



**South Ribble Local Plan  
Monitoring Report**  
Covering the period April 2020 – March 2021

DRAFT

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## 1. Introduction

- 1.1 The Town and Country Planning (Local Planning) (England) Regulations 2012 updated the requirement to prepare Local Development Frameworks (LDFs), which were first introduced in the Planning and Compulsory Purchase Act 2004. In order to assess the effectiveness of the Local Development Framework policies, the regulations also require authorities to produce a Monitoring Report, (MR) which is to be prepared annually. The purpose of the MR is twofold. It will assess the implementation of the local development scheme (LDS) and the extent to which the policies in the local development documents are being successfully implemented.
- 1.2 This is the seventeenth Monitoring Report to be published by the council and it covers the period 1 April 2020 to 31 March 2021. The Central Lancashire Core Strategy was adopted in July 2012, and a separate monitoring report will be produced to report on its monitoring framework and will be the sixth such report. The Local Plan was adopted in July 2015. This MR will report on the Indicators within the Local Plan. This MR will fulfil the following purposes:
- Report progress on the Local Development Scheme;
  - Report key contextual indicators for the South Ribble Local Plan 2015;
  - Report on core output indicators;
  - Report on the South Ribble Local Plan Monitoring Framework 2015.

## 2. Summary

The Monitoring Report recognises that monitoring impact and effect is a key part of the development planning process.

- 2.1 This MR covers five important areas;
- Reports progress on the South Ribble Local Development Scheme
  - Identifies contextual indicators for the South Ribble Local Development Framework
  - Reports on core output indicators;
  - Reports on the Monitoring Framework of the South Ribble Local Plan (2015)
  - Reports on the Monitoring Framework of the Central Lancashire Core Strategy (in a joint separate document with Chorley and Preston).
- 2.2 This MR will report on milestones using the January 2020 – December 2023 LDS, as this is the most up-to-date.
- 2.3 This report suggests a number of contextual indicators for the Local Plan (2015) Monitoring Framework. Their purpose is to provide a broad picture of the social, economic and environmental circumstances that exist in the borough against which the output and effects of the Local Plan policies can be measured. They effectively establish a baseline position from which change can be measured and are selected to highlight key characteristics of South Ribble.

<b>Demographic structure:</b>	<b>Population growth Population profile</b>
<b>Socio-cultural:</b>	<b>Deprivation</b>
<b>Environmental:</b>	<b>Designated protected areas Trees and hedgerows Green space</b>
<b>Housing and built environment:</b>	<b>Listed buildings Conservation areas</b>
<b>Transport and spatial connectivity:</b>	<b>Air Quality Management Areas Location Demography</b>

2.4 Some of the indicators cannot be updated on an annual basis as they are supplied by the Census with the next being due in 2021. From those that can, the following can be reported:

- Unemployment levels are consistently below both the Lancashire and national average, and are decreasing;
- The population of the borough continues to rise;

2.5 In relation to the Core output indicators, some key findings for the monitoring period 1 April 2020 – 31 March 2021 are:

- The number of housing completions was 414 dwellings in 2020/2021.
- There were 37 affordable dwellings completed in 2020/21, this is significantly above the target of 30 as set out in the Central Lancashire Core Strategy.
- Our three parks with Green Flag status have retained the award.

2.6 The Central Lancashire Core Strategy indicators are reported on in a separate document.

### 3. Progress on revised South Ribble Local Development Scheme (LDS)

- 3.1 One purpose of the MR is to report on progress in the Local Development Scheme (LDS) in relation to the milestones within it and indicate whether any adjustment to the scheme is considered necessary.
- 3.2 The Council is working jointly with Preston and Chorley Councils, and therefore there is a joint Local Development Scheme in place. The LDS is dated January 2020 – December 2023 and is therefore the most up-to-date LDS for the monitoring period this report covers.
- 3.3 The LDS included the preparation of the following Local Development Documents:

- Central Lancashire Local Plan

- 3.3 For more detail please see the full version of the latest revised LDS which is available to view on the council's web site [here](#).
- 3.4 The milestones for the preparation of these Development Plan Documents are shown in the table below.
- 3.5 Progress in relation to each of the Local Development Plan Documents is as follows:

