	Individual	David	White	Individual
Malcolm	Mynott	Individual	Stephen	Devoy	Individual
Tom	Brothwood	Individual	Susan	Redmond	Individual
Paul	Miller	Individual	Hilary	Smith	Individual
Robert	Hodgson	Individual	Lydia	Johnson	Individual
Christine	Collinson	Individual	Irene	Wilson	Individual
Marjorie	Hayes	Individual	Brian	Dickinson	Individual
Mark	Claydon	Individual	Brad	Eccles	Individual
Martin	Joyce	Individual	Tracey	Thom	Individual
Lindsay	Clarke	Individual	Peter	Whiteside	Individual
David	Maclachlan	Individual	Peter	Hambilton	Individual
Martin	Atkinson	Individual	Gaynor	Simons	Individual
Dianne	Daniels	Individual	Stefano	Piron	Individual
Julie	Davies-Brown	Individual	Moira	Whiteside	Individual
Daniel	Haydock	Individual	Rod	Collins	Individual
David	Fairbrother	Individual	David	Holland	Individual
Joanne	Fairbrother	Individual	Angela	Singleton	Individual
Sue	Hordern	Individual	David	Hird	Individual
Janet	Fielding	Individual	Dedrah	Moss	Individual
Janet	Brothwood	Individual	Rachel	Ball	Individual
William	Rowley	Individual	Marie	Knowles	Individual
Geoffrey	Lomax	Individual	Carl	Walker	Individual
David	Harrison	Individual	Jagruttee	Parekh	Individual
Julia	Sanford	Individual	Neil	Darby	Individual
Joanne	Whittle	Individual	Carol	Spoor	Individual
Rebecca	Dilworth	Individual	Christopher	Wood	Individual
Frank	Moss	Individual	Sandra	Rotheram	Individual

Sharon	Duckworth	Individual	Caroline	Harrison	Individual
David	Carpenter	Individual	Frank	Gornall	Individual
Mike	Smith	Individual	Ian	Swallow	Individual
Mark	Stanbury	Individual	Martin	Barron	Individual
Louise	Stanbury	Individual	Tim	Waterworth	Individual
Melanie	Whiteside	Individual	Mark	Jewell	Individual
Lorraine	Dacre Pool	Individual	Wendy	Cook	Individual
Deborah	Waterhouse	Individual	Sam	Haslam	Individual
Georgina	Cox	Individual	Debra	Greenhalgh	Individual
Janet	Southworth	Individual	Joan	Wignall	Individual
Tom	Sanford	Individual	Ian	Jones	Individual
Gordon	Speirs	Individual	Andrew	Carter	Individual
June	Leadbetter	Individual	Sarah	Peet	Individual
Michael	Leadbetter	Individual	Matthew	Shaw	Individual
David	Middlehurst	Individual	Richard	Thompson	Individual
Katherine	Payne	Individual	Danny	Jones	Individual
Christine	Cookson	Individual	Christopher	Johnson	Individual
Jenny	Malinowski	Individual	Michael	Otter	Individual
Poppy	Rudd	Individual	JILL	COOKSON	Individual
Ben	Trengove	Individual	Mick	Gornall	Individual
Stephen	Dewhurst	Individual	Jeanette	Lowe	Individual
Andrea	Guinnane	Individual	Cathy	Dixon	Individual
Nigel	Blakey	Individual	Jessica	Johnson	Individual
Leah	Towers	Individual	Graham	Birkby	Individual
Sarah	Beirne	Individual	Marlene	Smith	Individual
Christine	Pugh	Individual	Michael	Croft	Individual
Tom	Wilson	Individual	Caroline	Smith	Individual
Robert	Pugh	Individual	Matthew	Giddins	Individual
Shaun	Foster	Individual	Daniel	Miller	Individual
Anna	Foster	Individual	Rachel	Robinson	Individual
Lynsey	Jenkins	Individual	Janet	Hindle	Individual
Glenn	Morgan	Individual	Phil	Taylor	Individual
Anita	Atkinson	Individual	Angel Louise	Jewitt	Individual
Marilyn	Bamber	Individual	Sue	Carr	Individual
Tony	Duckworth	Individual	Ian	Martin	Individual
Richard	Thomas	Individual	Ben	Rutherford	Individual
Sarah	Thomas	Individual	Valerie	Byers	Individual
Shirley	Cadman	Individual	David	Gillibrand	Individual
Ruth Olivia	Hindle	Individual	Vicki	Maguire	Individual
Deborah	Roper	Individual	Gary	Holmes	Individual
David	Roper	Individual	Sarah	Rimmer	Individual
Linda	Green	Individual	Kirsty	Schofield	Individual
Thomas	Frize	Individual	Natalie	Benyon	Individual
Sofiya	Patel	Individual	Philip	Adams	Individual
John	Smith	Individual	Steven Paul	Longworth	Individual
Harry	Hartley	Individual	Michael	Turner	Individual
Stephen	Saddington	Individual	Pamela	Sloan	Individual

Martin	Trengove	Individual	Sheena	Johnson	Individual
Daniel	Massaro	Individual	Niall	Smith	Individual
Elizabeth	Trickett	Individual	Christina	Newall	Individual
David	Ralphs	Individual	Amy	Kenyon	Individual
Robert	Gore	Individual	Bernard	Lawson	Individual
Robert	Bryce	Individual	Kathrine	Shuttleworth	Individual
Irene	Scott	Individual	Rebecca	Waller	Individual
Jillian	Hodkinson	Individual	Sarah	Chadwick	Individual
Natalie	Mason	Individual	Janet	Palmi	Individual
Chris	Socratous	Individual	Moira	Landry	Individual
Gemma	Ibison	Individual	Kim	Swift	Individual
Anna	Whitehead	Individual	Mary	Fellows	Individual
Patricia	Mckelvie	Individual	Michael	Calcutt	Individual
Melvyn	Hough	Individual	Kate	Crane	Individual
Geoffrey	Warburton	Individual	Kathleen	Southworth	Individual
Maxwell	Drelincourt	Individual	Paul	Rushton	Individual
Alison	Braithwaite	Individual	Robyn	Watson	Individual
Nigel	Moore	Individual	Gillian	Candlish	Individual
Carol	Barton	Individual	Katie	Smith	Individual
Denise	Wilkinson	Individual	Jennifer	Park	Individual
Paul	Haydock	Individual	Eamonn	Murphy	Individual
RICHARD	WALSH	Individual	Christine	Martin	Individual
Jennifer	Miller	Individual	Stephen	Parkinson	Individual
Nicola	Rowley	Individual	Janet	Cotton	Individual
Lee	Parkinson	Individual	Maureen	Price	Individual
Mark	Tierney	Individual	Sheila	Udall	Individual
Paul	Abbott	Individual	Jane	Gradwell	Individual
Carolyn	Blythe	Individual	Simon	Neal	Individual
Bryony	Gorton	Individual	Sandra	Goulden	Individual
Sam	Adlam	Individual	Mathew	Chard	Individual
Jane	Tingle	Individual	Kathleen	Wilcox	Individual
Catherine	Warburton	Individual	Emma	Martland	Individual
Rachel	Nightingale	Individual	Denis	Udall	Individual
William	Dodd	Individual	Gillian	Hope	Individual
Ian	Miller	Individual	Amanda	Timperley	Individual
Holly	Mole	Individual	Beryl	Black	Individual
Michael	Jolly	Individual	Helen	Leyland	Individual
Tracey	Drury	Individual	Christopher	Spear	Individual
David	Barton	Individual	Francis	Rae	Individual
Kenneth	Sidebotham	Individual	Michael	Haldon	Individual
David	Houghton	Individual	Helen	Stansfield	Individual
Katharina	Unverricht	Individual	Graham	Henshaw	Individual
Janet	Allen	Individual	Barry	Davies	Individual
Robert	Carr	Individual	Marion	Dobson	Individual
David	Bramwell	Individual	Billington	Anthony	Individual
Diane	Gorton	Individual	Kathleen	Atkinson	Individual
Kathleen	Bramwell	Individual	Steven	Carson	Individual

Kay	Lam	Individual	Annabel And James	Carter	Individual
Andrew	Sofield	Individual	Roger	Blackledge	Individual
Philip	Olsson	Individual	Aidy	Riggott	Individual
Emma	Godwin	Individual	Malcolm	Hordern	Individual
Carmen	Bowley	Individual	Gillien	Worthington	Individual
Kathleen	Saddington	Individual	Hannah	Cross	Individual
Brian	Aldred	Individual	Amanda	Cross	Individual
Heather	Burns	Individual	Matthew	Cross	Individual
Michael	Cahill	Individual	Jacqueline	Hurst	Individual
John	Bremers	Individual	John	Hotham	Individual
Marie	Mccall	Individual	Louise	Hoole	Individual
Adam	Richardson	Individual	Malcolm	Mynott	Individual
Patricia	Hough	Individual	Cyril	Britton	Individual
Sarah	Naylor	Individual	John	Mercer	Individual
Peter	Scott	Individual	Keith	Roughley	Individual
Peter	Thorpe	Individual	Sue	Latimer	Individual
Barbara	Higham	Individual	Brett	LUND	Individual
Janet	Grindrod	Individual	Christopher	Woodcock	Individual
Janet	Grindrod	Individual	Neil	Meredith	Individual
Emma	Sidebotham	Individual	Anita	Berry	Individual
Alison	Mansfield	Individual	Janet	Street	Individual
Andrea	Guinnane	Individual	Peter	Smith	Individual
Peter	Cowley	Individual	Ruth	Browne	Individual
Janet	Cottam	Individual	Alice	Macdonald	Individual
Charlie	Grindrod	Individual	Malcolm	Milner	Individual
Adrian	Dugdale	Individual	Hannah	Mears	Individual
James	Newton	Individual	Linda	Mogg	Individual
Anthony	Knowles	Individual	John	Mccann	Individual
Anne	Farley	Individual	Paul	Cropperl	Individual
Anthony	Farley	Individual	Janet	Fielden	Individual
Nev	Myerscough	Individual	Evelyn	Thompson	Individual
Ralph	Telford	Individual	Stephen	Garsed	Individual
Angela	Hamiltyon	Individual	John	King	Individual
Tom	Gutteridge	Individual	Heather	Hepplestone	Individual
Emma	Wilcock	Individual	Glen	Midgley	Individual
Sue	Unsworth	Individual	Kate	Pimlott	Individual
Christine	Earnshaw	Individual	Luan	Cunningham	Individual
Sam	Usher	Individual	Clare	Flanagan	Individual
Alan	Delaney	Individual	Ross	Pimlott	Individual
Philip	Wrigley	Individual	Elizabeth	Bates	Individual
Michael	Shannon	Individual	Louisa	Halton	Individual
Carmen	Bowley	Individual	Simon	Wheeler	Individual
Simone	Wood	Individual	Helen	Jackson	Individual
James	Wood	Individual	Jill	Elliott	Individual
William	Hacking	Individual	Rachel	Mercer	Individual
Heather	Lord	Individual	Rosemary	Crawford	Individual
Trevor	Procter	Individual	Marion	Bennett	Individual

Tracey	Hewitt	Individual	Natalie	Pilling	Individual
Hassan	Khattab	Individual	John	Winrow	Individual
Andrew	Fellows	Individual	Lorraine	Robertson	Individual
Lisa	Hoggard	Individual	Phillip	Bradley	Individual
Aidan	Ormisher	Individual	Lisa	Pickering	Individual
Andrew	Hoggard	Individual	Karen	Walton	Individual
Gavin	Hughes	Individual	Jacob	Tattum	Individual
Brent	Rento	Individual	Audrey	Perry	Individual
Michael	Welsh	Individual	Margaret	Cooper	Individual
Ian	Whiteside	Individual	Anna	Tattum	Individual
David	Hughes	Individual	Anthony	THORPE	Individual
Claire	Cowley	Individual	Steven	Perry	Individual
Elaine	Procter	Individual	Alex	Hilton	Individual
Julie	Downs	Individual	Tracy	Doran	Individual
Martin	Harris	Individual	Sarah	Neve	Individual
Jane	Leadbetter	Individual	Jamie	Noon	Individual
Rosalyn	Baybutt	Individual	De	McClean	Individual
Mia	Buchanan	Individual	James	Rafferty	Individual
Clair	Crowther	Individual	Arthur	Browne	Individual
Wilma	Martland	Individual	Victoria	Rudd	Individual
Gordon	Dickinson	Individual	Siraz	Natha	Individual
Crista	Hindle	Individual	Peter	Cranshaw	Individual
Katy	Fitton	Individual	Carima	Sherlock	Individual
John	Tully	Individual	Patricia	Roberts	Individual
Janet	Benett	Individual	Yvonne Pauline	Thompson	Individual
Alison	Clitheroe	Individual	Barbara	Bennett	Individual
Lindsay	Gould	Individual	Rhiann	Beaumont	Individual
Nicholas	Procter	Individual	Jeremy	Lea	Individual
Richard William	Hampson	Individual	Rebecca	Pass	Individual
Nicola	Raby	Individual	Frances	Hackeson	Individual
Moira	Finch	Individual	John	Poole	Individual
James Anthony	Hayhurst	Individual	Heather	Moore	Individual
Fred	Reeves	Individual	Laura	Turner	Individual
Ian	Scullion	Individual	Paul	Carysforth	Individual
Teresa	Coupe	Individual	Carolyn	Davison	Individual
Stephanie	Clark	Individual	Alayne	Hitchon	Individual
Alan	Martindale	Individual	Vicki	Hanley	Individual
Barbara	Alsop	Individual	Mark	Hilton	Individual
Sian	How	Individual	Beverley	Crossland	Individual
Keith	Williams	Individual	Barbara	Livesey	Individual
John	Preston	Individual	Carl	Holden	Individual
David Alexander Stewart	Whyte	Individual	Kate	Bissell	Individual
Dino	Belvedere	Individual	John	Balaam	Individual
Valerie	Bryce	Individual	Phillip	Metge	Individual
Anne	Dunlop	Individual	Sarah	Fishwick	Individual
Helen	Chadwick	Individual	Richard	Mattingley	Individual
Jeremy	McCormick	Individual	Lynette	Daniels	Individual

Gillian	Beamish	Individual	Stephen	Turner	Individual
Moira	Edge	Individual	Lawrence	Aldridge	Individual
Michael	Hanrahan	Individual	Fiona	Addison	Individual
Oliver	Brown	Individual	Christopher	Barton	Individual
Margaret	Dickinson	Individual	Paul	Fuller	Individual
Beverly	Peacock	Individual	Catherine	Kay	Individual
Susan	Norris	Individual	Colette	Jolly	Individual
Susan	Norris	Individual	Taalib	Shamsuddin	Individual
Nick	Parry	Individual	Gaynor	Westhead	Individual
Andreea	Balanica	Individual	Sandra	Inghsm	Individual
Stephen	Morey	Individual	Richard	Moss	Individual
Catherine	Ward	Individual	Susan	Chadwick	Individual
Emma	Hughes	Individual	Sandra	Harrison	Individual
Michael	Dewhurst	Individual	Wendy	Eccles	Individual
Graham	Deakin	Individual	Victoria	Crosbie	Individual
Alison	Holt	Individual	Chris	Davis	Individual
Debbie	Farrar	Individual	Emily	Green	Individual
Colin	Greenwood	Individual	Jennifer	Mcdonald	Individual
Gavin	Renshaw	Individual	Martin	Mahon	Individual
Leah	Towers	Individual	A	HARRION	Individual
Julian	Coupe	Individual	Jean	Berry	Individual
Stuart	Hodgkiss	Individual	Emma	Catlow	Individual
Marion	Seed	Individual	Martin	Mahon	Individual
Rebecca	Molyneux	Individual	Helen	Averre	Individual
David	Finch	Individual	Christopher	Troughton	Individual
Gillian	Tasker	Individual	Benjamin	Thompson	Individual
Dave	Heaton	Individual	Rachel	Smith	Individual
Dianne	Dillon	Individual	Ian	Horsfield	Individual
John Ronald	Brimelow	Individual	E	Robson	Individual
Geoff	Ind	Individual	Jill	Taylor	Individual
Samantha	Fulton	Individual	Stuart	Briggs	Individual
Paul	Hopkinson	Individual	Sarah	Rowbottom	Individual
Andrew	Jefferson	Individual	Adele	Thompson	Individual
Kathryn	Buckley	Individual	Andrew	Grice	Individual
Steven	Buckley	Individual	Dr Alison & Victor	Speakman	Individual
Mandy	Taylor	Individual	Andrew	Maddren	Individual
Martin	Devine	Individual	Andrew	Pickup	Individual
Luke	Speakes	Individual	Andrew	Reeves	Individual
Gary	Sutton	Individual	Ann	Slinger	Individual
David	Herbert	Individual	Anna	Bradley	Individual
Colette	Cornwell	Individual	Anne-Marie	Woodcock	Individual
Jayne	Hosker	Individual	Arthur	Findley	Individual
Eve	Hosker	Individual	Carla	Holmes	Individual
Harold	Brindle	Individual	Carol	Farmer	Individual
Caroline	Smith	Individual	Cathy	Midgley	Individual
Clive	Tattum	Individual	Catherine	Dunlop	Individual
Ian	Norris	Individual	Chris	Kearton	Individual

Maurice	Darwen	Individual	Chris	Wild	Individual
Kath	Almond	Individual	Conrad	Mitchell	Individual
Rachel	Hood	Individual	Craig	Drever	Individual
Christine	Hutchinson	Individual	Craig	Howard	Individual
Thomas	Hosker	Individual	Craig	Porch	Individual
Paul	Renton	Individual	Damian	Patchell	Individual
Karen	Duncan	Individual	Danielle	Davidson	Individual
Wendy	Renton	Individual	Danny	Longshaw	Individual
Christopher	Duncan	Individual	Darren	Bedsworth	Individual
Matthew	Duncan	Individual	David	Gabbott	Individual
Abigail	Barton	Individual	David	Parkes	Individual
Louise	Beaven	Individual	David	Peterson	Individual
Louise	Flowers	Individual	Yvonne	Atherton	Individual
Neil	Jolly	Individual	Zofia	Williams	Individual
Helen	Monks	Individual	David	Sands	Individual
Annie	Owens	Individual	David	Tomlinson	Individual
James	Mawdesley	Individual	William	Yates	Individual
Anne Jennifer	Balcombe	Individual	David	Worsley	Individual
Rachel	Mawdesley	Individual	Deborah	Day	Individual
Kevin Robert	Balcombe	Individual	Brendan	Dobson	Individual
Philippa	Tooms	Individual	Will	Barker	Individual
Lorna	Critchley	Individual	Mr ML & Mrs A	Kirk	Individual
Leila	Murray	Individual	Dilys	Lightfoot	Individual
Sean	Havoc	Individual	Dino	Belvedere	Individual
Sara	Bowden	Individual	Donna	Wynn Jones	Individual
Geoffrey	Arrowsmith	Individual	Vivien	Jackson	Individual
Jill	Cookson	Individual	Elaine	Adams	Individual
Colin	Grunstein	Individual	Elaine	Robb	Individual
Julie	Kerfoot	Individual	Elizabeth	Lewis	Individual
Paul	Kerfoot	Individual	Elliot	Garstang	Individual
Jill	Cookson	Individual	Frank	Hardstaff	Individual
Pauline	Myerscough	Individual	Gaynor	Dockerill	Individual
Jean	Austin	Individual	Linda	Marshall	Individual
Jill	Cookson	Individual	George	Lloyd	Individual
Stephen	Hardman	Individual	Gillian	Parkinson	Individual
Abbie	Kerfoot	Individual	Gillian	Sexton	Individual
Jill	Cookson	Individual	Victoria	Stewart	Individual
Michael	Austin	Individual	Tony	Howarth	Individual
Jill	Cookson	Individual	Tim	Blythe	Individual
Ruth	Dark	Individual	Glenn	Harrison	Individual
John	Mercer	Individual	Tim	Blackburn	Individual
Clive	Hart	Individual	Thomas	Jones	Individual
Ken	Wright	Individual	Mr & Mrs Terry	Dean	Individual
Joan	Wright	Individual	Brian & Teresa	Taylor	Individual
Sonia	Phillips	Individual	Susan	Walsh	Individual
Matthew	Barton	Individual	Susan	Powell	Individual
Geoff	Thomas	Individual	Steven	Saul	Individual

Margaret	Thomas	Individual	Simon	Ainscough	Individual
Hilary	France	Individual	Sarah	Le Noury	Individual
Hilary	Stott	Individual	Sara	Langton	Individual
Maureen	Robinson	Individual	Sam	Watkinson	Individual
Mark	Dixon	Individual	Susan and David	Whyte	Individual
Philip	Keeling	Individual	Ruth	Lawrence	Individual
Jennifer Rose	Hanley	Individual	Mr & Mrs	Gibb	Individual
Hilary	Holt	Individual	Roy and Valerie	Stanfield	Individual
Nick	Monks	Individual	Rosie	Prince	Individual
Violet	Hewitt	Individual	Bill	Atherfold	Individual
Matthew	Barr	Individual	Simon	Ainscough	Individual
Nadine	Waters	Individual	Rona	Wade	Individual
Lynne	Bright	Individual	Rodger	Whitehead	Individual
Brian	Rosewell	Individual	Robina	Kane	Individual
Nick	Bohannon	Individual	Richard	Thomas	Individual
Mark	Spittlehouse	Individual	Robyn	Anderson	Individual
Tanya	Rollins	Individual	Grahame	Harwood	Individual
Gareth	Caley	Individual	Sheena D	Johnson	Individual
Michael	Gorman	Individual	Rebecca	Lyth	Individual
Ruth	Critchley	Individual	Rebecca	Catterall	Individual
Pamela	Green	Individual	Gwenifer And John	Jackson	Individual
Darren	Mills	Individual	Harry	Chadwick	Individual
David	Green	Individual	Heather	Whitehead	Individual
Joshua	Fairbrother	Individual	Tony And Helen	Walmsley	Individual
Adele	Holden	Individual	Philip	Plummer	Individual
Donna	Hill	Individual	Henry	Prescott	Individual
Elizabeth	Aughton	Individual	Phil	Metge	Individual
John	Orrell	Individual	Ian	Croston	Individual
Rachel	Westerbeek	Individual	Phil	Hindley	Individual
Geraldine	Miles	Individual	Ian and Nicola	Lightfoot	Individual
Colin	Eccles	Individual	Irena	Henderson	Individual
Paul	Hannant	Individual	Philip	Garner	Individual
Charles	Jackson	Individual	Isaac	Gouldsbrough	Individual
Lisa	Artis	Individual	Jamie	Burrow	Individual
Rachael	Willoughby	Individual	Jane	Ashcroft	Individual
Jason	Ellwood	Individual	Peter and Lynn	Ivinson	Individual
Hannah	Whittle	Individual	Brian	Ferris	Individual
Richard	Shallcross	Individual	Janet	Fielden	Individual
Graham	Carrutgers	Individual	Jason and Melissa	Ellwood	Individual
Michael	Dodd	Individual	Jason	Hampson	Individual
Paul	Nagle	Individual	Peter	Cooke	Individual
Kathryn	Young	Individual	Jean	Brimelow	Individual
Ian	Lythgoe	Individual	Penelope	Fonteyn	Individual
Alex	Hall	Individual	Jean	Mann	Individual
Gavin	Duxbury	Individual	Paul	O'Keefe	Individual
John	Orrell	Individual	Jeannie	D'Cruz	Individual
Margaret	Singleton	Individual	Peter	Hodges	Individual

Krystina	Clarke	Individual	Jeni	Fagan	Individual
Colin	Sinnott	Individual	Jennifer	Brereton	Individual
John	Jolley	Individual	Jennifer	Harris	Individual
Kenneth	Mcvie	Individual	Jennifer	Peterson	Individual
John	Allen	Individual	Peter	Anderson	Individual
Gary	Liptrot	Individual	Paul	Newall	Individual
Susan	Deakin	Individual	Peter	Willmott	Individual
Julia	Semple	Individual	Paul	Freeman	Individual
Robyn	Anderson	Individual	Paul	Atherton	Individual
Julia	Chapman	Individual	Patrick	Tiley	Individual
Lee	Cheetham	Individual	Pat	Tack	Individual
Robyn	Anderson	Individual	Pamela	Pye	Individual
Craig	Howard	Individual	Pam	Daunton	Individual
Irene	Anderson	Individual	Carol	Southworth	Individual
Natalie	Clegg	Individual	Carole	Walker	Individual
Mark	Woan	Individual	Matthew And Jevgenija	Green	Individual
Rosalind	Walsh	Individual	Jill	Parkinson	Individual
Susan	Fokerd	Individual	James (Jim)	Slater	Individual
John	Atkinson	Individual	Joanna	Gavaghan	Individual
Marjorie	Drake	Individual	Joanna	Jackson	Individual
John	Bruce	Individual	John	Balaam	Individual
Mark	Clifford	Individual	John	Drury	Individual
Kristin	Jolley	Individual	John	Thompson	Individual
Jane	Dearden	Individual	Jonathan	Smith	Individual
Carl	Jackson	Individual	Julia	Dickson	Individual
Carol	Ashton	Individual	Julia	Rowley	Individual
Amanda	Gibson	Individual	Karen	Wilson	Individual
Michael	Nuttall	Individual	Karen	Yates	Individual
Jayne	Woods	Individual	Karl	Mayor	Individual
Iain	Robinson	Individual	Julie	Carson	Individual
Peter	Higginson	Individual	Katherine	Moore	Individual
Deborah	Bagwell	Individual	Keith	Jackson	Individual
Cloe	Scott	Individual	Kelly	Ashcroft	Individual
Margo	Johnson	Individual	Ken	Howard	Individual
Gordon	Johnson	Individual	Kevin	Newall	Individual
Craig	Walton	Individual	Laurence	Glew	Individual
Martin	Bagwell	Individual	Leanne	Heaton	Individual
Helen	Stanton	Individual	Lesley	Parkinson	Individual
William	Pitcher	Individual	Catherine	Leatham	Individual
Melissa	Hurst	Individual	Linda	Waugh	Individual
Robina	Kane	Individual	Liz	Midgley	Individual
Peter	Zak	Individual	Chris And Helen	Boucher	Individual
Jillian	Jackson	Individual	Lois And Andy	Chadwick	Individual
Ben	Bennett	Individual	Philip	Hodge	Individual
Paul	Jackson	Individual	Noel	Keane	Individual
Lee	Bellamy	Individual	Nicola	Woods	Individual
Steven	Moore	Individual	Nicola	Latham	Individual

Gary	Hemmings	Individual	Neil & Valerie	Chamberlain	Individual
Graham	Topping	Individual	Muammer	Al-Mudhaffer	Individual
Brian	Jackson	Individual	D	Daniels	Individual
Tracy	Shipton	Individual	Lee	Childs	Individual
Kevin	Rigotti	Individual	Louise And Ricky	Goulding	Individual
Peter	Whitehead	Individual	Lucy	Barnes	Individual
Fiona	Cahill	Individual	Lucy, Alistair, Samuel And Isaac	Shutler	Individual
Gaynor	Ashley	Individual	Lynda And Tom	Finney	Individual
Katie	Smith	Individual	Lynne	Ferris	Individual
Darryl	Davidson	Individual	Madison	Wiggins	Individual
Deborah	Day	Individual	Malcolm	Henderson	Individual
Cathy	Fortune	Individual	Magaret	Osbourne	Individual
Daniel	Gregg	Individual	Louise	Leyland	Individual
Robert	Coupe	Individual	Philip	Berry	Individual
Gary	Watson	Individual	Mari Pamela	Buckley	Individual
James	Atkinson	Individual	Marie	Wild	Individual
Michael	Powell	Individual	Mark	Spittlehouse	Individual
John	Dent	Individual	Martin	Harrison	Individual
Ruth	Carr	Individual	Martin	Hodgkiss	Individual
Brian	Walkden	Individual	Mary	Parkes	Individual
Graham	Wareing	Individual	Paul & Lorraine	Wickstead	Individual
Alison	Speakman	Individual	Matt	Jones	Individual
Fiona	Nicholson	Individual	Matthew	Wright	Individual
Amanda	Orgill	Individual	Pat	Case	Individual
Hazel	Ingham	Individual	Maurice	Povall	Individual
Andrew	Reeves	Individual	May	Williams	Individual
Anthony	Donaghy	Individual	Melanie	Briggs	Individual
Bernadette and Neil	Ainscough	Individual	Michael	Tatterton	Individual
Bernie	Atherton	Individual	David	Rothwell	Individual
Susan	Ainsworth	Individual	Joyce	Rothwell	Individual
Samantha	Park	Individual	Michelle	Martland	Individual
Nicholas	Thompson	Individual	Danni	Sharrock	Individual
Katherine	Atkinson	Individual	T	Jewitt	Individual
David	Whitehead	Individual	Fiona	Evans	Individual
Beth	Longdon	Individual	Beryl	Williams	Individual
Bill	Taylor	Individual	Michael Darren and Lorraine	Mayock	Individual
Sylvia Denise	Lloyd	Individual	Christine and John	Orrit	Individual
Samantha	Park	Individual	Robert and Mary	Davison	Individual
Nigel	Holt	Individual	David and Pat	Hoskins	Individual
Bruce	Glaister	Individual	Alan and Frances	Robinson	Individual
Carla	Holmes	Individual	M R	Greeno	Individual
Christine	Toward	Individual	Mike	Bowe	Individual
Christopher	Baybutt	Individual	Michael	Turner	Individual
Claire	Rigby	Individual	Matt and Nina	Powell	Individual
Jake	Graham	Individual	Martin	Harrison	Individual