Key Stage	Description	Timescale
Stage One Issues and Options (Regulation 18- statutory Consultation)	Consultation process involving engagement of all stakeholders, statutory (JU, EA, HE etc.) and non-statutory including public bodies, members of the public, developers etc. This will include publication of the initial tranche of sites suggested for development.	Winter 2019  Consultation Period November 2019 – February 2020
Stage two Preferred Options (Regulation 18)	Following Issues and Options Consultation, further detailed consideration of the sites will be undertaken looking at consultation responses and review of existing policies and drafting of the new Local Plan policies will be undertaken.  This will conclude with a 'Preferred Options' draft Local Plan being published for consultation.	Expected Spring/ summer2021  Consultation Period June 2021- August 2021
Stage Three Publication Draft (Regulation 19)	The new draft Local Plan, the Integrated Appraisal and statement of consultation along with any topic papers	Expected Autumn 2022.  Consultation Period October 2022 – Dec 2022
Stage four Submission Stage (Regulation 22)	Collation of Representations to the Publication Draft Local Plan and submission to the Planning Inspectorate ahead of the examination in public.	Submission to the Planning Inspectorate expected March 2023
Adoption	This will follow the examination in public which is expected to last between 6 and 12 months. The length of time depends on the representations made and the extent to which the Inspector requires further work to be undertaken and/or modifications to the draft plan.	November/ December 2023

### Central Lancashire Core Strategy/South Ribble Local Plan Review

- 3.6 Evidence gathering to inform the review of the Core Strategy and Local Plan is underway. Call for Sites exercises were carried out twice prior to the Issues and Options Consultation.
- 3.7 One milestone fell within the period this monitoring report covers. The Preferred Options consultation was expected during Summer 2021, however this has been delayed. This will now take place during 2022 and a amended LDS will be prepared to reflect this.
- 3.8 The needs of Gypsies, Travellers and Travelling Showpeople will be incorporated into the reviews of the Central Lancashire Core Strategy and South Ribble Local Plan.

## Supplementary Planning Documents

3.9 There are 9 Supplementary Planning Documents which are currently adopted, 7 of these are Central Lancashire SPDs with 2 being South Ribble documents.

- Affordable Housing
- Design
- Controlling re-use of Employment Premises
- Rural Development
- Access to Healthy Food (currently under review)
- Open Space and Playing Pitch
- Residential Extensions (South Ribble)
- Renewable and Low Carbon Energy (South Ribble).
- Biodiversity and Nature Conservation

3.10 The LDS does not indicate that any new SPDs will be produced. The need for new SPDs or review of existing SPDs will take place as the review of the Local Plan is carried out.

### Overall Conclusion on Progress

3.11 The milestones for production of the Local Plan that fell within the Monitoring Period were not met. Work is ongoing for the Local Plan Review and an amended LDS will be published to reflect the new timescales.

## 4. Key contextual indicators for the Local Plan 2015 Performance Monitoring Framework

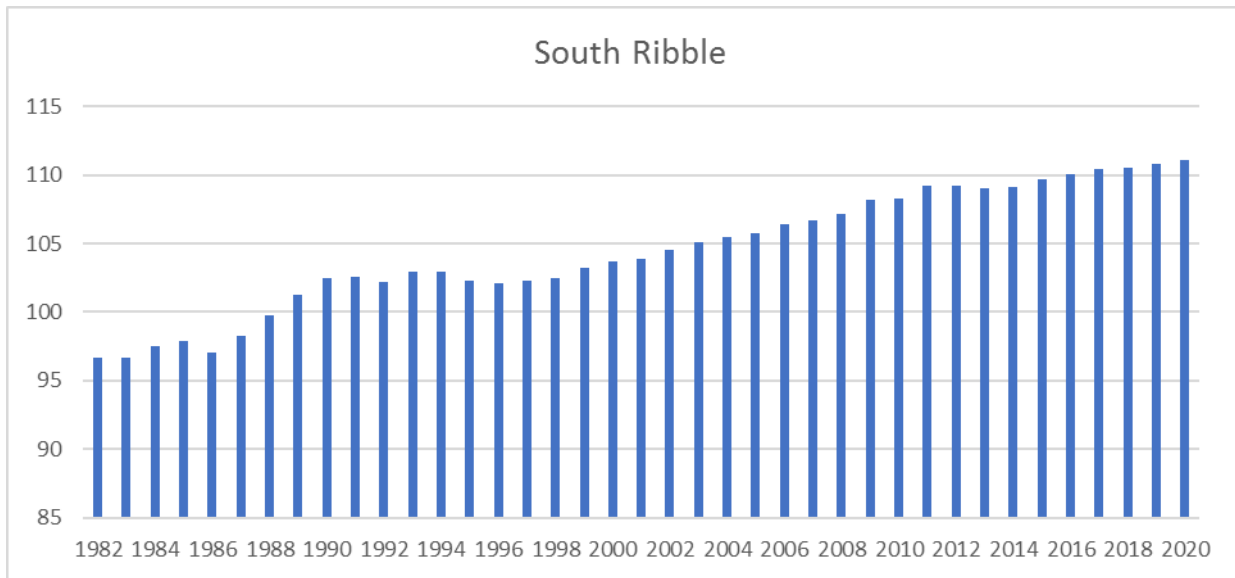
### Spatial Portrait

4.1 The borough of South Ribble is situated in the centre of Lancashire and is immediately to the south of the River Ribble. It has excellent communication links from its location astride the north/south M6 motorway, and the main London to Glasgow railway. Connections are available to the M55, M61 and M65 motorways as well as the A6, A49 and A59 roads. Rail links are also available to East Lancashire, the Fylde, Greater Manchester and Merseyside. The borough is less than an hour's drive from the airports at Manchester and Liverpool. The borough has an area of 44 square miles, with approximately 7,730 hectares of greenbelt land, which is approximately 68% of the total area.

### Population

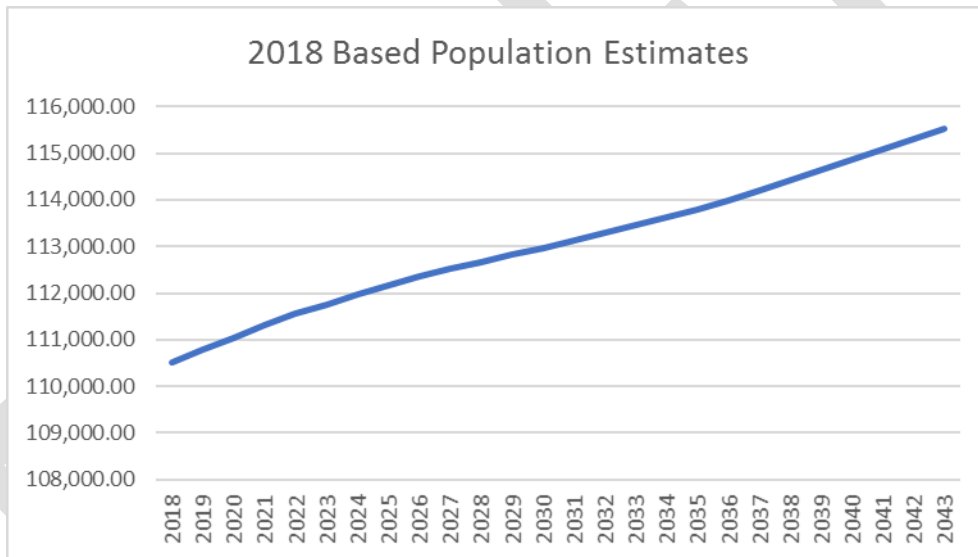
4.2 The population of the borough is estimated to be 111,086 (Source: Office National Statistics (ONS): Mid-Year Population Estimates 2020). The total population for the majority of the time has been rising over the last 39 years as shown in the following chart.





(Source: ONS - mid-year estimates)

4.3 It is projected to continue growing as shown below, although the projections are trend based and do not take into account the effects of strategic policy.