Saskia	Gregory	Individual	Malcolm	Murphy	Individual
Ray	Richards	Individual	Keith	Wilcox	Individual
Kate	Holden	Individual	Kay	Bowe	Individual
David	Hollinghurst	Individual	Julie	Glaister	Individual
Michael	Dunne	Individual	John	Hurst	Individual
Nicola	Roberts	Individual	John	Dunn	Individual
Paul	Hartley	Individual	John	Almond	Individual
Margaret	Osbourne	Individual	Jennie and Mark	Winkley	Individual
Thelma	Dunne	Individual	Janet	Murphy	Individual
Victoria	Maclachlan	Individual	James	Miller	Individual
Ian	Loughnane	Individual	Diane and Douglas	Mcmillan	Individual
Rabia	Govalia	Individual	Jacqueline	Hurst	Individual
Edwina	Winter	Individual	Hayley	Mellor	Individual
Beverley	Gillibrand	Individual	Gwynedd	Barker	Individual
Lorraine	Bellis	Individual	Graham	Ashworth	Individual
David	Taylor	Individual	Geoff	Key	Individual
SUSAN	Walsh	Individual	Gary	Jackson	Individual
Juneanne	Newbury	Individual	Fay	Cookman	Individual
Alasdair	Jackson	Individual	Eckersley Property Ltd	N/A	Individual
Janet	Mason	Individual	Steven and Frances	Dewhurst	Individual
Jennifer	Lomax	Individual	Eckersley Property Ltd	N/A	Individual
Damian	Harrison	Individual	Emery Planning	N/A	Individual
Barbara	Mccormick	Individual	Sandra	Bann	Individual
Jean	Wardrope-Mortimer	Individual	Isabelle	Henthorn	Individual
Lisa	Taylor	Individual	Graham	Riding	Individual
Tomos	Jones	Individual	John	Cornelius	Individual
Tony	Dilworth	Individual	W J	Weatherfold	Individual
Simon	Gray	Individual	Veronica	Roper	Individual
Stuart	Kane	Individual	T	Heaton	Individual
Doreen	Jolly	Individual	Susan And David	Whyte	Individual
Andrew	Dearden	Individual	Stephen	Peel	Individual
Katherine	Dugdale	Individual	Sarah	Bright	Individual
Neil	Smith	Individual	Sarah	Murfin	Individual
Kevin	Myerscough	Individual	Sarah	Gannon	Individual
Rosy	Townsend	Individual	Robert	Chapman	Individual
Margaret	Bullen	Individual	Robert and Mary	Davidson	Individual
Dorothy	Kelk	Individual	Peter	Liptrott	Individual
Jennifer	Fagan	Individual	Nora	Nuttall	Individual
David	Wooff	Individual	Ms	Wightman	Individual
Grahame	Green	Individual	Mr & Mrs Shirley	Rayner-Porter	Individual
Bill	Taylor	Individual	Patricia	Holt	Individual
Joe	Bloggs	Individual	P A	Bamber	Individual
John	Potter	Individual	Christine	North	Individual
Andrew	Smith	Individual	Jennifer	King	Individual
David	Stanley	Individual	Patricia	Mackay	Individual
Anthony	McConnell	Individual	Stewart	Feeney	Individual
Neil	Adair	Individual	A & M	Hammersley	Individual

Daniel	Hamer	Individual	Mr And Mrs	Atkinson	Individual
Darren	Hession	Individual	Kevin	Donnelly	Individual
Gary	Britton	Individual	Lesley	Malton	Individual
L	Stanley	Individual	John Stuart	King	Individual
Nora	Atkinson	Individual	Andrea	Jones	Individual
Rose	Coupe	Individual	Philip A	Appleby	Individual
Debbie	Cleary	Individual	Lee	Merrick	Individual
Roger	Taylor	Individual	Ann	Burgess	Individual
Philip	Wiggans	Individual	M G and A M	Brown	Individual
Graham	Smith	Individual	Peter	Toes	Individual
Sheila	Lewin	Individual	Anne-Marie	Woodcock	Individual
John	Twinn	Individual	Mrs C	Warbrick	Individual
Elizabeth	Sykes	Individual	Julie	Rigby	Individual
Martin	Hewell	Individual	Carole	Walmsley	Individual
Maxine	Tildsley	Individual	Brenda	Whitby	Individual
Rita	Crooks	Individual	AT & C	Wright	Individual
Paul	Newall	Individual	James	Slater	Individual
David	Norrington-Moore	Individual	Michael	Warm	Individual
Ian	Fishwick	Individual	Jean	Wightman	Individual
Thurston	David	Individual	Jean	Brierley	Individual
Keith	Holt	Individual	J W	Foulds	Individual
Gillian	Nixon	Individual	J H	Wheatley	Individual
Alan	Taylor	Individual	J B	Jump	Individual
Nichola	Calcutt	Individual	I M	Brandwood	Individual
Rosemary	Taylor	Individual	Ian	Henderson	Individual
Mark	Springthorpe	Individual	H	Webster	Individual
Cenydd	Jaynes	Individual	Gale	Brown	Individual
Alison	Angior	Individual	Gillian R	Harrison	Individual
Gordon	Kirkby	Individual	David	Mayor	Individual
Ruth	Blackett	Individual	David	Adderley	Individual
Terence	Riding	Individual	Colin	Kentell	Individual
James	Dawber	Individual	Martyn and Aimee	Barton	Individual
Maureen	Tabiner	Individual	Colin and Alison	South	Individual
Leonie	Hathaway	Individual	Mr & Mrs F W	Brown	Individual
Jennifer	Hall	Individual	P & C	Winkley	Individual
Gordon	Kirkby	Individual	Ken	Cook	Individual
David	Hoskins	Individual	John and Janis	Bremers	Individual
John	Anslow	Individual	Mrs J	Wilde	Individual
Christopher	Taylor	Individual	Mr P	Wilde	Individual
Marie	Thompson	Individual	R & M	Mcnamara	Individual
Alison	Sykes	Individual	M	Stewart	Individual
Caroline	Parr	Individual	Kathleen	Merrick	Individual
Paul Robert	Cook	Individual	Eleanor And James	Wiggans	Individual
Mark	Lane	Individual	R	Merrick	Individual
Pat	Turner	Individual	M	Myers	Individual
Janet	Wright	Individual	S & K	Hammersley	Individual
EMILY	RIGBY	Individual	Mrs S M	Clarke	Individual

Helen	Howarth	Individual	Pickerings Farm	Petition	Individual
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Appendix 2 – List of Events and Venues

I. Events listed with their dates, times and venues as published on the [Local Plan website](#).

LPA	Ward, Neighbourhood or Area	Weekday	Date	Time	Location
Preston	City Centre	Tuesday	19/11/2019	11.30- 2.30pm	Harris Museum Café
South Ribble	Leyland	Wednesday	20/11/2019	1-3 / 5- 7	Leyland Civic Centre
Chorley	Brindle and Hoghton	Thursday	21/11/2019	4- 6.45pm	Brindle Community Hall, Water Street, Brindle, PR6 8NH
Chorley	Euxton North	Wednesday	27/11/2019	4-7pm	St Mary's Church, Wigan Rd, Euxton, PR7 6JW
South Ribble	Eastern	Thursday	28/11/2019	1-3 / 5- 7pm	Samlesbury Memorial Hall, Cuerdale Lane, Samlesbury, PR5 0UY
Chorley	Clayton-le- Woods North	Thursday	28/11/2019	4-7pm	Clayton Brook Community Centre - AKA Village Hall(?) - Clayton-le-Woods, PR5 8HL (Café Room)
Preston	City Centre	Monday	02/12/2019	11- 2pm	Preston Markets
Chorley	Pennine	Monday	02/12/2019	4-7pm	St Chads Parish Centre, 235 Town Lane, Chorley, PR6 8AJ
South Ribble	Bamber Bridge, Lostock Hall & Walton-le-Dale	Tuesday	03/12/2019	1-3 / 5- 7	Lostock Hall Library, Watkin Lane, PR5 5TU
Chorley	Chorley South West	Wednesday	04/12/2019	4-7pm	Eaves Green Community Centre, 35 Cottage Fields, PR7 3QE
South Ribble	Penwortham	Tuesday	10/12/2019	1-3 / 5- 7	Penwortham Community Centre, Kingsfold Drive, Penwortham, PR1 9EQ
Chorley	Heath Charnock and Rivington	Wednesday	11/12/2019	4-7pm	Rivington Foundation Primary School, Horrobin Lane, Rivington BL6 7SE
Chorley	Wheelton and Withnell	Tuesday	17/12/2019	4-7pm	Heapey and Wheelton Village Hall, West View, Wheelton, PR6 8HJ
Chorley	Lostock (Bretherton, Croston and Ulnes Walton)	Wednesday	18/12/2019	4-7pm	Croston Old School Hall community resource centre, Church Street, Croston, Leyland PR26 9HA

South Ribble	Western	Wednesday	08/01/2020	1-3 / 5-7pm	Longton Library, Liverpool Old Road, Longton, Preston PR4 5HA
Chorley	Eccleston and Mawdesley	Thursday	09/01/2020	3.45-6.45	Mawdesley Village Hall, Hurst Green, Mawdesley L40 2QT (Main Hall)
Preston	Ashton & Lea	Monday	13/01/2020	4-7pm	Ashton & Lea Golf Club
Chorley	Adlington and Anderton	Tuesday	14/01/2020	4-7pm	Adlington & District Community Centre, Railway Road, Adlington, PR6 9RF
Chorley	Chisnall	Wednesday	15/01/2019	10am-12 noon	Charnock Richard Scout Hut, Charter Lane
Chorley	Chorley North East	Wednesday	15/01/2020	4-7pm	All Seasons Leisure Centre, Chorley
Preston	Fulwood/Redscar	Monday	20/01/2020	4-7pm	Norman Jepson
Chorley	Coppull	Tuesday	21/01/2020	3-7pm	Coppull Library, Spendmore Lane, Coppull, PR7 5DF
Chorley	Astley and Buckshaw	Wednesday	22/01/2020	6-8pm	Astley Village Community Centre
Chorley	Chorley East	Thursday	23/01/2020	4-6.30pm	Tatton Community Centre
Chorley	Chorley Town Centre	Saturday	25/01/2020	10-1pm	Chorley Central Library
Chorley	Euxton South	Tuesday	28/01/2020	4-7pm	Euxton Methodist Church Hall
Chorley	Chisnall	Wednesday	29/01/2020	4-7pm	Heskin Village Hall
Preston	Preston North West	Thursday	30/01/2020	4-7pm	Preston Grasshoppers
South Ribble	Bamber Bridge, Lostock Hall & Walton-le-Dale	Monday	03/02/2020	12-2, 3.30-5.30	St Aidens Church Hall
Preston	City Centre	Monday	03/02/2020	4-7pm	Town Hall, Lancaster Road, Preston
Chorley	Chorley North West	Tuesday	04/02/2020	5-8pm	St Michael's CE High School, Chorley
Chorley	Clayton-le-Woods West and Cuerden	Thursday	06/02/2020	4-7pm	Lancaster Lane Community Primary School
Chorley	Clayton-le-Woods and Whittle-le-Woods	Tuesday	11/02/2020	4-7pm	Whittle-le-Woods Community hall
Chorley	Chorley South East	Wednesday	12/02/2020	4-7pm	St George's CE Primary School, Chorley

Appendix 3 – Site Response Data for Questions 64, 65 and 67.

Please note sites with an “x” at the end relate to sites in Chorley only and are sites which were included in “Annex 1 – Site Suggestions Proposed by Chorley Council”.

Sites with a “p” at the end of the number relate to site suggestions received for land for protection from development. 57 sites were noted for protection, and the support received for these has been noted.

40 submissions were received for protection in Chorley and broken down by wards as follows: 18 in Euxton North, 11 in Euxton South, 6 in Astley and Buckshaw, 2 in Lostock, 1 in Clayton-le-woods North, 1 in Clayton-le-Woods and Whittle-le-Woods and 1 in Pennine.

9 sites were received for protection in Preston and broken down by ward as follows: 1 in Cadley, 4 in Preston Rural East and 4 in Preston Rural North.

8 submissions were received for protection in South Ribble, 2 in Longton and Hutton, in Bamber Bridge, 2 in Charnock and 3 in Farington West.

I. Number of Annex 1 Site Responses in Question 64 by SHELAA Reference:

SHELAA Ref	Responses	SHELAA Ref	Responses	SHELAA Ref	Q64 Mentions	SHELAA Ref	Responses
19C227x	21	19C243x	5	19C260x	89	19C277x	85
19C228x	15	19C244x	7	19C262x	15	19C278x	69
19C229x	24	19C245x	5	19C263x	10	19C279x	105
19C230x	4	19C246x	2	19C264x	5	19C280x	101
19C231x	0	19C247x	2	19C265x	5	19C281x	129
19C232x	13	19C248x	2	19C266x	2	19C282x	3
19C233x	49	19C249x	2	19C267x	3	19C283x	8
19C234x	68	19C250x	3	19C268x	3	19C284x	5
19C235x	75	19C251x	4	19C269x	2		
19C236x	0	19C252x	0	19C270x	2		
19C237x	0	19C253x	2	19C271x	159		
19C238x	4	19C254x	6	19C272x	102		
19C239x	0	19C255x	1	19C273x	2		
19C240x	0	19C256x	6	19C274x	15		
19C241x	5	19C257x	1	19C275x	15		
19C242x	5	19C259x	93	19C276x	17		

II. Number of Annex 5 Responses in Question 65 by Call for Sites and SHELAA Reference:

CFS Ref	SHELAA Ref	Responses	CFS Ref	SHELAA Ref	Responses
CLCFS00014a	19C001	8	CLCFS00290a	19C087	39
CLCFS00018a	19C002	12	CLCFS00291a	19C088	0
CLCFS00022a	19C003	12	CLCFS00292a	19C089	32
CLCFS00025a	19C004	2	CLCFS00293a	19C090	20
CLCFS00027a	19C005	5	CLCFS00294a	19C091	0
CLCFS00028a	19C006	4	CLCFS00295a	19C092	1
CLCFS00036a	19C007	13	CLCFS00296a	19C093	2
CLCFS00039a	19C008	0	CLCFS00297a	19C094	0
CLCFS00050a	19C009	0	CLCFS00298a	19C095	15
CLCFS00055a	19C010	8	CLCFS00302a	19C096	6
CLCFS00070a	19C012	0	CLCFS00304a	19C097	2
CLCFS00071a	19C013	2	CLCFS00309a	19C098	5
CLCFS00075a	19C014	1	CLCFS00310a	19C099	2
CLCFS00076a	19C015	2	CLCFS00311a	19C100	5
CLCFS00077a	19C016	0	CLCFS00313a	19C101	5
CLCFS00078a	19C017	0	CLCFS00315a	19C102	1
CLCFS00080a	19C018	0	CLCFS00317a	19C103	13
CLCFS00081a	19C019	0	CLCFS00324a	19C104	2
CLCFS00082a	19C020	1	CLCFS00330a	19C105	6
CLCFS00084a	19C021	2	CLCFS00334a	19C106	32
CLCFS00085a	19C022	5	CLCFS00335a	19C107	3
CLCFS00087a	19C023	0	CLCFS00336a	19C108	0
CLCFS00088a	19C024	1	CLCFS00338a	19C109	6
CLCFS00092a	19C025p	0	CLCFS00341a	19C110	4
CLCFS00105a	19C026	5	CLCFS00348a	19C111	0
CLCFS00106a	19C027	8	CLCFS00353a	19C112	0
CLCFS00107a	19C028	0	CLCFS00357a	19C113	4
CLCFS00111a	19C029	4	CLCFS00369a	19C114	0
CLCFS00112a	19C030	29	CLCFS00373a	19C115	8
CLCFS00113a	19C031	9	CLCFS00375a	19C116	0
CLCFS00117a	19C033	27	CLCFS00377a	19C117	5
CLCFS00120a	19C034	6	CLCFS00379a	19C118	0
CLCFS00121a	19C035	35	CLCFS00381a	19C119	3
CLCFS00124a	19C036	2	CLCFS00385a	19C120	5
CLCFS00131a	19C037	9	CLCFS00392a	19C121	39
CLCFS00132a	19C038	5	CLCFS00395a	19C122	6
CLCFS00134a	19C040	8	CLCFS00396a	19C123	2
CLCFS00142a	19C041	2	CLCFS00397a	19C124	10
CLCFS00148a	19C042	1	CLCFS00401a	19C125	0
CLCFS00150a	19C043	2	CLCFS00404a	19C126	6
CLCFS00153a	19C044	3	CLCFS00411a	19C127	4
CLCFS00162a	19C045	26	CLCFS00412a	19C128	0
CLCFS00164a	19C046	2	CLCFS00413a	19C129	1
CLCFS00166a	19C047	0	CLCFS00026a	19C190p	4
CLCFS00175a	19C048	3	CLCFS00029a	19C191p	0
CLCFS00176a	19C049	0	CLCFS00040a	19C192p	1
CLCFS00186a	19C050	0	CLCFS00041a	19C193p	1

CLCFS00188a	19C051	41	CLCFS00042a	19C194p	0
CLCFS00194a	19C052	11	CLCFS00043a	19C195p	0
CLCFS00195a	19C053	1	CLCFS00044a	19C196p	1
CLCFS00196a	19C054	1	CLCFS00045a	19C197p	0
CLCFS00201a	19C056	4	CLCFS00046a	19C198p	0
CLCFS00202a	19C057	3	CLCFS00047a	19C199p	0
CLCFS00210a	19C058	2	CLCFS00052a	19C201p	0
CLCFS00223a	19C059	0	CLCFS00053a	19C202p	0
CLCFS00224a	19C060	2	CLCFS00054a	19C203p	0
CLCFS00227a	19C061	39	CLCFS00060a	19C204p	0
CLCFS00229a	19C062	0	CLCFS00065a	19C205p	0
CLCFS00235a	19C063	4	CLCFS00066a	19C206p	0
CLCFS00238a	19C064	0	CLCFS00067a	19C207p	0
CLCFS00246a	19C066	2	CLCFS00068a	19C208p	0
CLCFS00250a	19C067	2	CLCFS00069a	19C209p	0
CLCFS00254a	19C068	2	CLCFS00103a	19C210p	0
CLCFS00255a	19C069	3	CLCFS00108a	19C211p	0
CLCFS00256a	19C070	2	CLCFS00126a	19C212p	0
CLCFS00260a	19C071	9	CLCFS00128a	19C213p	0
CLCFS00262a	19C072	44	CLCFS00141a	19C214p	0
CLCFS00266a	19C073	4	CLCFS00143a	19C215p	0
CLCFS00267a	19C074	6	CLCFS00144a	19C216p	0
CLCFS00268a	19C075	1	CLCFS00147a	19C217p	1
CLCFS00272a	19C076	8	CLCFS00212a	19C218p	0
CLCFS00275a	19C077	4	CLCFS00214a	19C219p	0
CLCFS00277a	19C078	2	CLCFS00215a	19C220p	1
CLCFS00278a	19C079	0	CLCFS00218a	19C221p	0
CLCFS00279a	19C080	5	CLCFS00219a	19C222p	0
CLCFS00280a	19C081	26	CLCFS00264a	19C223p	0
CLCFS00282a	19C082	5	CLCFS00269a	19C224p	0
CLCFS00283a	19C083	61	CLCFS00347a	19C225p	0
CLCFS00284a	19C084	7	CLCFS00408a	19C226p	0
CLCFS00286a	19C085	2	CLCFS00095a	19C385	0
CLCFS00289a	19C086	1	CLCFS00157a	19C386	0

III. Number of Annex 3 and 4 Responses to Question 67 by Call for Sites Reference and/or SHELAA Reference (as applicable):

CFS Ref	SHELAA Ref	Responses	CFS Ref	SHELAA Ref	Responses
CLCFS00005a	19P001	1	CLCFS00030a	19S007	3
CLCFS00035a	19P002	2	CLCFS00031a	19S008	11
CLCFS00057a	19P003	3	CLCFS00032a	19S009	24
CLCFS00089a	19P004	5	CLCFS00033a	19S010	28
CLCFS00090a	19P005	4	CLCFS00034a	19S011	23
CLCFS00118a	19P006	4	CLCFS00037a	19S012	27
CLCFS00119a	19P007	0	CLCFS00051a	19S013	0
CLCFS00122a	19P008	1	CLCFS00058a	19S014	24
CLCFS00123a	19P009	6	CLCFS00059a	19S015	12
CLCFS00129a	19P010	0	CLCFS00062a	19S016	0

CLCFS00130a	19P011	0	CLCFS00074a	19S017	15
CLCFS00136a	19P012	0	CLCFS00086a	19S018	23
CLCFS00140a	19P013	0	CLCFS00091a	19S019	35
CLCFS00149a	19P014	0	CLCFS00096a	19S021	15
CLCFS00158a	19P015	1	CLCFS00098a	19S022	6
CLCFS00173a	19P016	0	CLCFS00099a	19S023	8
CLCFS00179a	19P017	4	CLCFS00101a	19S025	5
CLCFS00189a	19P018	2	CLCFS00102a	19S026	4
CLCFS00190a	19P019	2	CLCFS00109a	19S027	4
CLCFS00191a	19P020	0	CLCFS00115a	19S028	21
CLCFS00192a	19P021	0	CLCFS00127a	19S029	1
CLCFS00199a	19P022	2	CLCFS00135a	19S030	34
CLCFS00207a	19P023	0	CLCFS00137a	19S031	14
CLCFS00211a	19P024	0	CLCFS00138a	19S032	20
CLCFS00222a	19P025	2	CLCFS00145a	19S033	15
CLCFS00225a	19P026	1	CLCFS00146a	19S034	23
CLCFS00228a	19P027	0	CLCFS00154a	19S035	13
CLCFS00232a	19P028	1	CLCFS00155a	19S036	15
CLCFS00233a	19P029	1	CLCFS00156a	19S037	5
CLCFS00239a	19P030	3	CLCFS00159a	19S039	3
CLCFS00241a	19P031	5	CLCFS00161a	19S040	0
CLCFS00242a	19P032	1	CLCFS00163a	19S041	4
CLCFS00244a	19P033	1	CLCFS00165a	19S042	0
CLCFS00247a	19P034	1	CLCFS00167a	19S043	5
CLCFS00248a	19P035	0	CLCFS00168a	19S044	0
CLCFS00249a	19P036	1	CLCFS00169a	19S045	18
CLCFS00251a	19P037	2	CLCFS00170a	19S046	19
CLCFS00252a	19P038	1	CLCFS00171a	19S047	10
CLCFS00253a	19P039	0	CLCFS00172a	19S048	18
CLCFS00257a	19P040	2	CLCFS00182a	19S049	22
CLCFS00258a	19P041	1	CLCFS00184a	19S050	17
CLCFS00263a	19P042	5	CLCFS00187a	19S051	0
CLCFS00274a	19P043	0	CLCFS00193a	19S052	3
CLCFS00281a	19P044	2	CLCFS00198a	19S053	6
CLCFS00303a	19P048	2	CLCFS00200a	19S054	13
CLCFS00305a	19P049	0	CLCFS00203a	19S055	13
CLCFS00306a	19P050	0	CLCFS00204a	19S056	30
CLCFS00307a	19P051	0	CLCFS00205a	19S057	35
CLCFS00308a	19P052	2	CLCFS00206a	19S058	7
CLCFS00314a	19P053	2	CLCFS00208a	19S059	3
CLCFS00318a	19P054	0	CLCFS00209a	19S060	8
CLCFS00343a	19P055	0	CLCFS00220a	19S062	6
CLCFS00350a	19P056	2	CLCFS00221a	19S063	0
CLCFS00356a	19P057	4	CLCFS00226a	19S064	15
CLCFS00358a	19P058	3	CLCFS00230a	19S065	1
CLCFS00359a	19P059	5	CLCFS00231a	19S066	1
CLCFS00360a	19P060	2	CLCFS00236a	19S067	11
CLCFS00361a	19P061	4	CLCFS00237a	19S068	10
CLCFS00362a	19P062	9	CLCFS00240a	19S069	11
CLCFS00364a	19P063	0	CLCFS00245a	19S070	18

CLCFS00366a	19P064	3	CLCFS00259a	19S071	15
CLCFS00376a	19P065	0	CLCFS00261a	19S072	7
CLCFS00384a	19P066	3	CLCFS00265a	19S073	25
CLCFS00386a	19P067	2	CLCFS00270a	19S074	9
CLCFS00394a	19P068	0	CLCFS00271a	19S075	2
CLCFS00400a	19P069	1	CLCFS00276a	19S076	12
CLCFS00405a	19P070	1	CLCFS00312a	19S077	11
CLCFS00407a	19P071	0	CLCFS00316a	19S078	7
CLCFS00410a	19P072	0	CLCFS00319a	19S079	6
CLCFS00416a	19P073	0	CLCFS00320a	19S080	1
CLCFS00417a	19P074	1	CLCFS00321a	19S081	2
CLCFS00418a	19P075	0	CLCFS00329a	19S082	2
CLCFS00421a	19P076	1	CLCFS00331a	19S083	2
CLCFS00423a	19P077	0	CLCFS00332a	19S084	4
CLCFS00424a	19P078	0	CLCFS00333a	19S085	1
CLCFS00425a	19P079	0	CLCFS00337a	19S086	3
CLCFS00426a	19P080	0	CLCFS00339a	19S087	5
CLCFS00427a	19P081	1	CLCFS00340a	19S088	2
CLCFS00428a	19P082	3	CLCFS00342a	19S089	6
CLCFS00429a	19P083	1	CLCFS00345a	19S090	7
CLCFS00435b	19P084	0	CLCFS00346a	19S091	14
CLCFS00436b	19P085	0	CLCFS00349a	19S092	1
CLCFS00441b	19P086	0	CLCFS00351a	19S093	6
CLCFS00452b	19P087	3	CLCFS00352a	19S094	3
CLCFS00495b	19P088	0	CLCFS00354a	19S095	20
CLCFS00496b	19P089	0	CLCFS00363a	19S096	1
CLCFS00497b	19P090	0	CLCFS00365a	19S097	8
CLCFS00498b	19P091	0	CLCFS00367a	19S098	11
CLCFS00499b	19P092	0	CLCFS00368a	19S099	12
CLCFS00500b	19P093	0	CLCFS00370a	19S100	2
CLCFS00501b	19P094	0	CLCFS00371a	19S101	8
CLCFS00503b	19P095	1	CLCFS00372a	19S102	0
CLCFS00507b	19P096	1	CLCFS00374a	19S103	12
CLCFS00508b	19P097	2	CLCFS00378a	19S104	3
CLCFS00509b	19P098	0	CLCFS00380a	19S105	20
CLCFS00510b	19P099	1	CLCFS00382a	19S106	6
CLCFS00522b	19P100	1	CLCFS00383a	19S107	54
CLCFS00524b	19P101	1	CLCFS00387a	19S108	5
CLCFS00527b	19P102	1	CLCFS00388a	19S109	9
CLCFS00528b	19P103	4	CLCFS00389a	19S110	4
CLCFS00531b	19P104	3	CLCFS00390a	19S111	9
CLCFS00532b	19P105	3	CLCFS00391a	19S112	6
CLCFS00536b	19P106	1	CLCFS00393a	19S113	9
CLCFS00537b	19P107	1	CLCFS00398a	19S114	21
CLCFS00538b	19P108	1	CLCFS00399a	19S115	19
CLCFS00539b	19P109	1	CLCFS00403a	19S116	5
CLCFS00540b	19P110	0	CLCFS00406a	19S117	15
CLCFS00541b	19P111	0	CLCFS00409a	19S118	7
CLCFS00542b	19P112	0	CLCFS00414a	19S119	15
CLCFS00543b	19P113	0	CLCFS00415a	19S120	2

CLCFS00544b	19P114	0	CLCFS00419a	19S121	8
CLCFS00549b	19P115	0	CLCFS00420a	19S122	2
CLCFS00550b	19P116	1	CLCFS00434b	19S123	8
CLCFS00554b	19P117	0	CLCFS00437b	19S124	2
CLCFS00555b	19P118	1	CLCFS00438b	19S125	3
CLCFS00556b	19P119	0	CLCFS00439b	19S126	5
CLCFS00557b	19P120	1	CLCFS00440b	19S127	17
CLCFS00559b	19P121	1	CLCFS00455b	19S128	3
CLCFS00562b	19P122	1	CLCFS00458b	19S129	5
CLCFS00563b	19P123	3	CLCFS00459b	19S130	3
CLCFS00564b	19P124	1	CLCFS00463b	19S131	1
CLCFS00565b	19P125	1	CLCFS00464b	19S132	0
CLCFS00566b	19P126	1	CLCFS00473b	19S133	19
CLCFS00569b	19P127	1	CLCFS00476b	19S134	8
CLCFS00572b	19P128	0	CLCFS00478b	19S135	3
	19P130	2	CLCFS00480b	19S136	4
	19P131	0	CLCFS00481b	19S137	0
	19P132	1	CLCFS00485b	19S138	3
	19P133	1	CLCFS00486b	19S139	3
	19P134	0	CLCFS00487b	19S140	4
	19P135	2	CLCFS00488b	19S141	3
	19P136	0	CLCFS00492b	19S142	13
	19P137	0	CLCFS00502b	19S143	41
	19P138	1	CLCFS00505b	19S144	9
	19P139	0	CLCFS00506b	19S145	3
	19P140	0	CLCFS00511b	19S146	0
	19P141	1	CLCFS00512b	19S147	0
	19P142	2	CLCFS00515b	19S148	12
	19P144	3	CLCFS00523b	19S149	11
	19P145	0	CLCFS00525b	19S150	3
	19P146	0	CLCFS00535b	19S151	12
	19P149	0	CLCFS00546b	19S152	4
	19P150	0	CLCFS00547b	19S153	9
	19P151	0	CLCFS00551b	19S154	4
	19P152	0	CLCFS00553b	19S155	19
	19P154	0	CLCFS00570b	19S156	1
	19P155	0	CLCFS00433b	19S157	2
	19P156	1	CLCFS00285a	19S158	5
	19P161	0	CLCFS00287a	19S159	5
	19P162	0	CLCFS00288a	19S160	5
	19P163	0		19S161	4
	19P164	0		19S162	0
	19P165	0		19S163	4
	19P166	0		19S164	2
	19P167	0		19S165	2
	19P168	0		19S166	1
	19P169	0		19S167	5
	19P170	0		19S168	0
	19P171	2		19S169	1
	19P174	1		19S170	0

19P178	0	19S171	1
19P184	0	19S172	0
19P185	0	19S173	1
19P186	0	19S174	0
19P187	0	19S175	0
19P188	0	19S176	3
19P189	0	19S177	1
19P190	0	19S178	18
19P191	0	19S179	0
19P192	0	19S180	2
19P193	0	19S181	1
19P194	0	19S182	0
19P195	1	19S183	3
19P196	0	19S184	2
19P197	0	19S185	3
19P198	0	19S186	3
19P199	0	19S187	7
19P200	0	19S188	7
19P201	2	19S189	1
19P202	0	19S190	1
19P203	0	19S191	1
19P204	0	19S192	1
19P205	0	19S193	1
19P206	0	19S194	1
19P207	0	19S195	9
19P208	0	19S196	2
19P209	0	19S197	1
19P210	0	19S198	1
19P211	0	19S199	1
19P212	0	19S200	4
19P213	0	19S201	1
19P215	0	19S202	0
19P216	0	19S203	1
19P218	0	19S204	0
19P219	1	19S205	0
19P220	1	19S206	0
19P221	0	19S207	0
19P222	1	19S208	2
19P223	1	19S209	10
19P224	1	19S210	0
19P225	0	19S211	1
19P226	0	19S212	14
19P227	0	19S213	2
19P228	0	19S214	0
19P229	2	19S215	1
19P230	1	19S216	1
19P231	0	19S217	4
19P232	0	19S218	5
19P233	0	19S219	16
19P234	0	19S220	3

	19P236	1		19S221	3
	19P237	0		19S222	0
	19P238	0		19S223	1
	19P239	0		19S224	1
	19P240	1		19S225	0
	19P241	1		19S226	0
	19P243	0		19S227	0
	19P244	0		19S228	0
	19P245	1		19S229	8
CLCFS00561b	19P246	0		19S230	3
	19P247	1		19S231	9
	19P248	0		19S232	10
	19P249	0		19S233	8
	19P250	0		19S234	6
	19P251	0		19S235	12
	19P252	0		19S236	13
	19P253	1		19S237	15
	19P254	1		19S239	1
	19P255	1		19S240	0
	19P256	1		19S241	0
CLCFS00518b	19P257p	1		19S242	9
CLCFS00519b	19P258p	2		19S243	1
CLCFS00520b	19P259p	0		19S244	2
CLCFS00521b	19P260p	0		19S245	2
CLCFS00526b	19P261p	1		19S246	0
CLCFS00529b	19P262p	1		19S247	2
CLCFS00530b	19P263p	1		19S248	3
CLCFS00545b	19P264p	1		19S249	10
	19P265	1		19S250	17
	19P266	0	CLCFS00125a	19S251p	59
CLCFS00006a	19S001	5	CLCFS00217a	19S252p	0
CLCFS00008a	19S002	14	CLCFS00482b	19S253p	10
CLCFS00011a	19S003	35	CLCFS00517b	19S254p	15
CLCFS00020a	19S004	25	CLCFS00567b	19S255p	17
CLCFS00023a	19S005	17	CLCFS00568b	19S256p	14
CLCFS00024a	19S006	27			

IV. Number of Site Responses by Electoral Ward across Questions 64, 65 and 67:

Ward	Responses	Ward	Responses
Lostock	777	Euxton South	17
Clayton-le-Woods and Whittle-le-Woods	632	Chorley South West	11
Coupe Green and Gregson Lane	519	Bamber Bridge East	11
Samlesbury and Walton	487	Moss Side	11
New Longton and Hutton East	315	Garrison	11
Wheelton and Withnell	268	Greyfriars	9
Eccleston and Mawdesley	246	Chorley North West	9
Brindle and Hoghton	236	City Centre	8

Farington West	226	Howick and Priory	8
Longton and Hutton West	199	Buckshaw and Worden	8
Adlington and Anderton	193	Lea and Larches	7
Pennine	184	Walton-le-Dale East	7
Hoole	173	Lostock Hall	6
Heath Charnock and Rivington	151	Ribbleton	5
Clayton-le-Woods West and Cuerden	82	Clayton-le-Woods North	4
Chorley North East	78	Bamber Bridge West	3
Preston Rural North	64	Ashton	3
Preston Rural East	55	Deepdale	2
Charnock	52	Broadfield	1
Chorley East	40	Broad Oak	1
Ingol and Cottam	36	Sharoe Green	1
Coppull	34	Plungington	1
Astley and Buckshaw	33	Middleforth	1
Walton-le-Dale West	28	Leyland Central	0
Seven Stars	24	Charnock/Middleforth	0
Earnshaw Bridge	21	Cadley	0
Chisnall	21	Brookfield	0
Euxton North	21	Fishwick and Frenchwood	0
Farington East	19	St Matthew's	0
Total			5359

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Appendix 4 – List of Deposit Points

I. Deposit points listed across Chorley Borough Council, as published on the [Local Plan website](#).

Chorley Borough Council	
Libraries	Chorley (Central), Union Street, Chorley, PR7 1EB
	Euxton, St Mary's Gate, Euxton, PR7 6AH
	Coppull, 226 Spendmore Lane, Coppull, PR7 5BZ
	Eccleston, 230 The Green, Eccleston, PR7 5SU
	Adlington, Railway Road, Addlington, PR6 9RG
	Clayton Green Library, Library Rd, Clayton-le-Woods, PR6 7EN
	Chorley Mobile Library
Council Offices	Civic Offices, Union Street, Chorley, PR7 1AL
Post Offices	Mawdsley Village, 55 New St, Mawdesley, L40 2QN <i>(Situated in Spar)</i>
	Heskin, Wood Lane, Heskin, PR7 5NP <i>(Situated in Spar)</i>
	Croston, 6 Station Road, Croston – PR26 9RJ <i>(Situated within United Co-op)</i>
	Brinscall, 50-54 School Lane, Brinscall PR6 8QP <i>(Situated in the Newsagents)</i>
	Whittle-le-Woods, 65 Preston Road, Whittle-le-Woods, PR6 7PG <i>(Situated in Jubilee Service Station)</i>
	Eaves Lane Post Office, 303-305 Eaves Lane, Chorley PR6 0DR <i>(Situated in Spar)</i>
	Hoghton, The Straits, Hoghton, Preston, PR5 0DA ¹

II. Deposit points listed across Preston City Council, as published on the [Local Plan website](#).

Preston City Council	
Libraries	Preston Harris, Market Sq, Preston, Lancashire, PR1 2PP
	Fulwood, 294 Garstang Road, Fulwood, Preston, Lancashire, PR2 9RX
	Savick, 6 Birkdale Drive, Ashton-on-Ribble, Preston, Lancashire, PR2 1UL
	Ribbleton, Ribbleton Hall Drive, Ribbleton, Preston, Lancashire, PR2 6EE
	Sharoe Green, 8 Sharoe Green Lane, Fulwood, Preston, Lancashire, PR2 8ED
	Ingol Library, Ventnor Place, Ingol, Preston, Lancashire, PR2 3YX
	Longridge Library, Berry Lane, Longridge, Preston, PR3 3JA NEW ¹
Council Offices	Town Hall, Lancaster Road, Preston, PR1 2RL
Post Offices	Goosnargh, 882 Whittingham Ln, Goosnargh, Preston PR3 2AX <i>(Situated in Londis)</i>
	Grimsargh, 146 Preston Rd, Grimsargh, Preston PR2 5JQ <i>(Situated in Premier)</i> <i>Note: this post office is now permanently closed, local alternatives were available.</i>

¹ These deposit points were outside of the Central Lancashire area but had a customer catchment of communities that would be impacted by the plan that lived within the Central Lancashire boundary.

III. Deposit points listed across South Ribble Borough Council, as published on the [Local Plan website](#).

South Ribble Borough Council	
Libraries	Leyland, Lancaster Gate, Leyland, PR25 2EX
	Kingsfold, Hawksbury Drive, Penwortham, PR1 9EJ
	Longton, Liverpool Old Road, Longton, PR4 5HA
	Lostock Hall Library, Watkin Lane, Lostock Hall, PR5 5TU
	Bamber Bridge Library, Station Road, Bamber Bridge, PR5 6LA
Council Offices	Civic Centre, West Paddock, Leyland, PR25 1DH
Post Offices	Gregson Lane, 8 Alder Lane, Hoghton, PR5 0AD <i>(Situated in the Pharmacy adjacent to the Spar)</i>
	Leyland, 66 Hough Lane, Leyland, PR25 2SA
	Penwortham, 244a Cop Lane, Penwortham, PR1 9AB
	New Longton, 1 Station Road, PR4 4LL <i>(Situated in Newsagents)</i>
	Longton, 64 Liverpool Road, PR4 5TB
	Walmer Bridge, 108 Liverpool Old Road, Walmer Bridge, PR4 5GE <i>(Situated in Spar)</i>
	Bamber Bridge, Cotton Mill Road, Preston, PR5 6LF
	Higher Walton, 14 Cann Bridge Street, Preston, PR5 4DJ
	Walton-le-Dale, 3-5 Sandringham Road, Preston, PR5 4QN <i>Note: this site was unable to take documents, local alternatives were available.</i>
	Clifton Parade, 1-5 Clifton Parade, Bristol Avenue, Farington, Leyland, PR25 4YU
	Leyland Lane, 343 Leyland Lane, Leyland, Lancashire, PR25 1UP <i>Note: this site was unable to take documents, local alternatives were available.</i>
	Earnshaw Bridge, 11 - 15 Broadfield Drive, Leyland, PR25 1GJ
	Leyland South, 2 Church Road, Leyland, PR25 3EJ

Appendix 5 – Detailed Response Analysis by Question

Please note only questions where responses were expanded upon from what is presented in the main report are included in this Appendix. It does not provide responses for every question if additional detail was not required. Where further detail is not presented, this is identified.

1. Vision and Objectives

Question 1

- 1.1. No additional information is presented on Question 1, the full responses is presented in the main report.

Question 2

- 1.2. Question 2 asked 'If not, what changes would you like to see?'.
 - 1.3. The majority of respondents commented on policy areas generally, highlighting the key focus they would like the plan vision to take, or the key issues that mattered to them in their area that the objectives should seek to mitigate or target. These are detailed below.
 - The need to protect Green Belt/green field, open or agricultural land from development.
 - To address climate change and the environmental issues.
 - Recognise the role of Central Lancashire to the economic performance of the wider Lancashire region and the need to invest and grow this position, especially the high-tech manufacturing sector, and commitment to high quality development everywhere.
 - Delivering enough homes to ensure land supply is sufficient to ensure viability and longevity of policies against speculative development and the soundness of the plan.
 - Design areas to encourage sustainable transport and remove car dependency by improving public transport, including new stations, bus routes, safe continuous cycle/walking routes and improve air quality.

- Greater detail is needed in both the vision and objectives to provide sufficient reassurance as to the specific policy targets and indicators by which these will be monitored, providing public reassurance as to their achievability and deliverability. They should be evidenced and measurable.

1.4. Issues around managing the scale, scope or impact of development included:

- Housing is delivered without account for the impact on local road or rail infrastructure, including impact on, congestion, road surface quality, road safety and the limited capacity roads and seek to mitigate these effects and monitor on an ongoing basis. Public transport nodes, networks, stations, capacity, frequency and reliability should be considered prior to and after development.
- Impact on local services and amenity. Consider impact on overstretched schools, nurseries, GPs, dentists and access to services e.g. banking.
- Focus on the local economy, employment, consider co-locating housing and employment.
- Focus development on available, substantial brownfield sites such as the now vacant Camelot Theme Park complex.
- Focus on development in the urban core away from rural or remote areas, mixed use development in high densities where services and infrastructure are well established.
- High-risk or frequent flooding from river systems and water run-off is common to many areas, ensure Sustainable Urban Drainage (SUDs) are planned into new development or avoid building in Flood Zones.
- Plan for place sensitive design in new or re-development, accounting for local heritage, street scene character, existing footpaths or bridleways, architectural vernacular, wildlife corridors and assets) and ensure development is at an appropriate scope and scale for the area, not creating dormitory towns that takes jobs, investment and community away from the area.
- Ensure sufficient capacity water, gas, electric and broadband coverage to cover demand at peak times to enable an efficient remote industry and consumer sectors to operate.
- There has historically been overdevelopment in Central Lancashire, there should be a moratorium on house building.
- Identify areas where new settlements can be established, along with all appropriate amenities, supporting infrastructure and services.
- Housing should be better distributed across Central Lancashire through single plots or small-scale developments, rather than large estates (which dramatically increase an area's population) and maintain Areas of Separation between settlements.

- Developers should be held to account; ensuring land with permission is built out and not banked, for Section 106 contributions/for Community Infrastructure Levy (CIL) that is unpaid, or for planning conditions broken or unfulfilled.
- 1.5. Issues relating to or in response to the environment, biodiversity and climate change suggested the need to address the following:
- Protection of trees, hedgerows and woodland area, Green Belt, open space and local wildlife from development, provide new green/open spaces to establish green networks and deliver Biodiversity Net Gain.
 - Promote a Circular Economy and encourage greater engagement with the environment by including climate change into local teaching and activities for schools.
 - Provide land/spaces for communities to grow, maintain and forage vegetables sustainably.
 - Encouragement for renewable energy investment.
- 1.6. Issues around the standard, supply and make-up of future developments included:
- Promote carbon efficient, active or free design in development by solar panels, SUDs, water storage, wind turbines, ground source heat pumps and insulation to recognised standards such as 'PassivHaus'.
 - Provide opportunities for multigenerational living, allowing families to support each other.
 - Ensure a variety of mixed housing tenures, including over 50s living, bungalows, starter homes, affordable homes and meeting local housing needs.
 - Make more self-build plots available.
 - Make use of existing assets that are vacant or empty, transform these into public housing stock i.e. for Social Housing.
- 1.7. Issues around ensuring the plan or development delivers for vulnerable or minority groups and the health and well-being of residents included:
- Improve and implement accessibility criteria for the elderly and vulnerable in new home, public spaces and public transport design (dementia friendly, safe spaces).
 - Commitment to tackling inequality of race or gender and promote inclusive policies that seek to strengthen equality on both fronts.
 - Designated spaces for people to walk their dogs, for example: dog parks.

- Improve, plan for, and allocate land towards more leisure facilities and green space such as sports clubs, youth centres, gyms, outdoor pitches, pools and tracks and Pocket Parks.
- Provision for a short-stay, last-minute traveller transit site.
- Conserve and improve the cultural institutions/offer of city, town and village centres that make up its 'Cultural Heritage' (National Planning Policy Framework - NPPF); museums, galleries, places of worship, entertainment.
- Enhancement and investment into blue infrastructure (BI), including rivers, canals and their access, slipways, recognising the health and well-being benefits these spaces offer to residents.
- Provide more social housing.
- Expand Accident and Emergency services at Chorley Hospital.
- Support local businesses and institutions through, targeted regeneration, provision of office space and procuring and contracting locally service providers via the Preston Model.

2. Delivering Homes

Question 3

2.1. Question 3 of the consultation asked, *'How can we make sure the homes we plan for meet the needs of everybody?'*. A total of 606 responses were received to this question. The majority of responses were from individuals. The key themes arising from the responses received for this question are outlined below.

- The Local Plan should prioritise the use of brownfield land and make better use of existing empty properties to reduce/remove the need to look at green areas.
- If development is needed in/around small villages this should be kept to a minimum and the style should be in keeping with the surrounding area with homes specifically aimed at meeting the needs of the people living in those locations.
- Infrastructure needs to be in place to enable new development to take place, it should not be planned retrospectively. Infrastructure has not been able to meet the needs of areas already built and is already stretched.
- The Plan needs to ensure the right mix of good quality sustainable homes and mix tenures of homes that are needed are being planned for and meet the needs of those living in the area already. This includes planning for all sectors of society including needs of elderly (incorporating bungalows into new developments), those in need of adaptable homes, multigenerational family units and those needing truly affordable housing.
- High quality well designed sustainable/green homes should be the priority in all developments. New homes should only be built in sustainable locations with good public transport/cycling/walking links.
- High quality city centre living should be provided in Preston and other town centres as appropriate. Denser development through high rise should be considered where possible but must incorporate green spaces. Also look to see if student accommodation which is not needed can be modified to meet the needs of families. Need to repurpose the city/town centres.
- There is a need for more evidence to support the use of the standard method numbers. There is concern from existing residents that numbers are too high, and from developers that the numbers do not account for growth aspirations of the area specifically delivering City Deal.
- Using Green Belt land to meet future need should be avoided.
- Areas of flood risk should be avoided and need to consider impact of development on the wider environment.

- Smaller developments should be considered.

Question 4

2.2. Question 4 asked '*How does the Local Plan ensure enough homes are provided so everyone has somewhere to live?*'. A total of 435 responses were received to this question. Again, the majority of responses were from individuals. The key themes arising from the responses received for this question are outlined below.

- Need to understand what the actual need is that we are planning for – standard method or higher to meet City Deal?
- Where is this need required across the Plan area? Also need to understand how existing allocations/sites with planning permission will be developed. Reduce land banking.
- The Plan needs to provide a wider range of homes which match the needs of the area in order to reduce homelessness and enable people to buy and stay in their homes longer. Housing needs survey required to understand this better.
- We need to address the issue of empty homes/buildings/retail units etc. and bring them back into use and make use of existing brownfield land. Avoid development in Green Belt/green areas.
- More large-scale developments like Buckshaw – consider redevelopment of Camelot site. Need to identify a variety of land to meet differing needs and ensure developer interest.
- More opportunities to be identified for self-build/cooperative style living.
- Need to identify sustainable locations where infrastructure is in place to support the developments and near to existing/planned employment.
- Focus around existing urban areas and build the right type of housing that is needed in that location.
- Ensure policy compliant, deliverable homes are provided.
- May need to consider selective Green Belt release to deliver the number of homes required. Standard method requirement is a starting point, actual need is likely to be higher.
- Housing need should be planned to match economic growth aspirations and should not be unevenly distributed.

Question 5

2.3. Question 5 sought views on the following question '*Do you think the councils should plan for the minimum number of homes needed, but should aim to deliver?*'. A total of 611 responses were received to this question, 292 people (48%) felt that we should only be planning for the minimum number, 94 people

(15%) felt that plan for the minimum but aim to deliver more, whilst 225 people (37%) felt we should plan for less than the minimum. Those that suggested minimum or less came from those respondents who currently live within Central Lancashire, whilst the majority of those suggesting minimum but deliver more came from land owners, agents and/or developers with an interest in development options within the plan area. Qualification on the points made are covered in question 4 above.

Question 6

2.4. The last general issue discussed in this section is Question 6, this asked '*Where do you think new homes should be provided in Central Lancashire?*'. There were 646 responses received to this question. The key themes arising from the responses received for this question are outlined below.

- New development should be avoided in the Green Belt/green areas and away from rural settlements. If needed in rural areas it should be limited to small scale development/infill within the area and be planned to meet a localised need only.
- Need to ensure new housing is affordable and we are planning for the homes that are actually needed to meet that requirement.
- Brownfield sites should be prioritised. These should be well located sites near to transport hubs/employment opportunities and close to existing amenities. Access to public transport should be a key in all new developments identified.
- Need a better strategy for bringing back empty homes/buildings which are likely to be close to amenities and have good infrastructure links. For city/urban centres, need to provide high quality living to encourage people to live and work and spend spare time there to reinvent our town centres.
- Need to ensure green spaces are planned into new developments. Where canal frontage is available, look at opportunities to regenerate land alongside the canals.
- Need more large-scale developments like Buckshaw which build in provision of new infrastructure needed to support them. Areas such as the old Camelot site should be considered.
- Need to ensure planning for the future – need green homes which are planned away from areas at risk of flooding and designed to cope with future environment challenges – urban heating etc. Should be planning in sustainable and suitable locations only.
- Developments should be close to the urban centres where public transport and infrastructure is sufficient and better access to employment.

- Need an even distribution across the plan area to ensure each area can meet their needs.
- In Preston, can we consider changing unused student areas into family housing?
- Concern that we do not need any more housing, and any that is planned should be kept to a minimum and not all be 4/5 bed detached housing which is not meeting local need. Look to see if neighboring areas can accommodate housing instead.
- The Plan needs to identify a range of locations to meet the differing needs of the area. Development next to existing settlements should be considered to ensure the continued viability of these areas for maintaining schools and other amenities where there is an ageing population. Need to enable young families to stay in these areas.
- Distribution needs to align to planned infrastructure and growth ambitions (City Deal).
- Concentrate on existing safeguarded areas first and protect Green Belt/protected open land. Avoid ribbon developments which join towns together.
- Need a flexible approach to allocations to allow for changes in need over the plan period. A variety of site types and sizes are also needed to enable small/specialist builders into the market alongside large scale sites. For sites to be viable, locations other than brownfield sites need to be considered. Need sites free of constraints.
- Consider development of a garden village.
- New sites need to ensure infrastructure delivery does not delay delivery of sites, particular issues for remote/disconnected areas in the Green Belt.

Student Accommodation

- 2.5. There were 3 questions specifically focusing on student accommodation provision within Preston, Questions 7 to 9 of the Issues and Options consultation. Additional information on Questions 7-9 to that in the main report is provided below.

Question 7

- 2.6. Question 7 asked '*Do you think there should be no new purpose-built student accommodation in Preston?*'. A total of 530 respondents chose to answer this question. 204 People (38%) agreed with this question, that Preston does not need any new purpose-built student accommodation, whilst 326 people (62%) did not agree.

- 2.7. One respondent provided a statement in support of their response. Their points focused on a concern that demand and need for different types of development can change and the Local Plan should therefore not rule out certain types of development through the strategy developed and risk an unsound plan.

Question 8

- 2.8. Question 8 asked ‘Do you think we should identify a student zone, centred around the University of Central Lancashire (UCLAN) campus, where new purpose-built student accommodation could be built and resist it elsewhere?’. A total of 528 people responded to this question, 418 people (79%) said yes there should be a student zone, whilst 110 people (21%) said no there should not be.
- 2.9. Further detailed comments were provided from 2 respondents. One respondent felt that a policy restricting student accommodation to a zone around UCLAN fails to reflect that there are other educational establishments elsewhere which may have a need and would be overlooked by a policy such as this, and that other sites may become available which offer a better opportunity for student accommodation.
- 2.10. Further comments by another respondent said that student accommodation should be located where there are good sustainable transport links if they are not located in close proximity to the campus.

Question 9

- 2.11. The final question on student accommodation is Question 9. This seeks to expand on peoples’ reasoning for their response to Question 8. Question 9 asks ‘*Or do you think there is another way this can be dealt with?*’ in relation to establishment or not of a student zone. A total of 254 responses were received to this question, a summary of the key themes presented below.
- Majority of respondents felt there was enough accommodation already. We would need to know future numbers will increase before providing more homes, not the other way around. The university should also seek to work with landlords to make better use of existing accommodation first.
 - The Local Plan needs to look at regenerating areas of the town centre near the university itself and improve transport links from there to enable students to access college easily. Look at converting disused office blocks and other buildings in the city centre to meet their needs.
 - The majority of responses felt accommodation should be provided close to the university, with both high and low rise options considered. The plan should

consider building a student village. Students need safe accommodation close to their place of study. A high quality, well designed student village should be provided.

- It was felt that there is a need to integrate students into Preston as they bring a lot to the economy. Should not concentrate them on the outskirts as need them to improve the city centre itself.
- Outlying areas that are well connected by public transport should be also considered to reduce areas becoming empty when university is out for summer.
- Consider rooms for families/non-students in private rented sites.
- Prioritise student village for 1st and 2nd year students, with 3rd year/post graduates encouraged off site to settle in the area longer term, so we benefit from the successes of the students graduating from UCLAN.
- A lot of recognition of the value UCLAN brings to the area and need to capitalise on this to improve Preston City Centre.

2.12. There is still some concern that there is a need to limit the growth of UCLAN as it is taking over the area around it. The responses to the questions on student accommodation highlight the recognition of the important role of the university in the wider economy of Preston, and a desire to maximise the benefits of this. There is a wish to integrate students into the City to ensure they have a safe place to live and study, whilst also reflecting on the needs of those living there.

Gypsies and Travellers

2.13. There were 3 questions specifically focusing on meeting the needs of Gypsy and Traveller and Travelling Showpeople within Central Lancashire, Questions 10 to 12 of the Issues and Options consultation.

2.14. A Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA) was undertaken by consultants ARC4 on behalf of the Central Lancashire authorities, which analysed the latest available evidence to identify the accommodation needs of Gypsies and Travellers and Travelling Showpeople across the study area. This was published in July 2019.

2.15. The GTAA identified the current need for provision across Central Lancashire, reviewing existing sites and identifying the need for future provision in the area, including transit provision. The study concluded that the majority of provision can be catered for by the progression of existing sites. It also identified a need for a replacement site for the unauthorised site at Rosemary Lane, Preston. If this site

were to be authorised, a replacement site elsewhere in Preston would be able to be much smaller.

- 2.16. To help deliver this need, the Issues and Options consultation asked a number of questions around how we should be planning to meet this provision.

Question 10

- 2.17. Question 10 of the consultation asked 'Should the existing unauthorised Gypsy and Traveller site at Rosemary Lane in Preston be authorised for use by Gypsies and Travellers, or should a larger site be found somewhere else?'

- 2.18. A total of 254 responses were received for this question, the majority of which were from individuals. The key themes arising from the responses received for this question are outlined below.