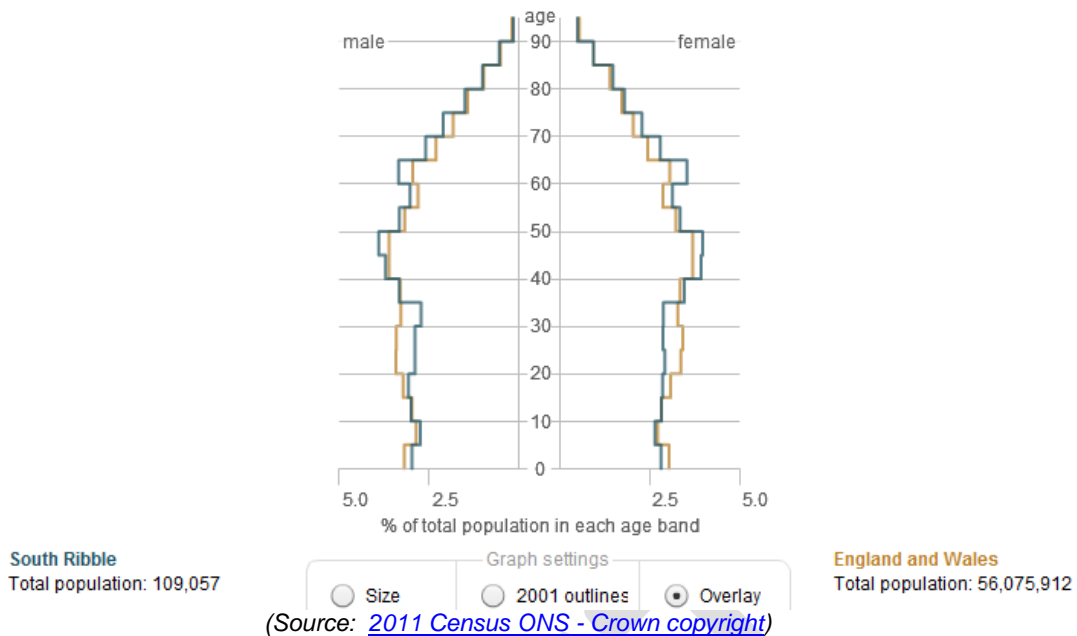
(Source: ONS: Subnational Population Projections)

4.4 Comparison with the mid-year estimates and the next census (2021) will show what the actual growth has been against the projected growth. A key issue for the Local Plan is to what extent spatial planning policies will impact population growth.

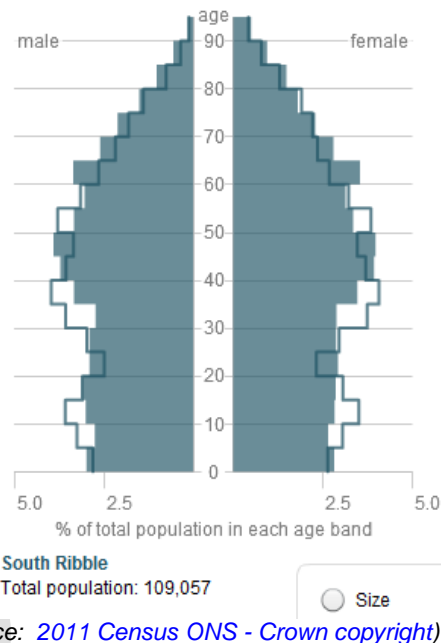
### Population profile

4.5 At the time of the 2011 Census, the usual resident population of the borough was approximately 109,057 broken down into the following age groups.

### South Ribble Compared with England & Wales



South Ribble – 2001 Compared with 2011 (outline shows 2001)



4.6 The most noticeable variations in the borough's population from the national average are: fewer adults in the 20-34 age groups and more people in the 60-64 age group. The borough has had a younger than average population over the last 20 years, largely related to in-migration of young people in the new town era. Twenty years on this could account for higher proportions of pre-retired people i.e. those who came here in the 1970s and 1980s.

## Unemployment

4.7 The following figures show the current unemployment rates (based on Nomis-official labour market statistics. **Note:** numbers and % are for those aged 16 and over. % is based on a proportion of those economically active.

4.8 The unemployed rate is based on the model used above at June 2021 was 3.6% in South Ribble, which the same as the Lancashire rate of 3.8% and also below the North West rate of 5.0%.