- No overall consensus on normalising this site. Recognition that a site is needed but not all those who responded felt this was the correct location or supported provision being made in the Local Plan, instead they felt that this should be dealt with through the planning application process. Some people felt that no site should be authorised specifically for one particular group of people, but others recognised that a permanent site could lead to fewer illegal sites. No responses were received from the community living at the site. Authorising this site would set a precedent. Planning consent should have been secured before occupying the site.

- 2.19. Those who responded identified the factors which need to be taken into consideration in relation to this particular site and in finding alternative sites, including a site for a transit facility (specific site suggestions for a larger site are referred to under question 11). These included:

- Establish the need, including consultation with the travellers, and local residents. Is the site in a suitable and accessible location, with appropriate land, access and infrastructure (including access to amenities and facilities, such as water and electric points, effective drainage and waste disposal / sewage facilities) and minimal social and environmental impacts?
- The travelling community would need to be aware it is available to use.
- Management and funding – the site would need to be effectively managed/supervised by the Council. It should be self-funding/enable revenue – to include site fee/rent, taxes, service charges, fines, etc.

- The site and its occupants should be well integrated into the local community. A larger site would better enable them to be a 'community' but would be harder to manage and create potentially more impact/detriment to existing communities, and be more problematic for local agencies. A smaller site should offer travellers a safer place.
- Concerns about access and facilities were raised by the Planning Inspector when the site was granted temporary consent, and these need to be addressed.

2.20. Other general comments included:

- Suggest the same approach to new build developments with a portion of social/affordable homes to be used only for travellers.
- Need to follow government guidance.
- Need to distinguish between gypsies and travellers. The GTAA 2019 doesn't appear to understand the Planning Policy for Traveller Sites (PPTS) definition correctly and also uses an astonishingly high rate for future household formation which appears to forget about dissolutions.
- Need additional support and help for local residents.
- Ensure infrastructure is in place to ensure effective management of the site and its acceptance in the local area.
- They are a group who have been routinely discriminated against, and this community should be protected, respected, and treated with dignity. They should have access to safe, clean dedicated sites.

2.21. Some comments received were more relevant to transit site provision and are therefore covered in that section, at question 12.

Question 11

2.22. Question 11 asked 'If a larger site should be found, where do you think it should be?'. A total of 126 responses gave an opinion on this question. The majority of responses were from individuals. General comments received to this question have been incorporated into question 10 above. Specific site suggestions from question 11 are set out below.

- Preston: Rosemary Lane, Preston Garrison; Preston city centre / PR1 area, Deepdale / outskirts, north/north-west side of Preston, near Preston docks / Trax, the obsolete East Preston park & ride area / Blue Bell Way, Leighton Street Preston (which should be enhanced and extended), Ribbleton, the defunct railway site near to the station; Redscar industrial estate, Junction 30/31 or 31a of the M6.

- South Ribble: Walton Summit, near the Capitol Centre the old vacant railway yard in Lostock Hall, Land off Cuerdale Lane, Clayton Brook / Bamber Bridge, brownfield sites at the end of the M65, close to motorway links.
- Chorley: junction 9 of the M61, Hut Lane, Camelot.
- Various types of sites were suggested as being unsuitable to the needs of travellers or local communities. These included:

Rosemary Lane (it is privately owned and in use - so even if it is authorised, it will not provide any additional pitches for travellers), in / near villages or in rural area, Green Belt / greenfield sites, away from any urban / built up / residential areas, and where there would be minimal impact socially and environmentally.

2.23. General suggestions of the types of sites that should be considered included:

- A suitable sustainable location, brownfield sites in keeping with brownfield first policy for housing, accessible, and with access to amenities and infrastructure.

2.24. Other comments included:

- Sites should also come forward from the private sector. Travellers should be consulted, and sites should be identified after analysis of the evidence.

2.25. The GTTA also identified a need for a transit site for communities travelling through the area, and who could stay for up to 3 months.

Question 12

2.26. Question 12 asked 'Where could a transit site be located?'

2.27. A total of 126 responses gave an opinion on this question. The majority of responses were from individuals. The key themes arising from the responses received for this question are outlined below.

- Many stated they did not understand the topic sufficiently to give an informed opinion.
- Many responses referred back to the same response as had been given for question 11, meaning respondents tended to equate and combine the proposed location for a larger gypsy or traveller site with the need for a traveller transit site. With calls for a single site that provided for all gypsy, traveller and transit communities, providing facilities suited to both, with some suggesting this could be provided at the Rosemary Lane site. Whilst others said only existing sites should be retained and some stating that no further facility should be provided.

- Alternatively, many felt no facility should be made for these communities anywhere in Central Lancashire or that if provided, costs should be charged to the communities utilising it. It was also suggested that travellers will set up camp anywhere, and that a permanent transit site will make no difference - especially if they have to pay to use it. Others suggested that employers using traveller labour could provide pitches on their land for the season.
- Many felt the decision should lie with the communities themselves following direct consultation with them, with a site chosen that is most suited to their needs as identified by themselves, or, in the place considered most suitable based on the evidence in the supporting GTAA paper.
- Suggested locations for development were wide ranging, including the Green Belt/not on Green Belt, brownfield, near industrial/commercial/retail areas or away from settlements and villages. This included a wish for sites to be self-contained and well managed to minimise impact on the local area and for prospective sites, consultation with local residents to be undertaken and a preference toward smaller sites with controlled numbers to reduce impact on the surrounding area.
- Specific sites suggested included Preston; Deepdale, North of Preston, city centre, docklands. In Chorley; Cowling Farm, Charnock Richard, Camelot, Asda Clayton-Green. In South Ribble; Capitol Centre, Farington as well as accessible sites in proximity to major roads and motorway junctions or services, including Red Scar and Bluebell Way.

3. Economic Growth, Employment, Education and Skills

- 3.1. This section of the consultation included 15 questions looking at issues around economic growth and employment land provision, education and skills, the role of town centres and policies to protect them, and leisure and cultural needs of the area.
- 3.2. Questions 13-15 focused on the types, location and distribution of growth/jobs in the area.

Question 13

- 3.3. Question 13 asked '*Are there any other types of economic growth the plan should be planning for?*'. A total of 261 responses expressed an opinion to this question. The key themes which came from Question 13 are summarised below:
 - Positively and proactively encourage sustainable economic growth. Fully understand what the economic needs are, including meeting local need locally, and ensuring business is sustainable. Build on the strengths and successes of local and existing industry, such as light industry, the service sector, tourism, the public sector & government, health & medical. It should also support social enterprise, and the volunteers, community and faiths (VCF) sector, with strong support for small and medium-sized enterprises (SME's) / micro-businesses.
 - Identify new employment sites to address shortfalls of provision for all B-use classes, including strategic, higher profile and accessible employment land, as well as mid-size premises and businesses. The relationship to the Local Industrial Strategy is key. Need to link key economic assets and opportunities in Central Lancashire to other areas of Lancashire and beyond.
 - Promote and support the green economy / green energy and environmental expertise, including climate change and emerging technologies and business development opportunities. Consider the circular economy, recycling & renewables and ethical businesses, and promote the growth of natural capital.
 - Education, upskilling the workforce, training/apprenticeships, and providing opportunities and access to jobs for all, including attracting and retaining graduates. In particular it should promote the provision of high skilled jobs, technology and enterprise, the digital economy, hi-tech engineering and manufacturing.
 - Focus on online shopping, local manufacturing and distribution.
 - Support the rural economy, including local agriculture / horticulture and local food produce / products.

- The employment distribution across Central Lancashire should be aligned with the distribution of new housing to maximise the potential for active travel and use of public transport. Ensure sustainable accessible sites with transport infrastructure, including flexibility to adapt to future change, and links to strategic sites, hubs and infrastructure both in Central Lancashire and throughout the north. Also need to ensure the growth and infrastructure associated with the City Deal and the relationship with the Local Industrial Strategy is taken into account.
- Adequate communication infrastructure to support digital business, home working, co-working, live/work space, flexible employment space to adapt to an ever-changing marketplace etc. High quality office space, co-working office space, and exhibition space.
- Ensure town centres / the high street is healthy, make the most of the historic environment, and encourage a range of uses and markets / independent traders. In particular it should promote the night-time economy, including sport/leisure, food & drink, retail, creative industries, culture and the arts / entertainment, and media sectors.
- Specific locations referred to included recognising the district of Preston, in particular Preston city centre and Inner East Preston as key drivers of the Central Lancashire economy. The area surrounding the Railway Station being an employment opportunity, commercial quarter and strategic gateway is supported. A masterplan should be developed for that site. Cuerden and the Samlesbury Aerospace Enterprise Zone are strategic locations distinct from local supply. The proposed Garden Village at Cuerdale is well-placed as a key economic growth corridor. Longridge is a key service centre for both Preston and Ribble Valley. There are employment opportunities needed north and north west of the M55. Botany Bay and north east of Junction 8 of M61 should be considered.

Question 14

- 3.4. Question 14 of the consultation asked '*Where should the distribution and priority locations for economic growth be in Central Lancashire?*'. A total of 276 responses expressed an opinion to this question. The key themes are summarised below:
- Focus should be on brownfield sites and occupying vacant units, and the expansion of existing economic centres/industrial estates/business parks in accessible and sustainable locations, with substantial infrastructure networks already in place.
 - New sites should be in accessible, sustainable and deliverable locations, close to cycling links and existing/planned public transport hubs, and other strategic transport infrastructure (such as motorway junctions, railway stations, including potential for HS2, and the Preston Western Distributor road (PWDR)) and maximise

the economic benefits of waterways/canals. Near to existing residential and areas of expected residential growth. Sites should also be close to amenities and have sufficient parking. Recognise and address the specific locational requirements of different economic sectors. Employment and education sites of a specified size should have travel plans.

- Ensure evidence of demand is robust and take account of office space being converted into residential use. Supply should be determined by demand, and availability of sites. Need to recognise the specific locational requirements of different economic sectors. It depends on the type of business/industry/niche - locate according to type/specific need/required links e.g. independent & artisan traders in the city/town centres, and local employment sites to meet local demand. A flexible approach which is reactive to change/market signals. Policies should not be too restrictive. Modern business has different needs to traditional employment.
- Distribution should be more widespread/even. Different areas could offer different types of alternative uses so not in direct competition. Build on existing areas of industry including co-located SMEs. Accessible to / in deprived areas. Avoid areas of high flood risk, make more use of heritage assets, multi company office space, and promote / facilitate home working. Promote / assist SMEs in their local communities. Green energy sources should be maximised, and the impact on the environment minimised. Help the delivery of the retention and expansion of Central Lancashire's natural capital.
- Rural areas in sustainable locations / diversification of agriculture etc. Some small scale development in villages where appropriate, and ensure SMEs are catered for. Support rural business, including sustainable rural tourism and leisure.

3.5. Specific sites suggested include:

- Preston (the economic driver of the sub region): The City centre, near Preston station, Preston East / Red Scar, The Docks, Fulwood, Ribbleton, Church St /Stoneygate / Queens retail park area of Preston, North Preston, West of Broughton & North of the M55 / near the PWDR. Strand Road, close to UCLAN (and promote links to businesses and retention of graduates).
- South Ribble (good accessibility to transport infrastructure, and identified need in the ELS): Samlesbury enterprise zone, Bamber Bridge/Walton Summit/Leyland/Farington/Lancashire Business park/ Penwortham/ South Rings and the Cuerden Strategic site (end of M65) / Global Renewables site at Farington Moss, Capitol Centre.
- Chorley: Town centre, Adlington, Buckshaw/Botany Bay.

Question 15

3.6. Question 15 of the consultation asked '*What kind of jobs would you like to see created in Central Lancashire*'. A total of 295 responses expressed an opinion to this question, the key themes arising are set out below:

- A diverse and inclusive range of jobs/sectors including for all skill levels such as graduates/skilled workers/professionals, semi-skilled workers, and unskilled workers. Need to offer flexible working patterns, including working from home, and a good mix of higher and lower value employment, close to local hubs. Should be inclusive, including jobs for all demographics including older people, young people, those out of work, people with disabilities. Well paid, sustainable / full time permanent local jobs for local people/skills.
- Opportunities for graduates. Centres of excellence for upskilling and becoming self employed. As well as more opportunities for training & apprenticeships.
- Reduce reliance on the large local employers.
- Build on strength of UCLAN and BAE key and public sector (government / health etc.) who are key local employers, and jobs complimentary to those in adjacent cities like Manchester and Liverpool as part of a larger Northern Hub.

3.7. Sectors/jobs specifically referred to included:

- Education, Medical, social/health care, community, and people services.
- Green / environment / climate change / alternative energy / renewables / circular economy.
- Rural economy / agriculture / farming / local food produce / horticultural
- Cultural / Arts/craft / creative / media.
- Skilled manual labour / trades / traditional / practical jobs – e.g. manufacturing / building/construction, engineering, plumbing, joinery, etc.
- Digital sector / IT / internet / High Tech / telecommunications / AI / Science / forward looking / future thinking / evolving technologies & sectors.
- Service sector - customer service / call centres, retail.
- Manufacturing & distribution. Advanced technical engineering/design/manufacturing.
- Public and private sector.
- Professional, legal & financial services.
- Tourism, sport and leisure, food and drink.
- Encourage SMEs/self-employed.
- Community development.

- Refer to the findings of the Employment Land Study (ELS). There is a need in South Ribble, including gaps in provision for larger B2, B8 and B1(a) offices.
- 3.8. Questions 16-17 focused on school provision, apprenticeships and graduates.

Question 16

- 3.9. Question 16 of the consultation asked '*Do you have any views about school provision in Central Lancashire?*'. A total of 348 responses expressed an opinion to this question.
- Existing school provision and choice is insufficient and full to capacity, particularly in rural areas. Need for quality, inclusive community schools, accessible to all, regardless of wealth or faith. Investment needed to increase capacity and quality, meet local need (including siblings attending the same school), retain choice, and increase accessibility & reduce the distances children need to travel. Need to have more smaller local schools and reduce class sizes.
 - There are insufficient safe, sustainable and affordable travel options (school buses too expensive, etc.). Better, safer transport links/routes are needed, including walking and cycling. Address congestion/parking problems. Opening hours should be staggered to reduce congestion at peak times.
 - School infrastructure needs to come before or alongside new development, there needs to be a co-ordinated approach to provision. Ensure developers contribute to school places when building new developments. School provision should be supported through the Community Infrastructure Levy (CIL)/Section 106 monies and contributions should be spent within a close radius of the development approved. Greater transparency needed on where CIL/Section 106 monies are spent. Funds should align with where growth is planned.
 - School provision should be more pro-active rather than re-active. The way school provision is decided needs a re-think, e.g. Finnish model. All schools should be brought back under Lancashire County Council control.
 - Improve provision for Special Educational Needs and Disabilities (SEND) pupils.
 - More higher education needed dedicated to vocational courses that reflect the needs of businesses e.g. technical colleges. More emphasis on apprenticeships. Provision for more grammar schools, technical/vocational high schools. Offer a broad balanced curriculum rather than specialism in secondary schools.
 - School buildings should be multi-use community facilities. Increased community use of schools outside of office hours.
 - Primary and secondary schools should be on the same site.
 - Protect school playing fields.

- School provision lacking in Chorley, South Ribble, Leyland, Croston, Brinscall, Withnell, Abbey Village, Adlington, Euxton, Buckshaw Village, Clayton le Woods north, Much Hoole, Whittle-le-Woods, Ashton, Lostock Hall, Warton, Freckleton.

Question 17

3.10. Question 17 of the consultation asked '*How can the plan help deliver enough job opportunities for apprenticeships and graduates?*'. A total of 254 responses expressed an opinion to this question. The key these provided are summarised below:

- Planning policy should incentivise/require employers to hire apprentices and local graduates, similar to the German system. There should also be more internships, skills centres and community involvement, better publicity/information about sponsorship and Government initiatives, as well as financial incentives such as low business rates and rents to encourage SMEs and co-operative venture.
- Planning policy should require local labour for new development, including financial incentives and support.
- Build on the strengths of existing business by working in partnership with employers and Higher Education establishments and universities e.g. UCLAN & Edge Hill to ensure skills and specific commercial enterprise align with opportunities and expected sectors of growth. Integrated education/employment zones would help to secure affordable accommodation for postgraduates where work is available. Ensure graduates are high quality by providing high quality education.
- Boost the economy and attract large sustainable business. Support the growth of sectors with a good track record of apprenticeships, such as Aerospace and Defence, Research & development, Manufacturing & engineering, Education, and I.T. (e.g. Leyland Trucks, BAE Systems, UCLAN, etc.). To enable these sectors to grow there also needs to be appropriate infrastructure in place, particularly better accessibility (better transport/public transport links).

3.11. Questions 18-24 focused on how to make our town and district centres better, revisions to boundaries, types of uses, and thresholds.

Question 18

3.12. Question 18 of the consultation asked '*How do you think we can make our town centres better?*'. A total of 374 responses expressed an opinion to this question.

- Town centres need investment. They should have a unique identity to increase footfall, adapt to the rise of online shopping, and be flexible to react rapidly to future change. More diversity of retail outlets, including small independent businesses, local craft, quality food/ goods, thriving market, and big department store.
- Diversify away from being mainly retail/office led, to include more residential (within town centres and on the fringe), food & drink, culture and leisure offer, including events/markets etc. Preston in particular should have more venues and events, with a focus on the Guild Hall. Ensure vitality and viability outside office hours and promote the evening/night-time economy. However, there should be restrictions on the number of fast food outlets/takeaways.
- Make them a more attractive and enjoyable 'destination' (green, clean, safe and secure, well-lit public realm with more open spaces, trees, directional signage, street art, free wifi, and appropriate facilities such as toilets, seating, bins, etc.). For example, regenerate Church Street and the area around the bus station in Preston, make the city centre more compact (remove secondary shopping frontages), and monitor the amount/need for purpose-built student accommodation. Need to be accessible to all, including more places for young people, e.g. youth centre and play areas/creche, and foster a community spirit through projects and community spaces for events, etc. and help the homeless and restrict pavement charity collectors, etc.
- Focus on brownfield land / regeneration and bringing empty properties back into use. Have less peripheral centres and restrict out of town shopping complexes / retail parks / supermarkets. Move away from the need to have one town centre through sustainable new development.
- Be more accessible for all, through a better transport infrastructure, including greener, more reliable & affordable public transport options/hubs (e.g. a transport hub near Preston railway station), improved cycling routes and facilities, reduce car use/congestion and improve traffic flow (including being safer and easier to navigate, and implementing access/vehicle restrictions, pedestrianised areas etc. including better connections with UCLAN), provide more free/cheap parking (including electric charging points), park & rides, trams and shuttle buses.
- Protect and make the best use of heritage assets.
- Fiscal incentives – need for direct council intervention. Help upstarts/ small local independent businesses and shops with reduced rent/business rates/tax reliefs, and the availability of business advisers.

Question 19

3.13. Question 19 asked ‘Do you have any comments to make on the proposed revisions to town centre boundaries in Annex 6?’. Annex 6 includes local centres as well as town centres. There were 170 responses who expressed an opinion. There was general support for the proposals.

- Increasing boundaries should not be considered. Existing Town Centres might need reducing in size to help reduce shop vacancy rates. Also have to be mindful of negative impact of other major developments/strategic sites, and supermarkets. Move away from having one town centre by ensuring new development is sustainable. Regeneration/improvements are needed to centres, including improving accessibility (parking, traffic calming, public transport, etc.).
- Boundaries and the application of policy should be less rigid and more flexible.

Preston

- Support for the contraction of Preston/decommissioning Church St from the Primary shopping area. There is a need to regenerate Church Street. The reduction in Preston city centre is welcomed, but it could be taken further – for example removing the part of Friargate between Ringway and UCLAN, and the Market cinema development. Queens Retail Park should also be reconsidered. The area facing the bus station (Tithebarn Street) should be included.
- The area of Fulwood along Garstang Road / Lytham Road needs more of a retail element.
- Cottam Village Centre (Cottam Brickworks) / North West Preston needs adding.

Chorley

- Keep Chorley concentrated. Cannot support more commerce over a wider area. Also, the introduction of national and multi-national stores will reduce the popularity and ‘difference’ that currently exists.
- The Chorley Whittle-Le-Woods local centre should not be deallocated. If anything, it should be extended. Suggest extending the boundary from Chorley Old Road to Preston Road to capture the relocation of the Post-Office, Chemist and local Co-op Store. Losing the local centre will harm its identity.
- Lancaster Lane proposal, further expansion will be difficult in this area without changes to the junction.
- Do not remove the Asda store from Chorley Town Centre Boundary – the increased footfall and wider spin offs benefit the town. It is also important for Chorley town

centre to maintain its share of retail expenditure to perform its role as a Tier 2 town centre.

South Ribble

- Extend the Walton-le-Dale local centre to include the petrol station on Victoria Road, the White Bull pub at the end of Cuerdale Lane, and the shops at the end of Chorley Road opposite.
- No increase in retail development around School Lane/Chapel Lane/Liverpool Rd.
- Proposed retail boundaries in Longton would be unnecessary.
- Add Moss Side and Midge Hall.

Question 20

3.14. Question 20 asked '*Do you have any comments to make on the proposed retail hierarchy?*' There were 164 responses who expressed an opinion on this. Most of the comments were generally supportive.

- Support Preston as the principal centre in Central Lancashire. Should reflect the context of the region (Manchester and Liverpool etc.) in the hierarchy too.
- Bamber Bridge should be Tier 2, not 3.
- Leyland should be Tier 3 not 2, and/or needs investment.
- Clayton Green should be Tier 4 not 3.
- There needs to be a policy around encouraging retail/service/leisure opportunities in the rural areas. Many village centres are not mentioned in this report but are important locally – e.g. Adlington, Euxton, Eccleston, Whittle le Woods, Carrington, Croston, Wheelton, Gregson Lane, Moss Side, Midge Hall, Heskin Hall and Snaffles developments?
- No mention of out of town retail parks. There is a need to restrict the growth of out of town retail centres and consider their impact on the hierarchy.
- Question the benefit of a hierarchy, whether it should be left to commercial demand, or whether it should be turned upside down, or that investment / incentives should be spread out across all tiers. The hierarchy is too simplified an approach as it just considers retail establishments - other facilities and accessibility should be considered. Anything that promotes spending locally rather than online and keeping money locally is to be encouraged. Some local centres require investment and regeneration and better accessibility / parking etc. Suggest more independent, better quality and/or niche shops to keep local centres viable. Suggest each local centre having a defined service to maintain a diversity of services.

Question 21

3.15. Question 21 refers to the opportunity for the site surrounding the railway station in Preston, potentially as a commercial quarter. Question 21 asked *'What kind of uses would you like to come forward in this area of the city centre?'*. There were 160 responses who expressed an opinion on this. Many expressed support for a commercial quarter, and support anything that makes this area more attractive to businesses and individuals. Various potential uses were suggested.

- Mixed uses, flexible and adaptable to change.
- Diverse employment uses. Packaging free dry goods centre. Quality office space and conference facilities, banking.
- Residential.
- Transport hub, including linking the train station to the bus station and other parts of the city – trams/shuttle bus? Also affordable green bike hire, etc – especially for students. Car parking.
- Community space, tourism, culture/arts & crafts, music, events/festivals/markets, recreation and green open space.
- Sport/leisure/recreation, gym/swimming pool, theatre/cinema, night-time economy.
- Food and drink, small boutiques, restaurants, café culture, etc.
- Youth zone, family friendly areas, play areas.
- Voluntary sector including health support centre.
- Retail, including small local independent/niche retail, creative businesses, and/or a large anchor store, and a traditional market. There will need to be a 'proportionate' level of retail, so as not to detrimentally affect the vitality and viability of the existing retail core/primary retail frontage. Expanding rather than contracting the city centre primary shopping area would result in displacement of existing business and increasing vacancy rates. It could also contribute to the existing discrepancy in footfall between the east & west of the city centre.

Question 22

3.16. Question 22 of the consultation asked *'Do you agree that these distance thresholds will protect our town centres?'*. A total of 179 responses expressed an opinion to this question.

3.17. The split was 121 for 'Yes' (68% of the responses to this question) and 58 for 'No' (32%). The majority of people therefore were in support these thresholds.

Question 23

3.18. Question 23 of the consultation asked '*If not, how should the thresholds be amended?*'. A total of 89 responses expressed an opinion to this question.

- Restrict retail parks and suggest no new retail development within 2 miles of existing retail areas.
- All the thresholds are too small - this would be counterproductive to attracting jobs and business.
- The NPPF states that any impact assessment should be appropriate in scale to what is proposed. The test should be amended by reference to 'appropriate assessment'. Using the amount of floor space as a black and white cut off point for assessing when an impact assessment is required is contrary to that approach. What constitutes a catchment area, and thus what type of assessment is needed, is a grey area and should not just be a decision for the Local Planning Authority (LPA) - all parties in the development management process (including the LPA) need to act reasonably when applying planning policies.
- The issue is less about specific thresholds and more about accessibility/public transport/infrastructure, the type of retail use, and the quality. Thresholds will not protect town centres because of the dramatic change happening to them. We need to have sustainable development that reflects current needs.

Question 24

3.19. Question 24 of the consultation asked '*Are there any improvements required for specific centres?*'. Of the 299 responses to the first part of this question, the split for specific centres identified as needing improvement was:

- 100 respondents (33.5%) identified Preston as needing improvement.
- 85 (28.5%) identified Chorley.
- 62 (20.7%) identified Leyland.
- 52 (17.3%) identified any other district/local centre.

3.20. There were 214 responses who went on to give general comments about specific improvements needed, including:

- Reduce business which attract anti-social behaviour such as gambling outlets and fast food chains.
- Improve the overall appearance of the town centres and empty units. Make areas feel safer by improving lighting and repairing pavements and provide more support for homeless in the area.

- Encourage SMEs/local business/independents into the area – café culture etc. Need more community identity/separation between areas. Centres should be mobility friendly and encourage active travel into the town centres through improved accessibility and infrastructure such as cycle paths and storage etc.
- Need a flexible approach rather than restrictive approach to town centres to retain their vibrancy.
- Parks, childrens play areas, regeneration, more residential/affordable, more trees, disabled facilities, improved access/free parking, empty shops, recreation, more bins/recycling bins, environment, community events.

3.21. Specific improvements suggested in relation to specific centres were as follows:

Preston

- Improve safety and accessibility to/from and within the city centre (including walking and cycling and public transport infrastructure), improve traffic flow, reconsider the amount, quality and location of parking provision, restrict vehicular access/more pedestrianisation, and introduce trams. Improve the environment, including regeneration of Fishergate Hill, Church St, the Harris area, and the Horrocks/Stoneygate quarter. Improve the shopping experience, e.g. make the shopping area more compact, have more covered shopping areas, and better digital accessibility. Suggest clusters of shops, narrowing of uses/different offerings e.g. Fishergate and Friargate. Reduce the number of empty units, and have a better range of different shop types, e.g. small independents and large retailers. Move away from retail, and instead focus on culture, recreation, entertainment and heritage, e.g. the evening economy, improve the market, more restaurants, theatres, music venues, and re-open the Guild Hall.

Chorley

- Easier access to and within the town centre, including parking and footpaths, and addressing the bottleneck at the Hartwood roundabout. Make the centre more compact, introduce a better range of shops, including more independent retailers, food and beverage provision, leisure facilities, and a conference centre, and improve the appearance of the town centre and create a focal point for the Market.

Leyland

- Traffic management/restrictions, disabled parking, a safer environment, reduce through-traffic, re-occupy empty units and provide a better choice of shops, and more green space.

3.22. Other specific suggestions for other centres included the following:

- Adlington/Lower Adlington – more shops, better/safer accessibility, and more parking.
- Ashton – more variety of shops.
- Bamber Bridge – more seating areas and trees.
- Bretherton – better transport infrastructure, amenities, and improve drainage/flooding.
- Broughton - regard should be given to the Broughton neighbourhood development Plan.
- Buckshaw - more parking at Buckshaw Parkway station.
- Capitol centre - better infrastructure.
- Croston – improve traffic and parking, introduce traffic restrictions (e.g a one-way system), and provide more sporting facilities.
- Ecclestone – needs more shops.
- Euxton – cleaner and reduce antisocial behaviour.
- Gregson Lane - tidy up land and provide parking area.
- Higher Walton - litter bins.
- Lane Ends – highway/pedestrian safety, cycle storage.
- Lostock Hall/Tardy Gate - restrict fast food outlets, longer free parking, better pavements, shop fronts, more variety of shops.
- New Hall Lane - Improve the environment, cleaner.
- North West Preston/Cottam – infrastructure needs to come forward for all the new development in the masterplan area.
- Penwortham - footpath maintenance, cycleways, trees.
- Samlesbury - improve accessibility, more local shops, bus routes.
- Whittle-le-Woods - retain existing retail uses, better footpaths, better accessibility, traffic flow, local bus services.

3.23. Questions 25-27 referred to what defines the area as a place, and what leisure and cultural opportunities are needed.

Question 25

3.24. Question 25 of the consultation asked two questions. Firstly, *‘What do you feel defines Central Lancashire as a place?’*. There were a total of 252 responses to this question.

- Its diversity: a mix of urban/rural/semi-rural; distinct towns and villages and communities, each with their own character/identity, interspersed with attractive

and varied green open spaces/areas of separation. Wildlife and the natural environment.

- Heritage: Strong industrial and cultural heritage/historic buildings/architecture. Mix of old meets new.
- Central location. Access to other areas, including transport links to surrounding areas of beauty, tourist attractions, and major cities. Attractive to commuters, and tourism, but suffers from congestion. Waterways/canals/docks.
- Its people. Strong communities, hardworking and friendly, with a skilled & diverse workforce/employment opportunities. A slower pace of life. A good place to live and work. A place with potential and the opportunity to lead.
- Local business and produce, and the markets. A Fairtrade city/area. Arts and crafts, unique goods.
- Sport and leisure.
- Preston: Heritage and culture. Preston Guild. University city (UCLAN). Commercial centre of Lancashire. Preston North End (PNE) FC.
- Chorley: Market town. Chorley FC.

3.25. The second part of Question 25 asked: 'What is special and unique about Preston city centre and the towns within Central Lancashire that we can focus on to be the blueprint for future generations?'. There were 223 responses to this question.

- Accessibility, sustainable development, and communities. Transport infrastructure, particularly for active travel.
- History/industrial & cultural heritage. The historic core/industrial heritage, the built environment/architecture, good design and retention of character of buildings and areas.
- Diversity. Retain a strong sense of community through areas of separation & maintaining the unique character/identity/distinctiveness of individual towns/villages/settlements, and the character of the countryside in-between them.
- The natural environment, Green space, rural landscape, parks & rivers & canals, public buildings, and community spaces.
- The markets, local goods/produce, and support for SMEs, local independent businesses. The high street, café culture, micro-breweries, etc.
- Skilled workforce, technology, and manufacturing. Employment and enterprise hubs. UCLAN/Education.
- Tourism, recreation/leisure and sport (including PNE FC/Chorley FC).
- Green & emerging technology - leaders of a green revolution. A Fairtrade city/area. Agriculture/food production.
- The Arts, events. A unique offering that makes it different to other towns and cities and a destination in its own right.

- Preston - Culture. University city. Heritage/Winkley Sq./Harris Museum and Library/Preston bus station/the docks/the River Ribble & parks. The 'Preston model'/community wealth. Preston Guild, Guild Wheel. Commercial centre. Events and entertainment.
- Chorley – Market town. Leisure, local events.

Question 26

- 3.26. No further information is provided in respect of this question, Full response is set out in the main report.

Question 27

- 3.27. Question 27 of the consultation asked '*What cultural and leisure opportunities do you feel are missing in Central Lancashire?*'. A total of 255 responses expressed an opinion to this question.
- All opportunities should be affordable and accessible to all - children and families, older people etc. Youth provision e.g. youth zone/centres, green/outdoor gyms, and play areas for younger children are important and needed as well as meeting places for older people. Need to encourage different cultures to mix and ensure the changing needs of the population are met.
 - Improve the public realm. Public art/sculptures/floral displays. Improve publicity and accessibility to information about the area. Work in partnership with UCLAN to improve the public realm and promote the university. Make more use of historic / heritage assets, heritage walks, local history and traditions, have 'Quarters' (like in Manchester). Re-open the former Art College building in Avenham.
 - Entertainment venues - more quality/large venues and events – e.g. theatre, live music, concert, creative, arts & crafts & literature venues (re-open Guild Hall and 53 Degrees), and ability to host music and other festivals. More conference, events and exhibition centres (e.g. in Preston). Cinemas and museums (e.g. reopen the Museum of Lancashire), art galleries, libraries etc.
 - More sport and leisure facilities (indoor and outdoor), and make better use of existing parks, green spaces, and waterways (e.g. canals, rivers, and the Docks) to be more imaginative and encourage greater participation in outdoor events, sport, leisure and recreation. This should be aligned with greater accessibility, including better links to the Guild Wheel, for example.
 - Become more of a 'destination'. Create a niche to have a different offer than Manchester and Liverpool. Support independent businesses such as shops with artisan products, and restaurants, street entertainment/café culture, food

outlets/farmers markets. Light up the parks at night. Tourist attractions – e.g. zip wire across the Ribble.

- Community centres/well-being services, social venues which don't serve alcohol, science and education hubs, more community use opportunities through Chorley FC and PNE FC.

4. Transport and How we Travel

- 4.1. This chapter of the issues and options document included 11 questions covering active travel, reducing the number of vehicles on the roads, public transport and infrastructure. The questions are looking at how people currently travel, what needs to happen to encourage people to use their cars less and what infrastructure improvements are needed to achieve this.
- 4.2. Questions 28-30 looked specifically at making travelling better and safer, encouraging people to walk and cycle more and reduce car use.

Question 28

- 4.3. Question 28 of the consultation asked *'How can we make travelling around Central Lancashire better and safer'*. A total of 446 responses were received to this question, and the key themes are outlined below.
- The Local Plan should reduce the need to travel (especially the private car), encourage home & flexible working, and car sharing etc. It should restrict inappropriate development & ensure new development is located in sustainable accessible locations with appropriate infrastructure and amenities, and sufficient parking to avoid parking on roads and pavements.
 - More secure and affordable parking options in Preston.
 - Promote active travel (cycling and walking), with dedicated, safe, accessible/connected/continuous well lit & maintained cycle routes, signage, segregated from, and with priority over, vehicular traffic. There need to be more cycle (including e-bikes) hire facilities, safe storage, and better links to public transport. Also more pedestrianised areas /shared spaces in Preston.
 - Promote a sustainable, joined up/connected and integrated public transport system (including better links between bus and rail hubs – particularly in Preston, and to UCLAN), accessible for all (including those with disabilities), affordable, safe, more reliable, fit for purpose (quality & capacity), frequent, efficient, and accessible (particularly in rural areas), and with public information easily accessible. Better rail links to Manchester and Liverpool, and better facilities and stations and stops, and more free/affordable & convenient parking provision, including at stations/park and rides.
 - Promote green transport infrastructure, including public transport, and consider innovative solutions such as trams, monorails and cable cars, and access to electric car hire & charging points, and more bus lanes and park & rides.

- Investment in the road and rail infrastructure, including highway safety and maintenance, improving traffic flow and reducing congestion (particularly in Preston), better traffic control (such as speed restrictions, traffic calming, regulation & enforcement, clearer signage, reducing HGV access etc). Specific road and rail infrastructure schemes, such as a new road crossing across the Ribble, a replacement for the Old Tramway bridge, a new motorway junction at Charnock Richard, and Barton Grange. New rail stations (e.g. Midge Hall, Farington, Vernons, Cottam, Coppull, Cuerden, and Samlesbury), line extensions (e.g. Ormskirk/Preston line - Burscough curve / Tarleton / Preston), trams in Preston, and more parking at Buckshaw Parkway.

Question 29

4.4. Question 29 of the consultation asked '*How can the Local Plan encourage people to walk or cycle more?*'. A total of 442 responses were received to this question, and the key themes are outlined below.

- Reduce the need to travel by sustainable development, prioritising brownfield sites, and directing growth to the most accessible locations, close to amenities, housing, employment, schools and local centres etc.
- Active travel infrastructure needs to be at the heart of planning policy and there needs to be real incentives to make active travel the mode of choice for shorter journeys (e.g. between residential and employment). However, there is a need for infrastructure and facilities to be in place first, and to work in partnership with schools and businesses and all stakeholders. All new developments should be designed to reduce reliance on cars, and developers should contribute to active travel infrastructure (cycleway improvements, new routes, etc. - including e-bike infrastructure/charging points). All new development should also link to existing footpaths and cycleways, and Travel Plans should be required through planning policies that encourage active travel specifically.
- Secure and covered cycle storage and changing/showering / locker facilities are needed at all key destinations (e.g. schools, employment, shops, etc.) and at regular intervals along well used cycle routes. Also the availability of cheap bike / scooter hire (including e-bikes/scooters and charging points). A more comprehensive and connected cycling infrastructure is required, particularly at transport hubs and other key destinations, including better provision for cycle storage on public transport.
- Cycling needs to be made more affordable (e.g. ride to work schemes, grants for electric bikes, etc.), safer, quicker and easier. The hierarchy should be pedestrian first, cyclist second and drivers last. There is a need for more dedicated cycling routes, segregated from vehicular traffic, and safer road crossing points

(consideration also needs to be given to removing side-road priority over footpaths and cycleways). Routes should be continuous, connected, cleaner, more attractive, well-lit, well surfaced & well maintained (e.g. repairing potholes & removing debris/cutting back overgrown vegetation).

- Other suggestions include improving the surfacing and lighting of canal tow paths, improved signage/better publicity of routes, traffic calming, vehicle/parking restrictions in town centres and stronger enforcement of illegal parking on cycle lanes, upgrading rural routes, and reducing pollution & improving air quality, particularly along the main commuter routes. It was also suggested that more purpose-built cycling facilities are needed, e.g. a velodrome/cycle track for community use. Specific improvements suggested included having more links to the Guild Wheel and repairing the Old Tramway bridge over the River Ribble.
- More pedestrianisation of town centres was suggested, including making them more accessible to all, including the mobility impaired. Also making the public realm more attractive (e.g. trees/bins/benches, and more accessible green links/spaces, public footpaths/rights of way).
- It is clear that more people would engage in active travel if it was safer, quicker, and a more enjoyable and convenient experience, with secure cycle storage and facilities (showers/lockers etc.) available at key destinations.

Question 30

4.5. Question 30 of the consultation asked '*How can the Local Plan reduce the number of cars on the roads?*'. A total of 439 responses were received to this question, and the key themes are outlined below.

- Give people an incentive/viable alternative to change the way they travel. Promote the benefits of active travel – and invest in a better, quicker and safer cycling and pedestrian infrastructure and facilities. Encourage and invest in infrastructure for green travel / electric cars. Consider trams and combined railways/tramways. Transition towards a movement hierarchy that priorities sustainable modes of transport such as cycling, walking and public transport for shorter journeys, whilst also providing for the transport needs of those who are physically inactive due to disability or illness.
- Improve public transport - needs to be an integrated system, greener, more accessible (to all people, and to all areas - including rural areas in particular), affordable, frequent, reliable, and more affordable with sufficient capacity, including more park and rides. Also improve inter-modal travel and link active travel infrastructure to public transport.

- Restrict development. Sustainable development – focus on brownfield land and urban areas. New development needs to be in sustainable and accessible locations with or close to amenities and facilities (schools, education, recreation, retail etc.) and transport hubs. Linked to existing active travel infrastructure & public transport links. Ensure infrastructure keeps up with new development. Ensure local centres are promoted above out of town retail and leisure. Provide local jobs for local people, and encourage working from home, improve online access / broadband.
- Reduce congestion and improve traffic flow. Improve highway safety, parking provision, and highway infrastructure/capacity. Traffic restrictions – including restricting access to, and parking in, town centres (e.g. only electric cars in town centres, restrict HGV access, congestion charge/low emissions zones, enforcement of parking regulations, less parking/increased charges, traffic calming, pedestrianised zones etc). Make more use of the canal infrastructure/towpaths.
- Education - emphasise the benefits of reduced car travel to climate change, run campaigns etc. to promote alternative methods of travel. Including walking buses etc. to schools.
- Encourage working from home, car sharing, communal car parks, travel plans, etc.

4.6. Questions 31-33 focused specifically on car parking provision.

Question 31

4.7. Question 31 asked: 'Do you think there is too much car parking in Preston city centre, not enough or about the right amount?'

4.8. 427 people chose to respond to this question. Options to answer and their respective responses included 'too much' (2.5%), 'about the right amount' (63.4%), 'not enough' (26.%) or 'N/A'.

4.9. Many responses referred to specific wishes around the provision of parking in the city and how this could and should be altered, depending on their primary response (for example, a person noting that there is 'not enough' parking in the centre was also likely to suggest that parking should be made cheaper').

4.10. Most responses addressed concerns, ideas or opinions around the type, levels or state of provision of parking in the centre. Respondents noted that the cost of parking should be increased or decreased (depending on their perception of its necessity) or that car parking should be free.

- 4.11. Ideas around the availability of parking included feelings that current capacity should be reduced to disincentivise car use and promote alternatives and that more levies should be aimed at city-centre drivers. Some felt parking was sufficient in the centre and that it should not be reduced nor increased, though more thought that it was insufficient, especially around Fishergate and Avenham.
- 4.12. Suggestions that more on-street parking, short-stay capacity or family designated bays could be made available were noted. Greater disabled parking was supported with the note that access centrally to shops and services was important for these and other vulnerable groups.
- 4.13. Historic reductions in capacity in Preston had received mixed feedback, with some saying the loss of spaces at Market Street had not affected them, while others felt it had made finding a space harder. There was general agreement that capacity should be improved during peak times (rush hours or Saturdays) or seasonal peaks (Christmas) and that an evening provision should be made available to improve footfall to the night-time economy in the centre. Parking distribution throughout the city was noted as both poor and good by different respondents.
- 4.14. The quality of parking was a key theme. Spaces being too tight and car parks being poorly lit, uncovered by CCTV and unguarded were concerns, while the overall quality was felt to be poor. Lastly, some felt that private car parks should be taken into public ownership to better control pricing and quality.
- 4.15. Many responses highlighted the negative impacts caused by parking in the centre, including air, noise and light pollution, health and safety risk to pedestrians, congestion in and around the city centre (especially in St Georges and Fishergate) and car parks as a blight on the urban landscape.
- 4.16. Alternative transport methods to cars were a key theme that respondents felt should be encouraged or altered to provide sustainable alternatives to the option of parking a conventionally fuelled car. Many felt that people should be encouraged to use buses, trains, park and ride or cycling as alternatives, of the latter, people felt more cycle storage was required and priority lanes or access given to cycles in order to achieve this. Support for the improvement of public transport was wide, including its affordability, reliability, flexibility and integration (for example, opportunities to 'Park & Rail' at nearby stations) and that public transport should be free across the city.

- 4.17. 'Park & Ride' facilities services were thought to be already good, but more should be made available (especially in the North of Preston, Midge Hall and Hospital). It was felt that more parking capacity was needed (especially at Preston Docks), while the buses should operate more frequently (especially on the weekend) and that double decker buses could be used to improve transit capacity.
- 4.18. It was highlighted that more electric vehicles (EVs) were expected to replace conventionally fuelled cars, so more spaces should be provided with electric charging points. Measures to incentivise electric vehicle use should be encouraged with a clean-air policy in the centre of the city and priority access for EVs.
- 4.19. Ideas for the displacement or replacement of parking in favour of other uses included further pedestrianisation of the city centre, or called for the reallocation of parking land to better uses, such as sustainable city-centre housing. Control measures could include a levy applied to all petrol/diesel vehicles. Others noted that the declining retail offer and changing shopping habits reduced demand.
- 4.20. Some responses highlighted the function of parking as an economic driver, integral to the economic health of the cities retail and service-based business and is essential component of competitiveness versus out-of-town outlets like Deepdale Retail Park/The Capitol Centre, or rival cities Manchester/Liverpool.

Question 32

- 4.21. No additional information presented above what is shown in the main report.

Question 33

- 4.22. No additional information presented above what is shown in the main report.

Question 34

- 4.23. Questions 34-38 focused on what needs improving most in the area, and how public transport, electric vehicles, cycling facilities, and where additional park and ride facilities are needed.
- 4.24. Question 34 of the consultation asked 'How can we improve public transport and encourage more people to use it?'. A total of 313 responses were given.
- Need incentives – carrot not just stick – e.g. don't just cut parking without giving a viable/convenient alternative. Reconsider the approach to town centre parking (amount/location/quality/cost) and restricting car access into town centres.

- Sustainable development, making journeys smaller and popular destinations more accessible.
- A fully integrated and affordable transport system, with a quality service; safer, cleaner, reliable, efficient, direct (reduce journey times to be quicker than the car), more availability/choice/routes, frequent services, greater ease of use, passenger capacity, improved facilities at stations/shelters, and better publicity/availability of information.
- More park and rides e.g. at Junction 31 of the M6.
- More parking capacity at transport hubs, including stations and park and rides e.g. at Buckshaw parkway. Park and rides should be further away from the town centres and have a rapid shuttle service which is quicker than the car.
- Accessibility, particularly rural areas, and for the mobility impaired.
- Better links to other transport hubs/modes of travel. Improve East-West connections.
- Green transport fleet / electric vehicles / smaller buses.
- Alternative options such as trams/cable cars, call-on-demand buses, request stops.
- Secure travel plans for new developments need to be secured through Section 106 agreements through appropriate planning conditions.
- Secure Developer Contributions for public transport infrastructure.

Question 35

4.25. No additional information presented above what is shown in the main report.

Question 36

4.26. Question 36 of the consultation asked '*What needs to be in place to encourage the move towards electric vehicles?*'. A total of 414 responses were received to this question.

- A combination of adequate infrastructure being in place, alongside a range of other incentives, is needed to change the culture. There also needs to be a consistency of government policy, with more information/education/publicity.
- Infrastructure should include the availability/accessibility of substantially more free/cheaper, universal/uniform electric charging points (including rapid charging), in various accessible locations, including in all car parks. Planning policy should require new developments to contribute to this infrastructure, including installing charging points & battery storage facilities in all new developments (commercial and residential). In particular, charging points need to be at supermarkets/retail, town/local centres, all car parks, and at transport hubs/park and rides etc. Community charging points will be required where properties have no driveway/off

road parking e.g. terraced houses/apartments etc. Consider use of street furniture for charging points.

- Consider viability issues for developers when considering Section 106 contributions for new developments. For domestic policy, instead of charging points there should be the flexibility/ability to design properties so as to be easily able to retrofit charging points or have a communal point nearby. Additional planning guidance, including design guidance to better facilitate retrofitting, should be provided, e.g. in a Supplementary Planning Document (SPD). Also need to make it quicker/easier for charging points to be incorporated into heritage assets.
- Incentives – e.g. better technology and affordability (e.g. lower cost price and car running costs & longer battery life/running distances), better choice/range of vehicles, local grants, incentives for self-generating renewable energy for households to charge cars, subsidies/zero tax.
- Highway led incentives, including priority lanes to reduce journey times, and priority/reserved and free/cheaper parking for electric vehicles. Also, stricter enforcement of unauthorised vehicles parking in electric charging spots, traffic restrictions for non-electric vehicles in town centres, etc., including tariffs/emissions zones/charges.
- Reduce the need to travel and reduce the number of cars on the road instead – e.g. promote home working, active travel etc. Public transport and delivery vehicles need to be electric. Travel plans to prioritise electric vehicles. Car share initiatives. Availability of electric vehicles for hire at transport hubs, etc.
- Questions were raised about whether electric vehicles are sustainable /environmentally friendly/viable. Can enough electricity be generated to accommodate a move to electric cars? The existing infrastructure cannot support a move to electric vehicles. Need to look into alternative energy sources/generation. Electric cars are not environmentally friendly – e.g. disposal of batteries, and where the electricity comes from. Hydrogen fuelled vehicles should be promoted instead. Failing that, all charging points should be from renewable sources/green electricity.

Question 37

4.27. Question 37 of the consultation asked ‘In addition to cycleways, what cycle facilities does Central Lancashire need, and where should these be located?’. A total of 282 responses were received to this question.

- Secure, well-lit, covered cycle storage, lockers, and shower and changing facilities, at all frequently visited destinations (including transport hubs, and on public transport itself e.g. trains/buses), places of employment, public buildings, town centres/shops, employment, education, community/health and leisure facilities, etc. It should also

be made easier to cross between modes of travel (e.g. bus and train) on public transport etc. and improved availability of bike & helmet hire, including e-bikes. Promote 'Park and cycle' schemes instead of/alongside park and rides.

- There should be bike stores in all new residential development, and/or communal cycling storage areas for domestic properties where storage is limited, e.g. in flats.
- Facilities en-route, e.g. rest points/WC facilities, parking areas, cafes and cycle shops/repair service centres, e-bike charging points and other facilities, particularly along the main commuting/well used routes.
- More purpose-built cycling facilities for sport/leisure/recreation – e.g. velodrome, mountain bike track, enclosed cycle track for community use.
- Need to consider Local Cycling and Walking Infrastructure Plans. Make better use/upgrade existing routes (such as canal tow paths and riverbanks) and improve signage and publicity of routes. Improve the Guild Wheel and create more links to it and replicate this elsewhere. Improve the whole infrastructure - not just safe attractive routes, but also more direct. Give cyclists priority over motor vehicles, including at road junctions. Need well lit & well maintained continuous inter-linked routes, off-road/segregated from vehicular traffic. Also, safer/pedestrianised town centres, with more cycle crossing points on main roads, and more rural/semi-rural cycle lanes and along main commuter routes, including the PWDR. Specific suggestions referred to include a cycle path from Mawdesley to Croston, and better links to/from UCLAN.

Question 38

4.28. Question 38 of the consultation asked '*Where is there a need for more park and ride facilities?*'. A total of 264 responses were received to this question, and the specific sites referred to are outlined below. Various locations were suggested, whilst some also suggested there was no need for any.

- To serve all large new housing developments, large employment areas, education establishments (e.g. UCLAN) and hospitals (e.g. Royal Preston and Chorley hospitals).
- Should serve all town centres, from all sides/suburbs/popular routes in. Research evidence of need and consult commuters. Make sure they are fit for purpose and also serve commuters who work outside normal office hours / shifts. Make park and rides quicker and more convenient to use. Buses need clear routes into town free from other traffic to serve their purpose. Generally, park and rides need to be further away from the town centres to avoid congestion en-route to the park and ride. Also need better/warmer shelters/waiting facilities.
- Should be on brownfield sites, and on new major roads (e.g. the new PWDR).

- At transport hubs/intersections, along the main bus routes and train stations, at motorway junctions, etc. e.g. end of the M55 at Broughton, at the new M55 PWDR junction, Cuerden strategic site – end of the M65, junctions 29,30,31 of the M6 (or the dis-used park and ride site at 31a), Samlesbury enterprise zone, M61 e.g. Botany Bay. Also at the planned new Cottam station.
- Increase parking capacity (and options – e.g. buses and trains) at existing park and ride sites e.g. Chorley, Buckshaw village, Portway, Leyland. Each ride should include various destinations. In Preston, link the 2 park and ride car parks, Preston City Centre, the bus and rail stations and UCLAN. There should also be ‘car sharing’ car parks, and additional smaller car parks on established routes.

4.29. Other suggestions of routes included:

- From Ribbleton (linked to a tram system), from Fulwood to the hospital, from Penwortham, Leyland, Chorley and surrounding areas. Samlesbury, Hutton, Walton le Dale, Lostock Hall, Bamber Bridge motorway junctions area, Preston East, North Preston (Fulwood, Broughton, Eastway), Lea, Longridge, Adlington, Clayton/Whittle-le-Woods, Fylde, Warton, Tarleton, Euxton, Coppull.
- Leyland to Walton summit and Buckshaw village.
- Routes to Manchester/Bolton/Liverpool, Southport, etc.

5. Improving Health and Well-being

5.1. This section of the report contained 12 questions on a number of topics around health and well-being. The questions covered issues around obesity, active design of areas and providing healthy neighbourhoods. It also sought views on provision of community facilities, employment and income and living conditions, and the effect of these issues on health and well-being.

Question 39

5.2. Question 39 asked '*How can planning improve health and reduce health inequalities?*'. A total of 337 responses were received. The main themes arising were:

- Implement the recommendations of the Marmot Review. This recommended action around six policy areas:
 - Give every child the best start in life.
 - Enable all children, young people and adults to maximise their capabilities and have control over their lives.
 - Create fair employment and good work for all.
 - Ensure healthy standard of living for all.
 - Create and develop healthy and sustainable places and communities.
 - Strengthen the role and impact of ill-health prevention.
- Protect and improve the full range of social and healthcare provision including Chorley hospital Accident & Emergency (A&E).
- Don't develop housing due to it increasing pressure on healthcare.
- Protect and improve the whole range of green areas to protect health, well-being and to improve air quality.
- Improve air quality and combat the climate crisis, by planting trees, locating housing away from main routes and reducing travel/encouraging sustainable and active travel instead of car use.
- Provide a range of community facilities and outdoor spaces to encourage exercise, recreation, food growing and building skills.
- Foster community cohesion, collaboration and social inclusiveness to help give people a sense of pride about their area.
- Provide education about healthy living and a range of other subjects, especially to children.
- Support local fresh food and limit uses such as like food outlets / supermarkets / vape shops / betting shops / pubs.
- Consider the location of retail facilities, so that they are easily accessible by sustainable transport modes.

- High quality design, environments and housing including affordable.
- Improve deprived areas to improve residents' health by providing more facilities including accessible healthcare.
- Provide good employment opportunities in accessible locations and incentivise work.

Question 40

5.3. No additional information presented above what is shown in the main report.

Question 41

5.4. Question 41 was a supplementary question to this and asked '*If you do, what would you suggest a policy contains?*'. 241 responses were made. The main issues raised were:

- Require policy to consider need for new establishments in an areas when permitting new outlets, but ensure fair competition and not stifling this sector of the economy. Also consider appearance of outlets when permitted. Look at existing policy in Preston.
- Restriction on outlets near education establishments and/or in areas with high level of obesity and deprived areas.
- Restrict changes of use to fast food outlets and consider using venues for housing
- Encourage businesses which offer healthier options as well as better options for non-meat eaters and incentives for those using local produce. Consider tax/restrictions on outlets not offering this.
- Consider tax of plastics and waste originating from outlets and require better control on litter.
- Require nutritional information on menus/calory levels and restrict age of customers allowed in.
- Ensure all outlets comply with required regulations including high hygiene & safety standards, and if not licensed for seating, ensure this is not provided.
- Where possible ensure parking is available for customers especially for eat in and utilise use of buildings better i.e. make use of floor space in building for seating.

Question 42

5.5. Question 42 asked '*Would you support policies that require implementation of the ability for people to grow their own food – such as allotments, community food growing areas, orchards, etc.?*'. Of the 464 people who answered this 442 or 95%

supported it. Some respondents made comments supporting community food growing because of its environmental and social benefits.

Question 43

5.6. No additional information presented above what is shown in the main report.

Question 44

5.7. Question 44 asked '*How can the Local Plan improve our existing homes?*'. There were 300 responses. The main themes were:

- Ensure all homes (including existing) are made energy efficient and are adapted to climate change and promote the benefits of this. They need to incorporate renewable energy and green initiatives such as rainwater harvesting and soft landscaping. Where possible also require charging points for electric vehicles. Consider use of grants, Section 106 monies/CIL etc. to support this. Retrofitting of could also be a requirement when people apply for planning permission for minor works.
- Incentivise and standardise the build of low energy and low carbon or carbon neutral homes such as PassivHaus.
- Identify 'opportunity sites' where development will be permitted subject to stringent requirements on the technologies, they use.
- Ensure homes are built to a good standard as they will be existing homes in the future, and there is major cost-effectiveness compared to retrofitting items.
- Ensure energy to heat homes is affordable for all and target the homes that need particular help through surveying them and support new developments that can provide these benefits to the wider area where they can improve existing homes (such as neighbourhood/district energy schemes).
- Provide adaptable homes to enable people to stay in homes longer and provide better opportunities for provision of annexes for caring for relatives.
- Improve education, health and income so people can improve their homes and prevent disrepair.
- Encourage more home ownership because this encourages people to maintain their homes and areas.
- Make better use of empty homes/buildings but also stop overcrowding of homes.
- Design areas to include sufficient parking and provide green space/green infrastructure (GI) and waste recycling. Improve green areas in existing housing areas and provide support to homeowners as needed for improvements where required.
- Improve skills for tradespeople including through apprenticeships.

- Establish community owned and co-operative models of housing and electricity generation and develop more Council housing because these can be built and maintained more efficiently.
- Make sure new developments do not have a negative impact on existing, established homes.
- Consider more than just existing homes - consider how people live beyond their own homes, and how they can improve them.