## Deprivation

4.9 The Indices of Multiple Deprivation (IMD) measure seven different aspects (or domains) of deprivation for lower level super output areas across England: Income, Employment, Health and Disability, Education, Skills and Training, Barriers to Housing Services, Living Environment and Crime. These are weighted and combined to create the overall IMD. Deprivation is reported down to Lower Super Output Areas (LSOAs); these are subdivisions of wards and contain a minimum of 1,000 people and 400 households. The Indices of Deprivation identifies concentrations of deprivation and it is important to note that not all deprived people live in deprived areas and, conversely, not everyone living in a deprived area is deprived. It is not a measure of affluence.

4.10 The indicators have been chosen because they represent different aspects of deprivation. A lack of deprivation does not necessarily equate to affluence. Therefore, the LSOAs with the highest ranks are not necessarily affluent, just less deprived. The English Indices of Deprivation 2019 rank South Ribble 210 out of 317 local authority areas in England. This indicates that the borough does not suffer from high levels of deprivation. Nonetheless, at a more detailed level, the indices show that there are small areas within the borough with problems related to deprivation. Two LSOA's fall within the worst 10% most deprived areas of England. By comparison, South Ribble has twelve LSOAs in the best 10%.

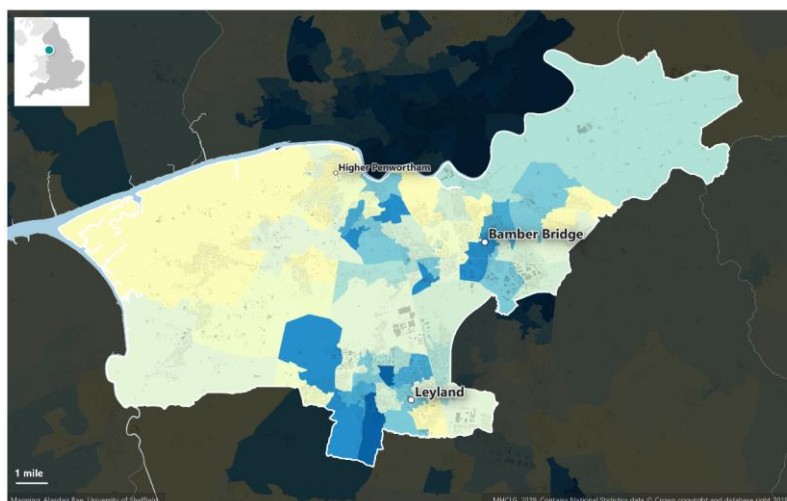
4.11 The council, in conjunction with its partners across many agencies continues to work to address the deprivation issues. The map below shows deprivation levels across the Borough according to the Indices of deprivation 2019.

Deprivation Levels by Lower Super Output Area

## English Indices of Deprivation 2019

### SOUTH RIBBLE

Ministry of Housing,  
Communities &  
Local Government



#### Local deprivation profile

% of LSOAs in each national deprivation decile

Decile	% of LSOAs
1 (Most deprived)	4.3%
2	0.0%
3	11.4%
4	7.1%
5	11.4%
6	10.0%
7	10.0%
8	14.3%
9	12.9%
10 (Least deprived)	18.6%

#### What this map shows

This is a map of Indices of Deprivation 2019 data for South Ribble. The colours on the map indicate the deprivation decile of each Lower Layer Super Output Area (LSOA) for England as a whole, and the coloured bars above indicate the proportion of LSOAs in each national deprivation decile. The most deprived areas (decile 1) are shown in blue. It is important to keep in mind that the indices of Deprivation relate to small areas and do not tell us how deprived, or wealthy, individual people are. LSOAs have an average population of just under 1,700 (as of 2017).



Source: [Lancashire County Council](#)

## Designated protected sites

- 4.12 478.5 hectares or 4.1% of the borough is protected as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserve etc. An objective of the Local Development Framework is to ensure that development does not harm protected sites and habitats. Work is completed on a Habitats Regulations Assessment to ensure protection of these important sites. This was published alongside the Central Lancashire Core Strategy and the South Ribble Site Allocations Partial Version document in November 2013.