5.8. Some responses made comments that related to the wider environment instead of existing homes. These included comments such as:

- Connect homes via well-lit walking and cycling routes.
- Better transport.
- Less intrusive street lighting.
- Provide fibre broadband connections.
- Improve surrounding environment.
- Improve access to and provide more/preserve green and recreation space, allotments, and shared gardens.
- Safe places for children to play.
- Do not build on green space families use.

5.9. Some respondents felt that the Local Plan can't improve existing homes.

Question 45

5.10. Question 45 asked '*What can the Local Plan do to promote healthy neighbourhoods?*'. 331 responses were received which raised the following key points:

- Some respondents felt that centralised facilities like Youth Zones were good whereas others felt keeping things local and accessible worked.
- Tackle social isolation and build community hubs/centres to support and publicise community projects and engagement through classes/activities, including for groups. Activities like these have been identified: youth clubs, Scouts, Guides, Duke of Edinburgh Award, walking, bike skills, volunteer taxi services, walk/cycle to work and school schemes, clean up schemes, forest schools, food projects, meal sharing, dance, pilates, events, education about health, the environment and our impact.
- Employ Community Development workers/walk champions/wardens and encourage community centres to work together.

- Provide linked green spaces, parks, skate parks, areas for dogs to walk off the lead, nature trails, community woodlands, gardens, allotments, farms, orchards, areas for community growing and selling, markets, village gyms, lit footpaths including green links, towpaths and public footpaths, public toilets, play areas, leisure facilities, access to sports opportunities for free, cycle tracks and infrastructure. Make them accessible for all and advertise them.
- Fund co-operatives to buy land to grow food for the local area.
- Improve walking and cycling and stop on pavement parking and provide cycle training at work.
- Utilise the waterways and blue spaces like the River Ribble and Preston Docks, which are a missed tourist attraction.
- Ensure physical activity and the Ten Principles of Active Design are a golden thread running throughout the plan, and ensure high standards of design.
- Make historic villages places to retreat to.
- Provide infrastructure and more services, like emergency services and healthcare facilities (including for mental health) and focus on preventative work including around drugs. Support people with dementia by designing simple housing layouts and signage.
- Give every child the best start in life, ensure children maximise their capabilities, create fair employment, ensure a health standard of living for all.
- Provide local shops, schools and sports activities close to new housing and in accessible locations and enforce no stop zones to improve zones around schools.
- Provide more social housing.
- Limit bookmakers and fast food outlets but promote healthy takeaways and locally produced food. Provide meals in school holidays.
- Encourage a sense of pride and happy outlook by keeping areas clean and litter-free.
- Implement a policy of no drinking on street.
- Implement zero carbon energy and transport and improved public transport to reduce traffic and pollution, and manage traffic better.
- Improve air quality and implement smoke free zones.
- Plant trees including fruit trees and provide larger gardens.
- Integrate nature into development by embedding them with green infrastructure, bird boxes, spaces for nature, etc.
- Provide beautiful spaces for people to exercise in and provide them with access to nature/wildlife, wild spaces and provide space for animals and wildlife corridors.
- More Parish Councils.
- Enable local amateur sports clubs to have a reasonable chance of developing through having their own plots of land.

- Encourage community wealth building across the region to make places more resilient.
- Build away from major roads and industry.
- Provide clear guidance about the amount of open space required in developments/commuted sums and maintenance requirements to provide certainty for developers.
- Allocate sites in sustainable locations.
- St George's shopping centre contributes to the promotion of a healthy city centre and centrally located neighbourhoods and should be recognised and protected.
- The Cuerden Strategic Site presents the opportunity for new healthy community resources. The site must be promoted on a masterplan led basis.
- Don't overdevelop and destroy countryside/the Green Belt and greenfield sites/open areas/spaces or rural, semi-rural areas and villages so they retain their character. Develop brownfield sites instead.
- Building more houses won't promote healthy neighbourhoods.
- The Local Plan won't promote healthy neighbourhoods / it will only drain local health services.
- It is up to individuals.

Question 46

5.11. No additional information presented above what is shown in the main report.

Question 47

5.12. Question 47 was a supplementary question and asked 'If not, how do you think we could attract more and where should they go?'. 233 responses were received which raised the following key points:

- Should be driven by neighbourhood plans.
- Protect and utilise existing facilities, could use Assets of Community Value/Local Listings to do this, and lobby government about forced closures.
- All new housing sites need to provide a range of facilities.
- Residential allocations help to support local facilities and make them attractive to investors.
- Build community cohesion and inclusiveness by providing facilities that bring people together through social groups/activities, or even where people can just pop in for a chat, in every community, starting with the most deprived. Ensure places are family friendly and not just orientated around alcohol.

- Invest in libraries especially, Youth Zones/clubs, Sure Start Centres and exhibition spaces and use co-operatives and the voluntary, community and faith sectors. Ask young people what they want.
- Don't just rely on volunteers. Instead employ a tidy task force and encourage support for tidy street campaigns and volunteering opportunities.
- Provide indoor leisure facilities as useable in poor weather, and sports facilities/clubs.
- Co-ordinate, advertise and promote facilities.
- If you provide a secure premises, community ventures will happen.
- Use buildings that are not available in the day in the evening for community use and encourage cafés to open in the evening. Provide mixed use/joint use spaces/facilities.
- Investigate the need of faith and black and ethnic minority communities, as some are underserved and provide what is needed in neighbourhoods.
- Control national chains and supermarkets that threaten small businesses, and levy parking charges on them, but an alternative view was to encourage satellite outlets in smaller retail areas with cheap parking.
- Encouraging small developments close to existing settlement centres will reverse the decline in local facilities.
- Stop creating dormitories which are empty during the day (like Buckshaw) and ensure that local shops will benefit from passing trade.
- More cultural facilities are needed which should be free and could be grouped together to create a critical mass to appeal to visitors.
- Regenerate town centres to encourage facilities to open in smaller neighbourhoods and support attractive shop frontage improvements.
- Reuse unused and abandoned buildings/refurbish facilities using CIL and protect old buildings and make them landmark and heritage sites.
- Support facilities through encouraging entrepreneurship, reducing rents and rates and providing grants and subsidies.
- If it was easy to do, it would already be happening, or they are not required.

5.13. Where not already referred to people mentioned requirements for the following types of facilities:

- Concert hall, music venues and theatres (in Preston including a medium sized one as the Guild Hall is too big). Plan what is to happen with the Guild Hall.
- Local shops (convenience stores, butchers, fishmongers) and delivery services, pop ups, banks, post offices, pubs/restaurants, schools, GP/dental surgeries, meeting halls, small galleries, community and religious centres, cafes,

gyms/classes, health centres, dentists, schools, markets and food festivals and local produce outlets near Park & ride sites.

5.14. People gave comments about where facilities are needed. These included the following:

- In accessible places.
- Post office & food sales from spaces/community hubs in local pubs.
- Cultural buildings in town/city centres, other facilities where needed
- Where homes are being planned.
- Where people live not just the city centre.
- Use docks as focus for cultural activities.
- Locate facilities in places where people can walk to them or get the bus.
- If it's necessary to drive to facilities, provide dedicated car parking.
- Protect agricultural land and use it for re-wilding and to create interactive opportunities e.g. touch farms, games.
- In Euxton North or South - Fully knock down either Talbot Row or Runshaw Lane row of shops, bring a square where local traditional festivals can go on, local independent shops, etc.
- A community centre could be built on CLCFS00332 as promised.
- Local service centres.
- Central locations.
- Don't centralise facilities.
- In community areas.
- Provide them in rural areas/villages.
- Barton.
- Adlington & Lower Adlington.
- Villages to the North East of Chorley.
- Lostock Hall.
- Rufford.
- Gregson Lane.
- Bretherton.
- Moss Side & Farington.
- Preston City Centre and all facilities should have good public transport links.
- Central areas like Station Rd in Bamber Bridge.
- In the city centre to attract visitors.
- More in Winkley square, flag market and near Avenham park.
- Chorley town centre/town centres.
- City/town and local and village centres.

- High streets.
 - Proposed Cuerdale garden village.
- 5.15. Some responses said that there are enough facilities in specific areas like Adlington/Anderton and Croston, whereas others disagreed.
- 5.16. There were a variety of views about pubs with respondents making the following comments:
- Don't promote/restrict pubs.
 - Prevent local pubs being redeveloped.
 - More micro pubs.
 - So many pubs have closed down.
 - Provide more support for traditional pubs.

Question 48

- 5.17. Question 48 asked: *'How can the Local Plan provide employment opportunities to all in society, to improve health and well-being?'* There were 865 responses. 171 of which had an issue or opinion to raise, while 694 stated 'N/A' or had no comment or opinion, similarly, 14 stated they did not know enough to comment.
- 5.18. Some stated that the Local Plan could not deliver this at all, with commercial organisations or central government cited as the key drivers behind this. Some felt that if the Local Plan was able to then it would only deliver it with a clear approach and effective ideas to implement it.
- 5.19. Ideas around empowering employers and employees to improve health and well-being included:
- Co-locate offices and industry alongside housing to reduce commuting times and unemployment and avoid areas becoming dormitory towns to larger areas.
 - Targeted local and central government funding is needed for employers in this sector.
 - Source and provide premises for employers to operate in.
 - Provide council tax incentives with reductions or freezes for employers.
 - Provide reduced rates or rents on employer's premises, especially in the city of Preston.
 - Promote opportunities for home working and encourage employers to empower their workers to do so.

- Promote and invest in local businesses/SMEs and locally sourced employees (as opposed to larger, national or international ones).
- Promote industries and careers in the high-skilled technology, advanced production/manufacturing/construction and science sectors.
- Allocate land specifically for health and well-being employers.
- Establish more publicly supported schemes and units like the Strawberry Fields Digital Hub.
- More amenities and services are needed in and around the BAE Enterprise Zone.
- Provide training and apprenticeships as routes into work.
- Invest and procure from local employers only in-line with the 'Preston Model'.
- Establish the 'Preston Bank'/'Lancashire Investment Bank' to invest in employers.
- Support local manufacturing employers.
- Improve links between leisure and sports providers and employers.
- Provide employment through the rollout of green energy and the promotion of green jobs.
- Recognise the link between meaningful employment and well-being.
- Offer retraining and reskilling opportunities to empower older workers to change sectors.
- Improve accessibility in public spaces and employer premises for the disabled.
- Incentivise employers to improve and modernise older workspaces with better lighting, air flow, heating and high-quality materials.
- Promote jobs with higher salaries to allow people more money to spend on leisure activities.
- Promote job sharing roles among private businesses and offer this for roles in the local public sector.
- Improve public transport links between homes and workplaces to better connect employers to residents.
- Promote active travel schemes like Cycle2Work and support employers to install showers in their premises.
- Support start-up/pop-up businesses (like cycle hire vans along cycle routes, outdoor fitness trainers on local parks, healthy food trucks) and a variety of alternative employer models by easing planning consents and licenses.
- Promote steps toward a work/life balance with employers such as a four-day working week or home working and championing employers who do this well.
- Encourage locally grown food providers, healthy produce outlets and promote healthy diets.
- Provide a mix of housing tenures for a wide range of groups, especially key workers (i.e. shared ownership, affordable housing).

- Allocate space for less restrictive mixed use to co-locate offices / warehousing / SMEs / services together to provide a range of services to any area.
- Maintain a dialogue through forums or focus groups with employers and residents as to their area-specific needs.
- Make the compilation and submission of 'Employment and Skills Plans' mandatory for any major development.
- Review Green Belt land in order to unlock previously unavailable employment sites in the areas of most need.

5.20. Ideas around improving the health and well-being of residents more directly included:

- Ensure community centres or hubs lie at the heart of every area.
- Improve and expand health services, expand Chorley hospital/re-establish a 24 hours A&E, open more GPs and health centres in oversubscribed areas.
- Ensure allotments, orchards and opportunities for foraging are available in every area to improve access to and understanding of healthy food.
- Build more dedicated cycleways, through green areas and segregated from roads.
- Improve access to, map and signpost better to the countryside through new green links and existing Public Rights of Way (PROWs).
- Provide work experience/shadowing for vulnerable or poorer groups, as well as CV writing support.
- Eliminate zero hours contracts and instead promote job security and permanence.
- Promote inclusivity and equality as a Council and as a champion for local employers.
- Provide opportunities for adult education in creative courses; languages, well-being, mental health and exercise.
- Target planning obligations (Section 106 and CIL monies) to improving health and well-being schemes in new development through cycleways/public transport/green spaces.
- Offer students, pupils and school leavers opportunities in work and opportunities in engagement i.e. youth groups.
- Promote social enterprises/community trusts/workshops/co-operatives.
- Focus on regeneration of vacant and empty units to improve these areas and provide housing.
- Expand and improve on elderly care services.
- Offer services in support of and promoting volunteers and champion them i.e. football coaches, scouts leaders.
- Refocus the Local Plan away from delivering housing needs and economic growth/expansion and toward improving health and well-being.

- Improve public transport; make it cheaper (perhaps through subsidies), more flexible and reliable.
- Ensure a wide range of employment is available not just to the highly skilled, but to people with families, the disabled, those with learning difficulties, the elderly, those on low-incomes, those not in education, employment or training (NEETs) and the homeless.
- Support local social care and carers.
- Foster a sense of ownership and input within communities.
- Take leisure and sports centres back into public control.
- Offer cheaper leisure and sports facilities, i.e. discounts for over 50s, off-peak discounts.
- Open and improve access to leisure and sports facilities i.e. at the UCLAN Sports Campus or on primary, high school and college campuses.
- Expand leisure and sport facilities across Central Lancashire.
- Provide early intervention in the poorest areas to avoid generational problems (joblessness etc.) i.e. Sure Start centres.
- Promote cultural and arts venues in every area.
- Make sure the local plan delivers for all groups and across the demographic.
- Block the proliferation of betting shops, tanning shops and off licenses.
- Promote opportunities for eco-tourism across Central Lancashire.
- Reward volunteers who regularly clean graffiti, tend to communal gardens and litter pick.
- Promote free press such as The Chorley Citizen that promotes local services.
- Promote social activities i.e. rambler's association, couch to 5k etc, park run, 'friends of' groups.
- Employ a Community Engagement/Development Officer that whose duty is to improve localised health and well-being.
- Employ a footpaths officer to survey and monitor the maintenance local footpaths and PROWs.
- Promote ways to reduce screen time and promote face-to-face interaction and real-world engagement with nature, especially in schools for young children.
- Make sure the right education facilities and settings are available, teaching life skills, healthy eating, money management, careers advice, etc.
- Extend measures to reduce noise, air and light pollution in residential areas.
- Place sensitive development that is at the appropriate scale and meets the needs of every area.
- Greater greenspace protection and a prioritisation of development on brownfield sites.

- Find opportunities for afforestation/reforestation and improve planting schemes in spaces between buildings.
- Promote car sharing via a new platform available through Local Council websites.
- Offer free public transport for the poorest/new employees/students/young people.
- Have publicly funded hireable equipment for healthy activities, climbing, kayaking, camping, etc.
- Plan pedestrianised and traffic free neighbourhoods which reduces pollution, improves safety and creates new leisure space for residents, even if short-term, such as curfews on heavy goods traffic in residential areas.
- Have a policy target for a Central Lancashire employment rate (i.e. 95% over the plan period).

Question 49

5.21. No additional information presented above what is shown in the main report.

Question 50

5.22. Question 50 was a supplementary question and asked: *'If so, how can the Local Plan support them so that they flourish?'* (Co-operatives in Central Lancashire). There 140 responses to this question. A summary of the key themes and issues within these is outlined below.

5.23. Respondents commented on a range of Social Enterprise (SE) ventures in their responses, not only Co-operatives. Social Enterprises covers Co-operatives, Community Investment Companies, Voluntary Organisations and Worker-Owned Companies:

- Halt and avoid the loss of local SEs in Central Lancashire and support all forms of social enterprise and not-for-profit organisations and ventures.
- Business rates should be subsidised or lowered or Council Tax incentives/relief offered for a set period.
- Free or Low cost vacant or variable units should be made available to let.
- Simplify the planning application process or help with the granting of planning permission/planning consent and provide an easier, fast-tracked process for SE licensing.
- Provide seed/start-up funding/grants, continual funding, offer financial advisors, encourage long-term self-sufficiency, provide expertise and resources.

- Publicise and promote the SE model, champion organisations using it and help them to market and sell their products/services, encourage investment into them through the 'Preston Model'.
- Establish apprenticeships or recognised training in the sector to train and equip volunteers.
- Ensure SEs are accessible and near public transport routes and stops.
- Encourage a circular economy through the SE model and its organisations.
- Promote the co-location of SEs together with co-housing solutions, affordable housing, allotments etc. to encourage continuing community involvement and usage.
- Have regular meetings between SE representatives and council officers, counselling the public too on their opinions, encourage cross-boundary networking, contacts, best practice, and talent pools.
- Establish the proposed 'Lancashire Investment Bank'/'Preston Bank' and use for SE funding, or a community trust company.
- Promote the use of electric vehicles in this sector.
- Foster trust among SE communities to avoid practices of greed or self-interest.
- Promote SEs in rural areas or villages where they can be most impactful.
- Establish a 'Co-operative Zone' akin to an 'Enterprise Zone'.
- SEs need more resources and support around opportunities for self-build housing.
- Work with the Preston Co-operative Development Network to support SE policy and include third sector (charities) involvement.

5.24. Ideas around recognising the wider impact of co-operatives and social enterprises included:

- SEs promote sustainable values of green living and local produce, i.e. allotments on farmland or orchards in urban areas, use them as a vehicle for climate change goals.
- SEs promote healthy food and strengthen community resilience, use them as a vehicle for Health and Well-being goals.
- Recognise the positive benefits of collective operation to a community and get them involved, allow SEs to meet local needs and combat social isolation.
- Recognise that a range of services can be delivered by SEs, housing & construction, child care, community transport, social care and retail.

6. Climate Change & Resource Management

6.1. This section of the consultation document covers the issues of climate change, waste management and sustainability, air quality, natural assets, design and the built environment. There are 10 questions covering the potential issues for the Local Plan around these topics.

6.2. The first question in this section set out a number of ways the Local Plan can play a part in addressing Climate Change, these are set out again below:

- Effective master planning of new large-scale development areas, to combat future climate change issues.
- Having better policies on design of new buildings/extensions/places which support the use of low carbon design approaches which can make places more energy efficient, and consider the importance of passive solar design, which is about the direction a building faces to maximise the use of the sun's energy for heating and cooling.
- Consider the use of decentralised energy networks where new facilities are being planned close to housing or employment uses, and how to design development to maximise the use of this energy and heating source.
- Work with Lancashire County Council to provide more sustainable transport options; including provision for electric charging points in all new developments and in all existing and planned car parks to ease the move away from conventional fuel vehicles.
- Requiring energy performance standards for new housing or the adaptation of buildings to provide dwellings, that are higher than the building regulations.
- Design all developments to reduce the need to travel by providing green infrastructure which connects to wider cycling and walking networks and other open spaces.

Question 51

6.3. Question 51 asked of the above *Is there anything else that the Local Plan can do to address Climate Change?* A total of 349 responses were received to this and the key issues raised are summarised below.

- Clear need to design areas to reduce reliance on car use, this includes consideration for suitable locations and placing jobs and homes in close proximity to each other. To supplement this investment is needed in improving existing public transport provision across the area, including a move to clean buses and trains and widening

the area served. It was also recognised that public transport needs to be affordable and reliable. Again linked to this issue is the need for sustainable transport to be promoted and putting walking and cycling at the top of the hierarchy, with dedicated continuous cycle lanes and improved pathway which helped to connect areas better.

- Embrace ideal of the circular economy and reduce waste and recycle better. We need better recycling options for homes and businesses and need to incentivise people to recycle more. Also need to consider impact of controls on Recycling and recovery Centre's (RRC's) and how this has led to increase in fly tipping
- Climate change issues are far reaching and to deliver change we will need to work collaboratively with other authorities in the area and with relevant organisations. Climate change will need to be embedded throughout the plan to ensure due consideration is given to this issue. Need to look at guidance prepared on this such as that of the Town and Country Planning Association and the Royal Town Planning Institute.
- There is a need to protect green areas for the role they play in carbon storage and supporting clean air.
- Need to reduce energy use – consider reducing street lighting. Promote move to renewable energy for all new developments and retrofit existing where feasible. Also look at options for ground source heating and water harvesting.
- Promote the green economy and green businesses moving into the area. Ensure all new development is carbon neutral.
- Need to build less and avoid development on any green areas and protect all tree and hedgerows, with loss of these avoided or minimised where necessary for development to take place. Where housing is promoted on agricultural sites, consider tree/wildflower planting instead to improve biodiversity.
- Lead by example and install green solutions on public buildings including solar/wind for power and water harvesting. Consider changing street lights to LED. All council vehicles should also be green/electric vehicles.
- Need for creation of more green space across the plan area, and specifically in new developments. They should be required to provide a minimum amount of green space and also look at options for improving green and blue infrastructure on site such as green walls/roofs. Tree planting should also be required on new developments and considered alongside main roads.
- Support for a clean emissions zone for Central Lancashire.
- Recognised need for all homes and buildings to be energy efficient (including existing stock) and built to at least BREEAM standards, and to support move away from gas heating in new homes.

- Avoid areas of flood risk and consider impact of hard services creating surface water flooding and design areas to address this. SUDs needed for all new developments as well as efficient drainage systems.
 - Support the move to electric vehicles with charging points provided for new homes where possible and in car parks etc. Also need to consider how provision can be provided in areas where there is no driveway – incorporating charging points in street furniture for example.
 - Support for creation of more allotments and community growing spaces.
 - Recognition of the impact of food takeaways on plastic waste and how to reduce this.
 - Plan needs to be clear on what its expectations are in regard to delivering biodiversity net gain in all new developments.
 - Consider impact of agricultural practices on carbon dioxide emissions and how the plan can change this.
 - Need to invest in road infrastructure to reduce congestion points and carbon dioxide emissions.
 - Educate people on the issue of climate change and highlight changes needed to address this and reduce our carbon footprint. Also look at opportunities for carbon capture, and make sure climate change a key consideration in all decision making.
 - Need to invest in better communication systems to enable more home working.
 - United Utilities (UU) recognise need for climate change to be factored in to master planning of all large-scale developments and ensure effects climate change considered at the earliest stage. UU also suggest inclusion of specific policies for flood risk and surface water management.
 - Local Plan needs to recognise the role of building control in reducing emissions from new homes as part of the Future Homes Standard and should not seek to duplicate this role. Need to ensure comply with the requirements of NPPF/National Planning Practice Guidance (NPPG).
 - The historic environment can play a role in tackling climate change and environmental issues. Need to carefully consider how the Plan can protect and enhance the historic environment. Historic England have specific guidance available on risk and the impact on the historic environment which the Local Plan needs to consider.
- 6.4. The issues raised cover a number of areas in which policies will need to be developed for the Local Plan. The importance of tackling this issue through the Local Plan is understood by the councils, as well as through wider initiatives being delivered locally.

Question 52

- 6.5. Question 52 asked 'How can the Local Plan help to increase tree and woodland planting?'.
- 6.6. There was a total of 393 responses to this question. The key themes emerging from this response are outlined below.
- Many felt that more trees should generally be planted wherever possible, some provided detail as to the best types of planting, including the need to plant the right type, age, scale and species of tree for the location, especially native varieties to support local biodiversity.
 - Suggestions also came forward to support species-rich grassland/semi-improved grassland/wet grassland/blanket bog/moss land to promote biodiversity and carbon capture and storage.
- 6.7. In terms of the best areas for planting, suggestions included:
- In towns/cities/residential areas (to reduce pollution), including 'living walls'.
 - On flood plains (to absorb/alleviate the impact of flooding).
 - At the edge of existing woodlands and improve green corridors between woodlands.
 - Along parish or local authority boundaries.
 - Along cycle routes.
 - In rural areas or around rural villages.
 - On brownfield land/derelict land or scrubland.
 - In greenfield or on open spaces.
 - Alongside roadside verges (in particular; A585 / A59 /A6 / Penwortham Bypass / Western Distributor / new roads).
 - In 'Pocket Parks' or small planting schemes in built-up areas with little space.
 - On Glebe Land or land owned by parish councils.
 - On council-owned public land (and designate new land for this use).
- 6.8. Specific areas cited where reforestation could be targeted included Rans Wood, Greenside Wood, Larches Wood and Cuerden Valley Park. Areas for afforestation included community planting land in Croston, around New Longton, Hutton East and Clayton Quarry. Local Plan sites cited included 19P006, 19C277x, 19C041c 19C005, 19C038, 19C063, 19C132 and 19C276.
- 6.9. There were many suggestions as to how the Local Authority (LA) could directly deliver or support tree planting, including:

- The employment of a specialist tree officer/arboriculturist or a dedicated tree department.
- Work with voluntary/environmental groups to plant and maintain woodlands.
- Maintain beehives to encourage plant pollination.
- Seek wider engagement with the Woodland Trust or Lancashire Wildlife Trust.
- Inform, enable and empower local communities/parish councils to establish and maintain community orchards/allotments and involve them in tree planting to foster local ownership, using local knowledge to steer the process and provision.
- Incorporation of tree planting into policies for health and well-being, acknowledging the link between trees and positive health outcomes.
- A commitment to reduce carbon emissions to which tree planting would contribute.
- Source and offer resource and advice, free trees or grants to encourage planting, sponsor tree planting schemes by private firms, incentivise landowners to conserve and plant hedgerows or meadows and/or allowing land to lie fallow.
- Avoiding the loss of existing trees.

6.10. Ideas for development control policies to shape the future provision of trees in the area included:

- Requiring trees to be planted in every new-build house garden or a quota across the site and like-for-like replacement of trees felled for development.
- Conditions that forbid the removal of mature trees or hedgerows in new development, landscaping schemes as a prerequisite, replacement of on-site trees that die within a year of planting, carbon neutral targets or off-site carbon sequestration.
- Encourage sustainable design through green walls/roofing/living pathways or driveways and discourage paving/AstroTurf.
- Policy commitment to a stated target number of trees or a period of planting.
- Not permitting development in areas with existing woodland/grassland/Green Belt/recreation.
- Protection/active management and expansion of existing woodlands within protective designations and fencing off areas for natural regrowth and regeneration elsewhere.
- A wider rollout of Tree Protection Orders (TPOs) and a strengthening of their enforcement.

6.11. There is clear support for managed planting to take place across Lancashire. The species chosen need to be carefully considered to ensure they marry well with the existing woodlands and enhance the biodiversity of an area.

6.12. Questions 53 to 55 looked specifically at the provision and delivery of waste and recycling containers to new developments and how these should be provided.

Question 53

6.13. No additional information presented above what is shown in the main report.

Question 54

6.14. No additional information presented above what is shown in the main report.

Question 55

6.15. Question 55 asked '*If you disagree, please explain why*'. There were 122 responses to this question and the key points raised have been summarised below.

- Many felt that developers would simply pass the charges back to the houseowner and it would be a disincentive.
- Householders already pay council tax, therefore cost should come from this. It was also felt that it was better left managed by councils as they have the control over this.
- Developers should provide more to the communities in which they build, not just those who choose to buy a house.
- Councils should work with developers and buy in bulk to ensure all new homes provided with bins when they move in.
- New homes should not be treated any differently from existing householders who have to buy their own, why should our council tax pay for their bin? People should take responsibility for their own waste.
- It is the councils' responsibility, not the developer to provide bins and not the role of the Local Plan.

6.16. There is a mixed view on how provision for bins in new developments should be provided. These responses will be shared with colleagues in waste management.

Question 56

6.17. Questions 56 to 58 look at the issue of air pollution across Central Lancashire and what the Local Plan can do to tackle this. Question 56 asked '*How can the Local Plan help improve air quality?*'. A total of 350 responses were received to these questions, and the key themes identified have been summarised below.

- The Local Plan need to support the move the Electric vehicle and should provide more charging options in town centre and new developments and put forward

solutions for charging in areas with terraced housing for example where there is no driveway.

- Less development overall to reduce emissions from road users and that generated through construction and operation of business or from homes.
- Need to create more green spaces in urban areas and protect loss of existing green areas through development. Consider tree planting rather than building on land.
- Consider traffic restrictions on local roads to reduce HGV traffic and car free days as well as introducing pedestrian only zones in town centres. Also look at redesigning existing traffic management systems to minimise congestion at peak times and lowering speed limits in built up areas. Also look at improving existing road infrastructure.
- Invest in clean/green public transport and make it a viable alternative to the car. Also look at providing more park and ride facilities.
- Avoid development in AQMAs and housing adjacent to main roads.
- Better planning/designing of areas to design out reliance on cars to encourage move towards sustainable travel. New developments must have designated percentage assigned to provision of green/community spaces and include tree planting.
- Create continuous cycle lanes and safer cycle/paths ways to encourage walking and cycling. Need a Local Cycling and Walking Infrastructure Plan.
- Incentivise the use of renewable energy in all new developments and encourage a move towards green energy providers for the area and invest in delivery of this. Ban the use of wood burning in the new developments.
- Introduce clean air zones and monitor emissions better.
- Tree and wildflower planting on road sides and central reservations, and protect existing trees and hedgerows from loss due to development.
- Protect Green Belt and woodland areas for their role in flood alleviation and carbon absorption.
- Council to lead by example and use electric vehicles for council fleets and power all buildings with renewable energy.
- Monitor local taxis to ensure vehicles are better maintained and encourage licensing to promote use of electric vehicles.
- Educate people on the benefits of reducing car usage for short journeys, particularly schools. Consider car free zones around schools and no idling of cars.
- Air quality crosses boundaries, therefore work with others to address this issue.
- Make all homes and building energy efficient and provide new homes and employment areas close together to reduce travel. New development required to provide carbon offsetting in the local area.
- Development should be designed to minimise or prevent increased air pollution. A positive approach to air quality should be achieved through large scale

developments and all development must comply with the relevant regulations and best practice guidance. Air Quality Assessments should be submitted with all major applications. Where the assessment identifies issues, improvements should be delivered on site unless it can be demonstrated it can deliver improvements off site.

- New development should only take place on brownfield sites close to public transport links. City deal highways improvements should help increase capacity and improve flow of traffic.
- No energy from waste developments and less reliance on fossil fuels.

Question 57

6.18. Question 57 asked '*How should the Local Plan seek contributions from new development to improve air quality?*'. A total of 253 responses were received in respect of this question and the key issues raised are summarised below.

- Developer contributions should be identified as part of the planning process and required before permission is granted. A levy/tax was also suggested based on the size of the development/number of units built. Contributions received should be used locally to the development and contribute to mitigating the detrimental effects caused during construction and through occupation of the completed site.
- Provision of green infrastructure – walls/roofs in new developments.
- Developers should be required to provide electric vehicle charging points and renewable energy options for powering/heating homes and buildings. All homes should be built to be energy efficient and use sustainable construction methods development aiming to be carbon neutral.
- Developers should be required to provide a specified amount of green space and tree planting in all developments with soft landscaping. Developments should also incorporate designated cycle paths and associated infrastructure.
- Developers should be required to design in sustainable transport options and provide funds to deliver/support local services operating in the area. Developments should only be allowed where they are linked to improving sustainable travel.
- Provide funds for tree/shrub/wildflower planting along roadside.
- Consider a green tax for new properties payable by developers. The greener the development, the lower the tax.
- The only to improve air quality is to not allow any more development.
- Consider use of section 278 agreements on highways.
- Consider developing a Low Emissions and Air Quality Advisory Note, to be adopted as an SPD, as in the case of Lancaster.
- Biodiversity Net Gain requirements should assist with this.

- CIL/Section 106 should only be sought in line with requirements set out in NPPF. Air Quality would not meet these tests as it is not the role of the developer to solve existing issues. The level of contributions required should also not affect the viability of the development.

Question 58

6.19. Question 58 looks specifically at smoke emissions and asked '*How can the Local Plan reduce smoke emissions?*'. There were 207 responses to this question and the key issues raised are set out below.

- This is not the role of the Plan and is dealt with through existing regulations.
- Ban the sale of non-compliant stoves and their fuel (require all sellers to only sell approved fuel), and do not allow them in new homes. For rural areas where there are no alternatives for heating options, look at grants to install renewable options and consider cooperative for cheap local renewable energy.
- Consider use of clean air zone and invest in research for clean fuels. Look at specific tax for houses with wood burners. Do not build incinerators.
- Offer better recycling options and change criteria for access to RRC's to reduce burning of waste illegally – ban bonfires.
- Monitor emission levels from chimneys etc. better and install scrubbers / filters to reduce emissions.
- Incentive the move to electric vehicles and renewable energy and require clean/green public transport. We should also consider car free days and more pedestrian only zones in town/city centres. Promote and deliver sustainable travel options.
- Particulates are a huge issue and the councils need to monitor and address this better.
- All new builds to be built to PassivHaus standards/sustainable homes to ensure energy efficient. Low carbon construction and sustainable building materials should be required.
- Protect green areas, tree and hedgerows being lost through development, and provide more green spaces. Do not build any more houses.
- Develop employment and housing opportunities close together to reduce the need for travel.

Question 59

6.20. Question 59 was looking at issues regarding the wider environment and asked '*Are there any specific issues that the Local Plan needs to address regarding the*

environment?'. There were 274 responses received for this question and the key themes identified are summarised below.

- The local Plan needs to design areas to reduce reliance on cars and promote the use of sustainable travel modes. Investment in better and greener public transport needed and provision of safe, dedicated cycling and walking routes.
- Discourage litter and incentivise people to recycle more.
- Less development and instead protect the green areas, trees and hedgerows and habitats they provide for supporting local biodiversity. Where development must take place, this should only be on brownfield sites.
- New development should not adversely affect air quality and should be carbon neutral.
- Need to provide better alleviation for flood risk areas and design areas better to prevent future instances of flooding – do not build in areas of flood risk.
- Promote a move towards renewable energy and electric vehicles.
- Ensure importance local heritage is considered and protect the character of areas when considering new development.
- Consider traffic routing issues for new development and use these to provide solutions to existing problems.
- Recognise the value of waterways in the areas to improve local biodiversity. Canal and rivers trust provide specific examples of how their assets can be used to help improve this.
- Provide more green space through the Local Plan to enable healthier lifestyle.
- Need specific policy in the Plan for sports provision alongside Green Infrastructure provision and require developer contributions to deliver this.
- Protect and introduce more ponds and require biodiversity net gain.
- Consider involving youth better and establishing a youth committee.
- Require driveways and paved areas to be permeable material to reduce runoff and encourage green walls/roofs.
- United Utilities are concerned about large allocations in multiple ownerships with interconnecting infrastructure issues.
- Natural England highlight a number of issues to be considered in the Local Plan for protection, conservation and enhancement of natural assets.
- The Environment Agency raised the need to acknowledge health benefits of the environment and improvements needed to both Green Infrastructure and Blue Infrastructure. Need to establish a Nature Recovery Strategy to ensure biodiversity net gain can be delivered.

Question 60

6.21. The last question in this section looks at design and built and historic environment. Question 60 asked '*How can the Local Plan achieve high quality design?*'. A total of 255 responses were received and a summary of the key issues identified is presented below.

- The Local Plan needs to set out required design standards and condition application to deliver this. Needs to cover all elements of the development, including street furniture. Make reference to MHCLG National Design Guide 2019 and the Building Better, Building Beautiful Commission.
- Need to build requirements for nature conservation into good design and sustainable building practices.
- Need to consider how infrastructure needs can be delivered when designing areas. Need to ensure areas effectively master planned from the outset to allow them to connect better and adapt to use of renewable technologies and sustainable building materials – BREEAM.
- Consider need to achieve equivalent to Code 6 – zero carbon housing from the UK code for Sustainable Homes and PassivHaus design.
- Make sure that monitoring delivery of good design is carried out through the Local Plan.
- Use experts to help define good design.
- Support innovative design and design areas to create local character/distinctiveness.
- Only allow reputable builders to develop in the plan area and require high quality build.
- Train planners and members on good design.
- Ensure the existing character of an area is maintained and make use of local materials in keeping with the area.
- Ensure consultation with the local area so they can be involved in how developments will look.
- Provide more outdoor space and adequate internal space.
- Building regulations should do this.
- Need transparent and achievable design parameters. Policies must recognise local character and location when designing plans. Accord with best practice and be flexible to adapt to changes in national design guidance.
- Only allow small developments.
- Need specific policy for canal and waterside development.
- Site design policy needs to incorporate multiple benefits within overall design and be clear about what is expected of developers so they can cost builds accordingly.

7. Locations for Future Development

7.1. The final section of the issues and option document looked locations for future development. There were 8 questions posed, with 4 of those looking specifically at site suggestions which the three councils had received. There are also some more general locational question asked which looked at the existing approach to locating developing in the Adopted Core Strategy. The methodology to be used to assess sites is also discussed as is the approach to identifying safeguarded sites in the new Local Plan.

Question 61

7.2. The first question in this section is question 61, this asked '*Is the Core Strategy approach (set out in paragraphs 8.6 & 8.7 above) providing the homes, jobs and facilities that are needed?*'. Of the 384 people that responded to this question, 64% said no it doesn't and 36% said yes. Some respondents submitted further comments in relation to this question, and they are summarised below:

- Support the Plan being flexible in areas where development will take place to help sustain existing communities and meet their needs. Sustainable locations for development which may emerge over the Plan period should also be considered favourably to ensure the right development is delivered in the right locations.
- Flexibility needs to be more specific to support applications for a variety of uses where they depart from those defined in the Plan but can be justified in that location. This will allow the Plan to be responsive to changing needs.
- The Core Strategy does not provide the best locations. The Local Plan provides an opportunity to readdress this and identify the most appropriate locations for growth and development.
- Existing Core Strategy approach is broadly acceptable however, housing requirements (policy on distribution) cannot be determined until true aggregated housing need (policy off) has been determined. Consider a good supply of unconstrained land exists and will provide a number of potential sites. There are major and smaller greenfield opportunities (countryside, safeguarded land and Green Belt) also available in each on the 3 districts.
- It is important to recognise the contribution that sites in smaller settlements or in rural locations can make to housing supply, in particular benefits from edge of settlement boundary sites. The Local Plan needs to recognise the role of such sites. The NPPF emphasises need to boost housing supply and support economic growth and productivity. The Plan should not place undue restrictions on locations for new development which could stifle development and investment in the area. Protection

of the environment needs to be balanced with the social and economic needs of the area.

- The NPPF emphasises the need for planning policies to create conditions in which businesses can grow. Employment land needs to be secured in suitable and highly accessible locations. Land will be needed outside settlement boundaries if insufficient land is unavailable within to support economic growth and productivity. The Plan should not place undue restrictions on locations for new development which could stifle development and investment in the area.
- The Core Strategy is not reflective of growth aspirations of Central Lancashire. The Local Plan provides an opportunity to look at economic needs and land supply requirements over the long term, including opportunities in the Green Belt. There are clear deficiencies in the supply of quality employment land and the Plan needs to meet the shortfall in supply left over by the Core Strategy.
- The North West Preston Strategic Location for New Development has the potential for significant additional growth, to be delivered through the Local Plan, particularly around Broughton, Bartle, Catforth and Woodplumpton making best use of the new M55 junction Broughton Bypass and PWDR and related roads which will link with them.
- The Local Plan needs to consider City Deal requirements which means that housing needs figures will be higher than Standard Method.

Question 62

7.3. Question 62 asked '*Where would you like to see the Local Plan focus new homes and jobs in the future?*' There were 506 responses received to this question with the key points raised summarised below:

- Development should be focused on brownfield land, with green fields and Green Belt land protected from development to support well-being. Avoid development on sports pitches.
- Rural/small villages should be avoided to protect their character and reflect the lack of sufficient infrastructure to support growth.
- Development should only be allowed in areas where the infrastructure is, or can be made, sufficient to meet future needs.
- We should look to regenerating existing buildings first and make use of redundant commercial buildings. Also need to consider changes required to city and town centres to make them viable and make use of the existing infrastructure in those areas first. Need to repurpose our town and city centres.

- Development should be within or close to, the main towns and large urban areas where infrastructure is in place and reduces the need to travel. Locations need to be close to transport links and employment.
- Need more large scale sites like Buckshaw – consider redevelopment of the Camelot site.
- There needs to be a fair distribution across the area. Need to make sure employment is also delivered alongside housing to prevent areas becoming commuter towns.
- Development around existing Enterprise Zones and strategic sites such as Cuerden supported for employment.
- Avoid areas where recent high level of development has taken place and put a strain on local infrastructure.
- Need to maintain separation between towns.
- No more development is needed, the area is already overcrowded.
- Need to focus on developing sites with planning permission and those identified in the existing Plan first. Stop land banking.
- Development should be specific to the needs of the area to support continued viability of the town and provide affordable accommodation.
- Need to avoid areas of flood risk.
- Small sites over large sites in existing villages in keeping with the area. Look at developing carbon neutral homes. Consider infill sites in small towns/villages.
- Look at areas that did not perform in current Plan and identify issues which meant they did not deliver on employment.
- Use guidance set out in the NPPF – new homes and jobs should be focused on the edge of village settlements.
- Need high value jobs. Look at expanding existing commercial and employment sites to deliver this need.
- Prioritise areas delivering the City Deal.
- Need to be in areas where infrastructure needs can be met – need to liaise with key bodies in order to assess this.
- Brownfield land is insufficient to meet needs, therefore will need to consider a range of land options including the Green Belt.
- Government objective to bolster housing supply and support economic growth should be at the forefront of the spatial strategy.
- Need to ensure consideration is given to protecting and enhancing the historic and natural environment.
- Need robust transport evidence and modelling for the whole Plan area and allocations should focus on delivering sustainable travel. Any highway improvements should be identified in the Local Plan.

Question 63

- 7.4. Question 63 of the consultation asked ‘Do you have any comments to make about the SHELAA methodology set out in the Report in Annex 7?’. There were 197 responses to this question.
- 7.5. Many of the responses commented specifically about the methodology itself, whilst others focused more on the process of how the methodology has been applied so far (i.e. the exclusion of various sites in Chorley from Annex 5 which are shown in Annex 1). The main points raised are summarised below:
- The recommended minimum site threshold for sites to be included in the SHELAA should be 5 dwellings or more, as recommended in Planning Practice Guidance (PPG).
 - There should be a specific requirement to deliver at least 10% of the requirement on small and medium sized sites. Also widen it to sites over 1 hectare as these too can provide a boost to supply.
 - The SHELAA methodology is flawed as it does not follow national policy and guidance, and there is an absence of any justification for this.
 - The assessments should be ‘Policy off’. Decisions on the spatial distribution of future housing needs and on the exclusion of potential sites have been made prematurely in advance of the full evidence base. The SHELAA assessment should not determine whether a site should be allocated for development – it should just provide information on the range of sites which are available. No sites should have been parked/excluded at this stage, other than those with national policy/designations/constraints - e.g. those referenced in Footnote 6 of the NPPF. The methodology should be amended to reflect this.
 - ‘Other open countryside’ (known as ‘open countryside’ in Preston, and ‘protected open land’ in South Ribble) is not a national policy or designation, so this should not have been applied to the Chorley site sieving. Sites located on the fringe of the urban area and not affected by national policy/designations should also not have been excluded, or Safeguarded land. Development should also not have been excluded in rural areas. There is a need to increase the level of rural development, to allow for economic growth of rural services and facilities, enable villages to grow and thrive, and increase choice/local housing supply.
 - The current approach is contrary to NPPG policy for protecting Green Belts. A Green Belt review should not take place until all other reasonable options for meeting identified development needs have first been considered (i.e. all ‘policy off’ sites)

and Green Belt boundaries should only be changed where exceptional circumstances are fully evidenced and justified/demonstrated.

- The SHELAA is internally inconsistent. For example, parts of the methodology fully recognise and require the assessment of greenfield sites adjoining the main urban areas. The SHELAA should also contain an additional caveat explaining that further consideration of such sites may be subject to additional assessment through separate studies (e.g. Green Belt Review) to determine the suitability of development potential of land available.
- No criteria has been provided to explain how sites considered will be assessed in a consistent manner. Clarity is needed for how Annex 5 was reduced to Annex 1. This was premature, given it was prior to the current consultation exercise. Matters are being pre-judged and the sites being suggested by Chorley Council reflect existing commitments and allocations. Regard should also be given to all relevant evidence submitted by relevant stakeholders, including engaging with stakeholders through a Development Forum, to overcome constraints. The approach is not appropriate or in accordance with national guidance. The over reliance on small residential sites and the exclusion of sites which have current policy restrictions is not a suitable site assessment process.
- The assessment is too mechanistic and not strategic enough - a more considered Plan-led approach is needed. It relies too heavily on sites submitted rather than an overall strategy for development and particular areas, and/or the needs of communities. The housing need should be established first, before sites are assessed. Should identify where and what type of housing is needed first, and then seek sites in those areas. Need to consider the impact on existing settlements and look at cumulative impacts.
- The councils must appreciate the role larger sites play in meeting housing needs as they are generally more viable and deliverable. Build a new large settlement rather than expand existing ones, as they don't have sufficient infrastructure. Over-development would destroy their character and identity and open countryside/areas of separation need to be retained.
- Support the methodology - including the use of safeguarded land, urban areas/brownfield sites and key regeneration areas. Discard Green Belt sites and greenfield sites and areas of separation.
- Too complex/confusing/jargon – not plain English.
- Sustainability of the site and immediate area should be a key component of the sieving process, with a matrix which scores the site.
- Don't agree with a shared methodology for all of Central Lancashire (Preston is very different to Chorley for example). Chorley are catering for too much development.

- Need more emphasis on employment, recreation and other uses. Also need to consider flood risk, geological and ecological/biological impacts, health and well-being etc., and the current layout of area, e.g. existing main road infrastructure. Infrastructure & services need to go in place before new development/housing.
- All sites should be consistent with Sport England’s Playing Fields Policy.
- The assessment needs to be an independent and transparent assessment. How this will be done, and the next stages/consultation need to be made clearer in the methodology. Communities should have more say on which sites come forward.

Questions 64, 65 and 67

7.6. Questions 64, 65 and 67 sought comments in relation to all the locations for development in Central Lancashire across the four Annexes dedicated to the presentation of site proposals. All sites were mapped in Annexes 3, 4 and 5 to the Issues and Options consultation document; Annex 5 related to sites for Chorley, Annex 4 for South Ribble, and Annex 3 for Preston, with Annex 1 providing a refined list of site suggestions for consideration by Chorley Council (but only from those presented in Annex 5).

7.7. The responses can be broken down as follows:

Question	Annex	Area	No. Responses*		% Share of Overall Responses	
Q64	1	Chorley	1302		53%	
Q65	5	Chorley	308		12%	
Q67	3	South Ribble	859	767	35%	31%
	4	Preston		92		4%

*When omitting invalid responses such as 'N/A', '.', 'no comment', 'don't know' etc.

Further detail regarding responses regarding sites can be found in Appendix 3.

7.8. The responses to all the site suggestions, regardless of specific site or local area to which they specifically related, were in general against development and focused mainly on the housing proposals. However, there were contrasting comments from developers in support of development and through provision in some cases, of detailed documents in support of specific site suggestions.

7.9. The key issues and concerns raised against the development of specific sites included:

- Increased demand for amenities, private and public services in areas that are already stretched, at capacity or have historic undersupply of service (i.e. doctors, schools, hospitals, banking, retail).

- Loss of greenfield land and/or erosion of the Green Belt will lead to a permanent loss of amenity, habitat, rurality and reduce the areas ability to mitigate climate change.
- Problematic access, which compounds issues around narrow roads already suffering from congestion, highway and pedestrian safety, or sites are landlocked and dependent on another proposal coming forward to access the site.
- Many areas already at risk of flash or seasonal flooding, development will worsen this and create a knock-on effect in nearby areas due to surface water run-off.
- Proposals may only offer larger, luxury units for wealthier families. Local needs should be met, particularly for affordable/social/specialist or sheltered housing.
- Place insensitive, not at an appropriate scale, location or style for the area and set to unduly increase its population.
- Rural character and civic identity of villages and towns may be harmed, including erosion/removal of areas of separation between settlements.
- Loss of environmental assets and impact on local habitats, biodiversity hotspots or endangered species or seasonal/migratory species.
- Some areas have had historic overdevelopment locally, and a moratorium on further builds should be considered.
- Loss of agricultural land, leading to the loss of healthy, local produce, rural jobs and impact on rural economy and farmland habitats for wildlife.
- Disruption or destruction of pedestrian/non-vehicular movement or routes, including rural quiet ways, dog walking paths, bridleways, Public Rights of Way, unmapped 'desire paths', cycling routes and green links.
- Sites are unsustainably outside/at a distance from any settlement, services or public transport links, forcing car dependency and immobility for poorer families.
- Disruption to a water course/collection area/underground spring.
- Increased road journeys, roadside parking and traffic - worsening health and safety issues for residents due to reduced visibility, increased speeds, more congestion, poor air quality (emissions/exhaust pollution), car accidents and collisions with pedestrians or cycles.
- Increased light, air, noise or contaminant pollution, negatively impacting residents and nature.
- Pressure on already overstretched or at capacity road, rail or blue infrastructure, including issues around road condition, width restrictions, visibility splays, busy junctions, poor signage, 'rat-runs', congestion, impact on the Strategic Road Network (SRN), canal towpath quality and bottlenecks, such as narrow bridges or level crossings.
- Brownfield alternatives should be considered e.g. Camelot, Botany Bay, in-line with brownfield targets.

- Residential amenity - Impact on resident well-being with the loss of greenspace or community amenity and views, and/or concerns about loss of light or privacy.
- Pressure on already overstretched utilities, including gas, water, broadband, electricity, drainage, sewers/foul drainage and fire hydrants.
- Fragmentation of wildlife corridors and connected greenspaces, reducing the mobility of deer, squirrels, badgers, foxes and hedgehogs.
- Harm or removal of a vital community asset (band stands, greens, sports facilities, allotments, recreational spaces).
- Phasing should be included to mitigate development impact, accounting for recent built-out schemes and with future development being in increments or timed stages.
- Opportunities for afforestation/reforestation as an alternative use for some sites.
- Increased carbon footprint of the local area and failure to achieve carbon neutrality targets set by the local planning authorities.
- Infill or settlement boundary sites will unlock adjacent land and lead to ribbon development, further eroding greenspace.
- Alternatives to new housing should be explored, including accounting for the number of live sales and lettings in the area, opportunities for regeneration of empty units or the conversion of vacant commercial or office units to housing.
- Constraints affecting suitability including topography, irregular shape, sink holes, proximity to motorway, unneighborly uses or abnormal costs.
- Harm or destruction of a locally/nationally listed building or heritage asset.
- Land with ground contamination (i.e. waste dumping, refuse, asbestos, methane).
- Land with hazardous installations (i.e. gas pipes, pylons).
- Land with significant natural features that should be saved and planned around.
- Significant mid-development disruption to residents and nature (heavy goods vehicles, noise, road restrictions, diverted PROWs, materials overspill, site litter/mess).
- Impact on the marketability of nearby resident's property.
- Contravention of a historic planning condition or land covenants for the site, or a previous refusal of planning permission / planning appeal for a similar scheme.
- Planning Officers should undertake site visits, to understand the facts-on-the-ground.
- Demolition of existing housing stock that is in residential use.
- Harm to an on-site or nearby ancient woodland or protected trees (TPOs).
- Loss of Safeguarded Land which residents perceived to be 'safeguarded from development' (the policy is in fact that this land is safeguarded *for* development in the next Local Plan, but to remain undeveloped at the time of the last Local Plan).

7.10. Many comments were however, in favour of development where it could be shown that needs were fulfilled, impact could be mitigated, or the benefits were clear.

7.11. The key issues and ideas raised in favour of development of specific sites included:

- Infrastructure improvements, including transport, greater diversity of shops, services and restaurants in the area. This can boost rural areas for example and help make smaller settlements/villages more sustainable.
- Meeting local housing needs and offering choice for affordable units, mixed tenures, sheltered units for the homeless and specialist housing.
- Major development allows a cohesive masterplan to be presented and managed comprehensively, with associated infrastructure.
- Co-located housing and employment opportunities will avoid dormitory towns and future residents commuting away from the area, avoiding rush hour congestion, a weak local economy and reduced community engagement.
- Low quality grazing or agricultural land may be better suited for alternative uses.
- New sports and leisure facilities.
- Sites on Safeguarded Land provide opportunities for future growth and are preferred over greenfield or Green Belt locations.
- Accessible - within walking distance of local amenities, transport modes, infrastructure and services, especially in and around the urban core.
- Increased council tax revenue for the local authorities and a subsequent improvement in services in the long-term for residents.
- Availability of housing stock will be improved where demand outstrips supply or under delivery of housing requirements represents a significant local need.
- Deliverability on the basis of a single, supportive owning party.
- New or improved routes for pedestrian/non-vehicular accessibility, including green links, bridleways, Public Rights of Way and green corridors for nature.

Question 66

7.12. Question 66 asked 'Do you agree that Chorley should not have a policy for safeguarded land in the new Local Plan?'

7.13. Of the 382 respondents expressed an opinion for this question, the majority of these (75%) answered 'no' (i.e. that there should be a safeguarded land policy in the new Local Plan, whilst a minority (25% answered 'yes' (i.e. that there should not be a safeguarded land policy in the new Local Plan. Additional comments made in relation to the response were also received and are summarised below.

- Safeguarded policies are there for a reason to ensure a future pipeline of available land can be identified in future plans, but should also be considered for early release if needed, to meet localised need.
- Safeguarded land allows the Councils to be responsive to future development pressures in meeting land supply targets.
- Sites already identified as safeguarded should be released for development from the Green Belt and it will be necessary to identify additional safeguarded Land to provide assurance of longer term ability to meet needs beyond the end of the plan period.
- The Council should have a policy for Safeguarding Land to protect areas of conservation value and Green Belt from development.

Question 68

7.14. Question 68 asked 'Do you have any further comments that you wish to make?'

7.15. There were 314 responses to this question covering a number of policy ideas, key issues and Local Plan associated themes emerged which have been summarised below.

7.16. Given the breadth of the final question and the final opportunity to comment on the survey, responses varied significantly in length, scope and topic, and ranged across all issue themes covered in Questions 1 to 67. As such, many were repeat suggestions and are not duplicated here. Responses that presented unique concerns, issues and opinions not covered earlier in the report are summarised below.

7.17. Issues specific to this Issues and Options consultation included:

- The consultation process was not advertised widely enough/did not provide enough notice to residents/was too short a period/was poorly distributed among more rural areas and/or did not appear receptive to residents' concerns, while the online form (Citizen Space) was not clearly advertised and signposted/poorly compiled/difficult to complete/inaccessible to non-digitally able residents and/or contained confusing double negative questions (e.g. Question 66).
- The consultation documents were of good quality in presentation and content, while the face-to-face sessions were well distributed around Central Lancashire and attended by informed staff.
- The consultation form (Citizen Space) was well designed, intuitive, and allowed for wide-ranging engagement on a breadth of topics.

7.18. Issues around future consultation and the Local Plan process more widely included:

- Lack of faith in the aims of the plan and the ability of the partnership Local Authorities to deliver on their objectives or that more detail is needed on the site proposals (extent, density, use etc.) and policies (focus, indicators etc.).
- Proposals within the Green Belt in South Ribble and Preston should have been screened out and not been consulted upon, as was the case with Chorley's Annex 1.
- Land supply restrictions that may necessitate the need to undertake a Green Belt review during later stages should be done with full transparency, in compliance with central policy and consulted on widely.
- Make clear in the Integrated Appraisal (IA) why some policy options have been progressed and others have been rejected. Undertaking a comparative and equal assessment of each reasonable alternative. The Council's decision making, and scoring should be robust, justified and transparent.
- Take account of wider regional spatial strategy, e.g. Greater Manchester Spatial Framework (GMSF).
- Give greater weight to residents and communities against the well-funded developers/consultants and their legal teams.
- Greater face-to-face engagement within local communities throughout the planning processes.
- Consultations should be meaningful, responsive and simplified, with reduced planning jargon.
- Citizens Assemblies should be established to review planning strategy.
- Recognise the needs of the growing Black Asian and Minority Ethnic (BAME) community in Preston, especially in creating space for Places of Worship.
- The consultation process should actively seek and demonstrate how contributions and concerns from stakeholders will be addressed.

7.19. Issues around locating development included:

- Recognise that increased housing delivery without the services to support it leads to increased crime rates in the affected areas.
- The proposed Memorandum of Understanding (MOU) on distribution of housing numbers would lead to overdevelopment/inappropriate development in many areas.
- Plan for ambitious growth, to both exceed minimum housing targets and strive for economic parity with Merseyside and Greater Manchester.
- Ensure full compliance with the Duty to Cooperate.