## Trees and hedgerows

- 4.13 Twenty-seven areas or a total area of 231.6 hectares is protected as ancient woodland. 440 tree preservation orders (TPOs) were in force in the borough as of 2020, protecting individual or groups of trees and woodlands. This figure does fluctuate as trees can be felled by storms, become unsafe or new designations can be put in place.

## Green space

- 4.14 An Open Space and Recreation study was completed in 2019 and includes an up-to-date audit of open space provision in the borough and provides a baseline for monitoring changes to the overall amount to inform the LDF process. The study identifies almost 730 hectares of open space in the borough. This includes land in public and private ownership and land which has active or passive use.

## Listed Buildings

- 4.15 The borough has 144 entries on the listed buildings register as being of special architectural or historic importance. Two are grade I buildings of national interest, ten are grade II\* buildings and the remainder grade II.

## Conservation Areas

- 4.16 There are eight conservation areas in the borough, and each has an appraisal and management plan. It is intended that these appraisals and management plans will be regularly reviewed and kept up to date. The Conservation Area Appraisals for each of the 8 Conservation Areas were published early in 2014. New Conservation Areas will be designated in the future where appropriate, in areas that merit such a designation.

## Transport and spatial connectivity

- 4.17 The borough of South Ribble is situated in the centre of Lancashire, and is immediately to the south of the river Ribble. It has excellent communication networks from its location astride the north/south bound M6 motorway and the main London to Glasgow railway line. Connections are also available to the M55, M61 and M65 motorways as well as the A6, A49 and A59 roads. Rail links are also available to East Lancashire, the Fylde, Greater Manchester and Merseyside. The borough is less than an hour's drive from Liverpool and Manchester.

## Self-build and Custom Housebuilding Register

4.18 The Self-build and Custom Housebuilding Act 2015 placed a duty on all local authorities to keep a register so that an assessment of demand in the local area for this type of housebuilding can be made. This is the third reporting year for self-build and custom housebuilding. The headline data from the register shows that we have 28 applicants on the register (low demand). This has decreased from previous years due to all those on the Register being contacted in early 2021 asking if they still wished to remain. Those that no longer wished to be on the Register were removed.

4.19 In line with the above the council established a register that has been open for entries from April 2016. In addition, there is a page on the Council's website relating to self and custom build, and there is a form on it that people can submit electronically or download and fill in to request inclusion on the register. The council requires individuals or associations of individuals to provide: contact details; their preferred location(s), type and size of property (number of bedrooms) they wish to build and the budget etc. To go to the website page please click [here](#).

Group/Individual	Area of Interest	Number of dwellings and bedrooms	Type	Plot Size
Individual	South Ribble	1 dwelling	Detached House	Unknown
Individual	South Ribble	1/ 3/4 bedrooms	Detached House	Upto 0.25ha
Individual	Longton	1/2 bedrooms	Detached House	Unknown
Individual	South Ribble	1/4 bedrooms	Detached Bungalow	0.2ha
Individual	Hutton	1/3 bedrooms	Detached House	0.3ha
Individual	Penwortham	1/3 bedrooms	Detached House	0.1ha
Individual	Penwortham	1/4 bedrooms	Detached House	Various
Individual	South Ribble	1/4 bedrooms	Detached House	0.3-0.4ha
Individual	South Ribble	1/4 bedrooms	Bungalow	0.04ha
Individual	South Ribble	1/3-4 bedrooms	House	2-4ha
Individual	South Ribble	1/3-4 bedrooms	House	Enough for a 3-4 bed detached house
Individual	Penwortham	1/3 bedrooms	House	0.25
Individual	Longton	1/3-4 bedrooms	House	0.1ha
Individual/group	South Ribble	15/1-2 bedrooms	bungalows	0.5-1.5
Individual	Much Hoole	1/3-4 bedrooms	House	0.5
Individual	South Ribble	1/5 bedrooms	House	0.5