7.20. Residents and stakeholders' issues related to the economy and growth included:

- Adapt centres toward vibrant, integrated centres for retail, services, culture, leisure, housing and transport hubs.

- Identify/allocate land for future education development to unlock expansion of these settings.
- Support, build and retain and promote the local skills and education assets in the area to drive a globally connected economy.
- Acknowledge the presence and value of colleges and the roles they play within the area.
- Work with Lancashire County Council to ensure sufficient and suitable education and training provision for all young people who are over compulsory school and under 19 or aged 19 to 25.
- Include a specific policy against which proposals by Colleges/providers of Further Education will be assessed.
- Expand Policy 14 to include further education/higher education providers, or have separate policies for different levels of education development. A criteria-based policy would be helpful for further education, setting out a clear presumption in favour of development where certain tests are met.
- Any policy on student accommodation should be carefully worded and differentiate between accommodation for students under 18 and over 18 in order to ensure that other forms of student accommodation and boarding are not prevented from coming forward in parts of Central Lancashire.

7.21. Ideas around improving and controlling the scale and scope of infrastructure and transport included:

- A tram system should be established in Preston, with stations at Broughton, Fulwood, Deepdale, Fishergate and The Docklands.
- Road improvement schemes to the M55 Junction 1 and M6 Junction 31a, extending the M65 directly to Flensburg Way/Penwortham Bypass (leaving A582 Lostock Lane free for local traffic only), add capacity to the SRN and its junctions and ensure an improved level of commercial freight provision for lorry parking and associated facilities, whilst seeking to mitigate traffic noise and air quality issues.
- The structural integrity of BI (rivers and canals) are affected by nearby development and should be mitigated. Blue areas have many issues including: drugs/alcohol use, fly tipping enforcement, poor Tree management, bridge graffiti, poor access points, motorbike trespass, dog fouling, waymarking and poorly maintained boundaries.

7.22. Issues that focused on land, climate, trees and quality of life for residents included:

- Recognise trees classed as 'ancient' or 'veteran' are irreplaceable and important for wildlife, soils, recreation, cultural value, history and contribution to landscapes.
- Deep-rooted shrubs/trees should not be planted in the vicinity of public sewers and water mains.

- Give farmland over to renewable energy generation.
- Co-location of health services within new developments.

7.23. Issues around the siting and controlling the scale and scope of development and site proposals included:

- Where land supply is insufficient, undertake a Green Belt review to provide enough future homes and meet demand in semi-rural areas, and note where exceptional circumstances exist to do so.
- Identify new areas of safeguarded land between the urban area and the Green Belt to meet future development needs into the next plan period.
- The allocation of a Garden Village would enable the Central Lancashire Authorities (CLA's) to create a bespoke settlement that provides a range of community facilities suitable to fully meet the needs of proposed residents.
- Recent changes in the local economy and the way in which people are working supports a more dispersed approach to locating future growth; removing pressure from the central spine which was generally the focus of development as part of the Core Strategy. Reduce strain on this area.

7.24. General comments on the mitigation of the impact of development around specific constraints included:

- Site easements and rights of access may have restrictive covenants that must be adhered to for the purposes of maintenance and inspection of United Utilities assets.
- Development easements around National Grid assets should be 15 metres either side of any electricity assets; and 12 metres either side of gas assets.
- A buffer zone/area between the ancient woodland and development boundaries should apply, containing semi-natural habitat between the development and the ancient woodland or tree, a minimum of 15 metres.



Central
Lancashire
Local Plan

Your Local
Plan for
Central
Lancashire

What You
Told Us

*YOUR
SURVEY*

The Survey

i Look for pink info bubbles like this that explain the main insights from our data and responses.

Speech bubbles like this are ideas you gave us said in your own words

Chorley, Preston and south Ribble councils need to prepare a **Local Plan** for our area (Preston, Chorley and South Ribble Councils are 'Central Lancashire').

The **Local Plan** is a document says what needs to be built over the next 15 years and where it can go. It also sets targets for the area to aim for.

We asked 11 to 21-year old's who live or study in Central Lancashire what matters most to you to help us shape how the plan will look, and we want to say thank you to the 593 of you did.

There were **19 questions in this survey** across **5 sections** - we asked you to answer as many of the questions as you wanted:

SURVEY SECTIONS:

1. Your Details
2. Your Area
3. After Education
4. Work and Travel
5. Health and Climate Change

Your Details

Q1.

How did you hear about the Survey?



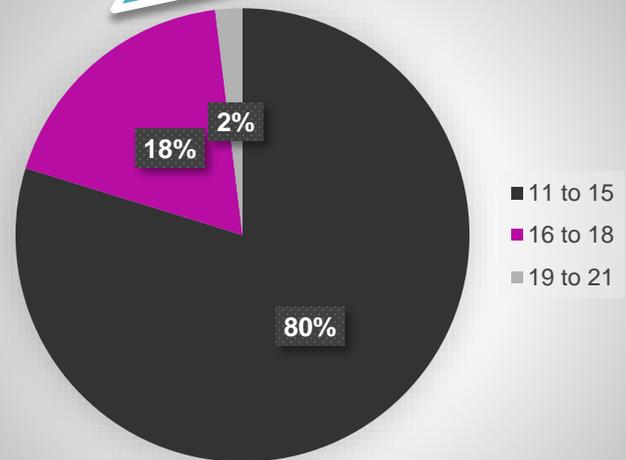
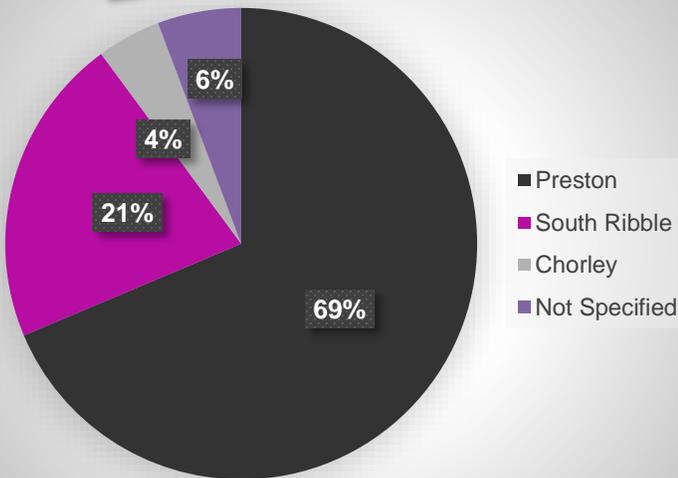
Q2.

Where do you live?



Q3.

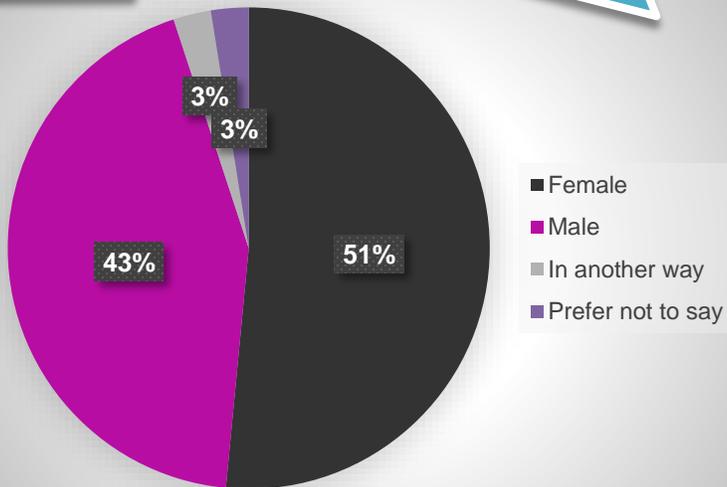
How old are you?



i Most of you lived in Preston and were attending High School.

Which of the following best describes you?

Q4.



i Slightly more girls filled in the survey than boys...

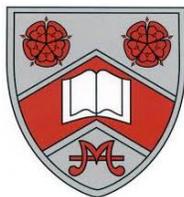
i ...spread across 20 High Schools, colleges and universities.

If you attend a School, College or University, please tell us which one

Q5.



All Hallows Catholic High School
'Growing Together in the Spirit of Christ's Love'



Hutton



Myerscough College



Therefore, choose



RUNSHAW ADULT COLLEGE



Your Area

What's the best thing about living here?

Q6.



What would you change and why?

Q7.

MORE

- Opportunity · Sports and Activities · Positivity · Homes · Hospitals · Prettier buildings · Attractive parks · Cleaner urban areas · Friendlier streets · Active travel routes · Faster Internet

LESS

- Crime · Anti-social behaviour · Pollution · Litter · Expensive transport · Cars · Congestion · Dangerous crossings

Q8.

What do you think Central Lancashire should look like in 2036?

More green spaces, restore habitats, make greener walkways, parks, buildings/roofs



Hi-tech economy with the latest products, businesses and jobs, AI/robots replacing people



Zero-carbon economy (no fossil fuel pollution) less cars on roads, all cars are electric, and all car parks are charging points, with solar panels on every building and bus roof



Better public transport, free, frequent, reliable, safe, and a tram network in Preston



A metropolitan City of Preston with taller, larger buildings and more branded retail/food

More vibrant and clean town centres with road and rail links and mixed-uses for retail, food, living and leisure with empty buildings repurposed



Cleaner and healthier, no smoking, alcohol, litter, dog poo or gum on the streets



Mixed housing, cheaper houses of varying shapes and sizes with more people owning them



Colourful spaces, painted buildings, colourful plants, bike lanes, colourful signage

Active lifestyles, less screen time, safe and car-free public spaces, lots of space for creativity and play, extra sports and activity facilities



Positivity and community in local news and local people, no more homelessness, racism, sexism and segregation, areas that are multi-lingual and multi-cultural



A warmer climate, drier spring/summers and wetter autumn/winters

Safer, more police and security cameras, less knife, violent or drug related crime



More school and healthcare services, plenty of places for pupils and patients

A new airport in Central Lancashire



More locally grown produce from local farms on sale in shops owned by locals



'skyscrapers
and cool
buildings'



'lots of robots to help
us in our daily lives!!!'

After Education

Do you think there are enough homes?

Q9.

Yes, because...

- There is lots of new development all over

Yes, but...

- Do not build any more
- Too many homeless people
- Better spread is needed
- They are in a bad condition
- They are too expensive
- There is not a good mix of types
- We should use old or empty buildings
- There are too many cars/people/homes
- We are losing too many green fields to new buildings

No, because...

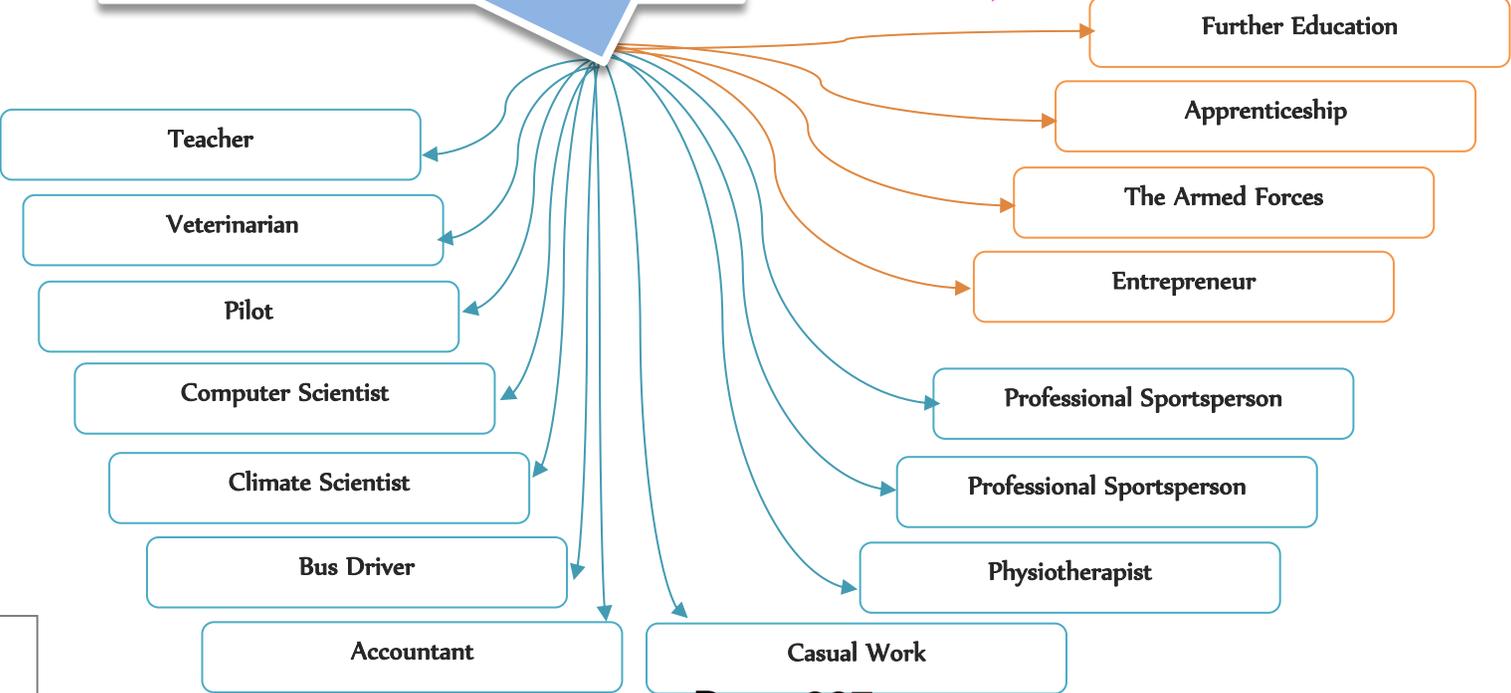
- There is still homelessness
- Many new houses rely on having a car
- There is not enough mix of types for families, older people or the homeless
- More people need them than we are building
- More people live or are moving here



i Most of you have a career in mind or want to continue studying.

What do you want to do after you finish study?...

Q10.



...Do you think you will stay here to do that?

Q11.

Yes, because...

- I can be near my family and friends and/or to start my own family
- I can attend a local college or University
- It is great here; I feel safe and I like it
- Of the green spaces and countryside
- I want to take-on the family business

No, because...

- There is nothing good here
- There is little for young people or by way of job/career prospects, especially in very skilled roles or not for my chosen career
- I want to live in a nicer climate
- I am leaving for a better University
- I want to move to a larger city or the capital (Manchester or London)
- I want to live somewhere else in England or move abroad

i The countryside, the good schools, family and the city were your favourite things about Central Lancashire.



Q12.

If you work now, where do you work and is it based here?

I am not working

I am still in education

I do voluntary/unpaid work

Hairdressers' Assistant

Electrician

Papergirl/Paperboy

Hairdressers' Assistant

Takeaway Worker

Gymnastics coach

Waitress/Waiter

Barista

Admin Assistant

Lifeguard

Plumber

Work & Travel

Q13.

Have you heard about apprenticeships?

92% YES

8% NO

Q14.

...Would you consider one?

Yes, because...

- I can continue working and begin earning money
- The teamwork, mentoring and clear pathway to a career

No, because...

- I want to stay in full time education (College or University)
- They are not available in my chosen career
- I want to start my own business
- I do not know what they involve
- Of a social stigma/bad reputation



Is it easy to travel in your area?

Q15.

55% YES

29% NO

No, because...

- Traffic slows down journeys and makes crossing hard
- Selfish drivers often speed or use their mobile
- There are no cycle lanes
- Buses do not run in my area/are too unreliable, infrequent/expensive/slow/dirty
- Bus stops are too few, exposed and unsafe
- I feel scared in my area because of crime/poor lighting
- I feel confused getting around (lack of signs)
- Curb parking makes pavements dangerous
- Trains are unreliable, infrequent or inconsistent
- Pavements are not looked after

Yes, because...

- The roads near me are quiet

4

i Most of you gave us lots of reasons why it was difficult to travel in your area.

Health & Climate Change

Q16.

Do you think your area is designed to help people be active every day?



...If not, what would you change?



More free facilities, leisure centres, outdoor gym equipment in parks and more/larger skate parks



More free water fountains



Better green/open spaces and sports pitches which are clean and kept well, with more lighting

More car-free pathways, Public Rights of Ways, walking and running paths, cycle lanes, trails and tracks and have a bicycle or eScooter hire scheme



Less fast food/takeaways and **more healthy alternatives**



More hospitals nearby to housing



Reduce traffic on the roads, stop street parking and make more neighbourhoods, local shopping and eating areas car-free



More community clubs or groups, better awareness of exercise for young people in schools

More **cycle lanes** and more **running lanes**

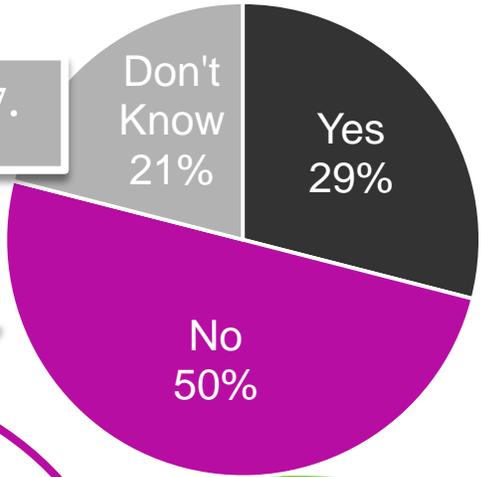


Add more and better **parks** and **skateparks**



Does having fast food outlets near where you live or study mean you eat it more often?

Q17.



No, because...

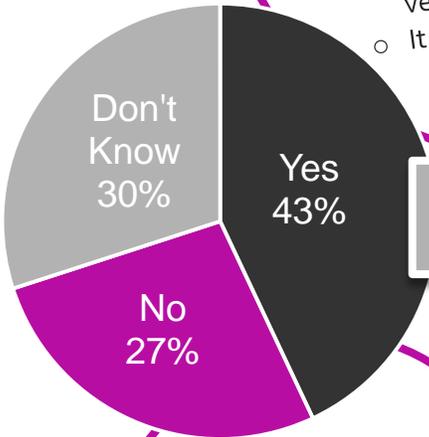
- My parents cook healthy food
- I only ever eat takeaway once a week or on a specific occasion
- I do not like them
- They are expensive
- There is a lack of choice for vegetarians/vegans/pescatarians
- It causes obesity or cancer

Yes, because...

- It is more tempting
- It is convenient for busy working families
- The food is tasty or addictive
- I do not know how to cook

Do you think climate change is a serious issue facing your area?

Q18.



No, because...

- We have installed solar panels
- Not now, but in the future
- We are in the north of the planet and it affects the south more
- We have plenty of rainfall and no drought
- I believe it is not real/made-up

Yes, because...

- Autumn is much warmer than before
- Oceans are polluted and so is our food
- it affects all areas of the world equally
- Drains are full and roads are flooding, and the sea is rising on the coast
- Adults do not seem to do enough, and we do not recycle enough
- I support Extinction Rebellion
- It is affecting local trees and wildlife, less bees and birds than before
- We have forest or moor fires nearby
- Congestion and air pollution are worsening
- Intensive farming is destroying the local farmland
- There are not enough electric cars
- It does not snow here anymore

What changes do you think are needed to protect and improve the environment?

Q19.

Tackle litter, with more litter bins (in parks, on public transport), stop fly tipping, have mandatory recycling in homes and schools and better education on the impact of litter on the environment, encourage more community litter picking



Use **less plastic packaging**/have more alternatives to plastic in homes and industry, promote reusable fabrics or recyclable materials



More **public transport** use with better links to countryside, bring back disused railway lines and stations and create a tram system in Preston

Install more **renewable energy** and installations, stop fracking



More **car-free streets** so people can do more active travel safely and confidently

More **hybrids/electric cars** and lorries, more charging points and ban diesel and petrol cars



Aim to be **carbon neutral** across Central Lancashire

Move people away from **floodplains** and let them flood

Fix drainage in rural areas along fields and improve river and coastal flood defences



Protect and grow **spaces for nature** (trees, ponds, lakes, meadows), especially birds and bees with more animal preserves/safari parks and zoos

Stop intensive farming practices, promote organic ones

Stop urban pollution, smoking, waste burning and fireworks in places where people live



Create more **green links**/cycle ways/footpaths/Public Rights of Way

Stop overdevelopment and stop building on green areas

'More **trees** and **plants near roads.**'



'Factories should be made to use **less harmful fuels**'

What Happens Next

After your many responses to our Youth Survey in the winter of 2019/20 we have compiled this 'What You Told Us' report to set out the key ideas, opinions and messages you gave us.

We will take all of your responses and use them to help come up with ways to make your areas better and shape our Local Plan.

LOCAL PLAN POLICIES



LOCAL PLAN SITES



We will...

1. Look at how to make areas safer for you to travel independently
2. Provide more areas for people to bring forward new sports and leisure sites
3. Work with education providers to give you more opportunities close to home when you finish school
4. We will look to provide more areas for you such as skate parks and youth clubs

Once we have a new plan worked up, we will speak to you again to ask if you think we are providing the right things in the right places, and if the Local Plan is providing opportunities which would make you want to live here when you are older.

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Report of	Meeting	Date
Central Lancashire Planning Local Plan Coordinator	Central Lancashire Strategic Planning Joint Advisory Committee	25.01.2021

CENTRAL LANCASHIRE LOCAL PLAN UPDATE

RECOMMENDATION(S)

1. To note the contents of this report.

EXECUTIVE SUMMARY OF REPORT

2. This report provides an update on the progress of the development of the Central Lancashire Local Plan.

Confidential report Please bold as appropriate	Yes	No

REASONS FOR RECOMMENDATION(S)

(If the recommendations are accepted)

3. None, for information only.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4. None.

LOCAL PLAN PROGRESS – ISSUES AND OPTIONS OUTCOMES REPORTS

- 1.1 Outcomes reports have been prepared summarising the responses received to the main Issues and Options Consultation and the Youth Questionnaire. The Central Lancashire Local Plan Issues and options consultation ran from Monday the 18th November 2019 until Friday 14th February 2020.
- 1.2 The outcomes reports will be published on the Central Lancashire Local Plan website and we are also proposing to notify stakeholders that it has been published and is available to download online.

PREFERRED OPTIONS DEVELOPMENT

- 1.3 The Local Plan team have been progressing work on developing the Preferred Options plan. This work has focused on a limited number of areas initially whilst waiting to hear on the planning white paper, however it has been agreed at the JAC on 10th November, that the team should progress with developing the plan in line with existing planning guidance. This is based on the time considered

necessary for any changes to come through parliament to enact changes to the planning system. Both Members and Officers agreed that there is a need to progress work to ensure we can work towards delivering and up to date NPPF compliant Local Plan and secure a five year housing land supply across all 3 councils.

- 1.4 Draft policies and an updated Vision and Objectives are currently being worked on and it is intended to bring draft policies to the Working Group in the Spring.

SITE ASSESSMENT WORK

- 1.5 Work on Site Assessment has progressed and all 3 councils have or are nearly at, completion of their initial review of the additional sites received as part of call for sites 3, and any additional sites which came back in to consideration following the update to the SHELAA methodology which took account of comments received through the Issues and Option consultation.
- 1.6 The Central Team are now starting to undertake a more detailed assessment of these sites, looking at their suitability for potential allocation in the Local Plan, with a view to visiting sites with potential for allocation in the Spring. This work will take account of the findings of the recently completed Strategic Flood Risk Assessment.
- 1.7 The comments received on sites through the consultation process will also be used to assist in the assessment of sites. Information has been received on a number of the site suggestions from local communities close to the development, as well as statutory consultees and land promoters.
- 1.8 Once the potential sites have been assessed, the Central Team will review the land requirements for Housing and Employment needs and assess whether there is sufficient land identified to meet this need. Should insufficient land be available, we will need to revisit the approach set out in the SHELAA to consider other land options.

2. EVIDENCE DOCUMENTS

STRATEGIC FLOOD RISK ASSESSMENT (SFRA)

- 2.1 A draft SFRA was presented to members at the last meeting. This has now progressed and been reviewed in detail by officers from the 3 Councils and a final report is expected towards the end of January.

HOUSING STUDY

- 2.2 An update to the Housing Study, prepared by Consultants Iceni, was expected to be undertaken in 2020 to reflect the economic growth aspirations of the region leading on from work being undertaken to support the Greater Lancashire Plan. However, delays were incurred in commissioning that way

due to Covid, and that, coupled with the consultation the Planning White Paper and updates to the Standard Method, have meant it is considered pertinent to hold off updating this work which would otherwise be abortive effort at this time.

- 2.3 The update to this work will now be planned towards the end of 2021 to allow for the findings on the economic work, and outcomes from the recent consultation to be known, particularly those which affect the proposed changes to the standard method.

HOUSING NEEDS STUDY

- 2.4 Preston and Chorley Councils are partnering to commission a Housing Needs Study, South Ribble having undertaken a similar study in 2020. This study will look in more detail at housing needs of specific areas of Chorley and Preston and of the type of housing that is required. Work is expected to be commissioned in spring 2021.

CENTRAL LANCASHIRE TRANSPORT MASTERPLAN

- 2.5 LCC have completed the baseline work and ready to move forward with testing options once these are ready. This work will commence following the completion of the SHELAA assessments and identification of sites to be taken forward. This work will identify any issues arising from the options presented and infrastructure needs which could be associated with their allocation.

CLIMATE CHANGE

- 2.6 Work has progressed with County and they are currently procuring work to undertake a carbon assessment of Lancashire. which will provide evidence on achieving the goal of being net carbon zero. This work will look at a range of options to delivering net zero and identify those likely to be most effective in achieving this goal.
- 2.7 Work at a local level is continuing alongside this research and we will look to undertake further research as necessary to help inform how the Local Plan can effectively address the issue of climate change. Money has been allocated to undertaking further work, and this will follow on from the work undertaken at the County level. The carbon assessment work being undertaken is extremely costly and it is not considered an effective use of funds to undertake this work independently. Any local research will need to take account of what actions are agreed Lancashire wide to ensure that we can tie into that work and deliver a consistent approach to managing the effects of climate change across the region, not just within Central Lancashire. The actions taken elsewhere will have a direct impact on the situation in Central Lancashire, therefore it is important to work with the other Lancashire authorities and relevant agencies.

LOCAL PLAN VIABILITY

2.8 As stated previously, we propose to appoint consultants to undertake work on assessing viability of the Local Plan. Consultants will be appointed to undertake work on plan viability and Community Infrastructure Levy review. This will be a jointly commissioned piece of work and run concurrently with the Local Plan Timetable. Procurement of this work will commence following completion of the initial assessment of sites by the home teams.

3. LOCAL DEVELOPMENT SCHEME

3.1 We are still progressing with the existing Local Development Scheme as approved in January 2020. However, given the next round of consultation is timetabled for June 2021, it is unlikely that a draft plan will be available by that time and we will need to delay this stage. This is down to a couple of issues, but mainly the need to account for the work being undertaken at the County level and, more importantly, to ensure that the Local Plan is able to assess any implications on housing need as a result of changes to the standard methodology. To ensure the Preferred Options document identifies sufficient land, we will need to know what the change to the methodology will be and seek agreement across the three Councils as to how we distribute that need before we are able to consult on this document.

3.2 As this information is not yet available, it is considered necessary to delay consultation to ensure that this stage of plan making is able to address this issue, once this is known, the timetable will be updated accordingly. The key milestones for the Local Plan in the current LDS are set out below for information. The deadline for delivering Local Plans by 2023 is still in place, and as such we will do what we can to seek delivery by that time.

3.3 We are currently reviewing this timetable and looking at home we can progress the timetable to still meet the 2023 deadline. An update on this will be prepared for future meetings.

Key Stage	Timescale
Stage one Issues and Options Consultation	November 2019 to February 2020
Stage two Preferred Options Consultation	June 2021 to August 2021
Stage three Publication Draft	October 2022 to December 2022
Stage four Submission	March 2023
Adoption	December 2023

4. DUTY TO COOPERATE DISCUSSIONS

4.1 To ensure that we meet our duty to cooperate requirements we are continuing to engage with relevant bodies on the development of the Local Plan. LCC

continue to be a key partner and discussions with them on a number of issues will continue throughout plan preparation. We have also had received requests for DtC agreements with neighbouring areas to discuss housing numbers, we will continue to engage with these authorities as necessary to ensure we meet this requirement.

Contact for Further Information:

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Central Lancashire Local Plan Team

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