Individual	South Ribble	1/5 bedrooms	House	3
Individual	South Ribble	1/3 bedrooms	Bungalow	1
Individual	South Ribble	1/4 bedrooms	house	0.16
Individual	South Ribble	1/3 bedrooms	house	0.133
Individual	South Ribble	1/4 bedrooms	House	0.8
Individual	South Ribble	1/4 bedrooms	House	0.02
Individual	South Ribble	1/4 plus bedrooms	House	?
Individual	Much Hoole	1/4 bedrooms	House	0.02
Individual	South Ribble	1/3 bedrooms	bungalow	0.1
Individual	Leyland	1/4 bedrooms	house	2
Individual	Leyland	1/4 bedrooms	house	2
Individual	WLD	1/4 bedrooms	house or bungalow	not sure

## 5. Performance Monitoring Framework of the South Ribble Local Plan 2015

5.1 The Local Plan (2015) Indicators within the Performance Monitoring Framework are monitored. These indicators are below and are considered necessary to accurately measure the effectiveness of the policies within the Local Plan.

### Level of Nitrogen Dioxide at the Air Quality Management Areas (AQMA)

*Policy/Policies this contributes to - A1, A2, A3*

5.2 There are currently five declared AQMA's within the South Ribble area. All of the declared AQMA's have been declared for the likely exceedance of the Nitrogen Dioxide annual mean objective of 40µg/m<sup>3</sup>.

5.3 The five current AQMA areas are;

- AQMA 1 - Cop Lane, Priory Lane, Penwortham
- AQMA 2 - Victoria Road, Walton-le-Dale going into Preston
- AQMA 3 - Tardy Gate/Brownedge Road, Lostock Hall
- AQMA 4 - Station Road, Bamber Bridge
- AQMA 5 - Turpin Green Lane/Golden Hill Lane, Leyland.

5.4 The Council's current Borough wide Air Quality Action Plan includes measures and actions that are being undertaken to improve and maintain air quality. These include measures which will be taken via the development management process to reduce the impact from developments and to encourage the use of alternative forms of travel. [The Air Quality Action Plan \(AQAP\) and more information regarding air quality in South Ribble is available here.](#)

5.5 The Council have published a Planning Advisory Note: Low Emissions and Air Quality, A Guide for Developers detailing the preferred methodology that should be followed when undertaking an assessment of the impacts of development on air quality.

### Changes to Road Traffic Congestion (Core Strategy Policy 3)



5.5 The Department for Transport (DfT) carries out traffic monitoring in the Central Lancashire area. The monitoring sites are in locations known to experience significant volumes of traffic. These will be monitored each year so will show any trends up or down.

5.6 The table below shows the 7-day average figures for each of the 6 locations across the area of South Ribble.

### South Ribble Data

#### Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	24495	26962	18337	39533	25083	34009
2013	24403	26841	18309	38889	25136	33899
2014	24671	26960	18831	39830	23103	31591
2015	24468	26661	17664	38558	24087	32836
2016	24238	26330	18217	39445	24872	33882
2017	24667	29287	18139	40504	24859	33762
2018	24727	29304	18177	40662	25361	32894
2019	24776	29981	16418	46407	25404	32960
2020	Not available	22327	Not available	29235	23264	22402

#### Location of Monitoring Sites in South Ribble

- 1 A582 Penwortham Way, S of Lodge Lane, Farington Moss (CP 28720)
- 2 A6 London Way, N of B6230 (CP 18511)
- 3 A59 Liverpool Road, S of Hutton Roundabout (CP 56605)
- 4 A6 South Ribble Way, S of A582, Farington (CP 99554)
- 5 A6 Lostock Lane, W of M6 J29a, Bamber Bridge (CP 28555)
- 6 A59 Preston New Road, W of Cuerdale Lane, Samlesbury (CP 16566)

5.7 Due to a delay in the data being produced due to the Covid-19 Pandemic, data is not yet available for locations 1 and 3. During 2020 all locations saw a significant drop in traffic past the count point. This is due to lockdowns and a reduced number of cars and vehicles on the roads.

5.8 It is important that appropriate infrastructure is put in place to cope with the extra traffic associated with this development. It is also necessary to ensure that appropriate sustainable transport infrastructure is put in place as part of development, to try and reduce the number of cars on the road. We will continue to monitor traffic levels in South Ribble.

- 5.9 The Central Lancashire Highways and Transport Masterplan (March 2013) represents Lancashire County Council's priorities for future investment in highways and transport across Central Lancashire and a delivery programme to 2026 which will see new road space built, public transport prioritised across key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.
- 5.10 The description of Monitoring Sites above includes a 'Count Point' (CP) id for each location (e.g. CP28720). Traffic data from the year 2000 for these and all Count Points in Central Lancashire and nationwide can be viewed on the Department for Transport's website at; [www.dft.gov.uk/traffic-counts](http://www.dft.gov.uk/traffic-counts).

### Gross Affordable Dwellings Constructed (Core Strategy Policy 7)

*Policy/Policies this contributes to - A1, B2, C1, C2, C3, D1, D2*

- 5.11 There were 37 affordable dwellings completed in the 2020/21 monitoring year, this exceeds the target of 30 as set in the Central Lancashire Core Strategy and is 9% of the overall completion figure of 414 set out below at 5.25 which is a lower percentage to 2019/20. We expect the number of affordable homes to increase in the future with more large permissioned sites contributing to their development. [For more details please refer to the latest Housing Land Position Statement.](#)

### Value of Developer Contributions Collected (and spent on infrastructure priorities) (Core Strategy – Policy 2)

*Policy/Policies this contributes to - A1, C1, C2, C3, C4, C5, D1, D2, G9, G10, G11, H1*

S106 contributions collected	S106 contributions spent	CIL collected	CIL paid to City Deal	CIL transferred to Parish Councils
£998,719.56	£1,294,493.96	£1,343,796.83	£1,076,497.14	£0.00

- 5.12 The table above shows that during this monitoring period £998,719.56 of S106 monies were collected and the expenditure funded from S106 monies was £1,294,493.96. The amount of CIL contributions collected during the monitoring year was £1,343,796.83 with £1,076,497.14 going to be paid to Lancashire County Council for spending on infrastructure priorities as part of the City Deal arrangements. No amounts were paid over to Parish Councils.

### Net amount of sport, recreation and informal open spaces lost to other uses (Core Strategy Policy 18)

*Policy/Policies this contributes to - A1, G1, G3, G4, G5, G6, G7, G8, G9, G10, G12, G13, H1*

- 5.13 During this monitoring period there has been nil loss of sport, recreation and informal open spaces to other uses.



- 5.14 To enable the Enterprise Zone to be delivered at BAE Systems Samlesbury the green belt boundary was amended in accordance with policy C5–BAE Systems, Samlesbury of the South Ribble Local Plan.

### **Quality rating of public open spaces**

*Policy/Policies this contributes to - A1, G7, G8, G9, G11, G12*

- 5.15 75% of the public open spaces that have been assessed within the borough are rated as high quality (as at March 2018). This indicator has not been monitored over the monitoring period covered by this report, so the figure of 75% may not be up to date as the most recent assessment work did not assess the sites in this way.

### **No reduction in range of uses within the boundary of the Capitol Centre**

*Policy/Policies this contributes to - B5*

- 5.16 There has been no reduction in the range of uses within the boundary of the Capitol Centre during this monitoring period.

### **Higher quality building design (Core Strategy Policy 17)**

*Policy/Policies this contributes to - C1, C2, C3, G17*

- 5.17 All housing developments in South Ribble have been considered against the criteria set out in Policy 17 of the Core Strategy and the Adopted Central Lancashire Design SPD, which uses the principles set out in the original Building for Life (BfL) standard. As well as this, developments are also considered against policy G17 of the South Ribble Local Plan (adopted July 2015) and together ensure that a high quality of design can be achieved.

### **% of JSA claimants (age 16 to 64) below the Lancashire average**

*Policy/Policies this contributes to - B3, B4, C4, C5, E1, E2*

- 5.18 Official statistics show that 2.8% of the working age population in South Ribble were claiming unemployment related Universal Credit in October 2021, which is below the Lancashire figure of 4.5%.  
(Source: Nomis)

### **Net loss of employment to another use (ha)**

*Policy/Policies this contributes to - B3, B4, C4, C5, E1, E2*

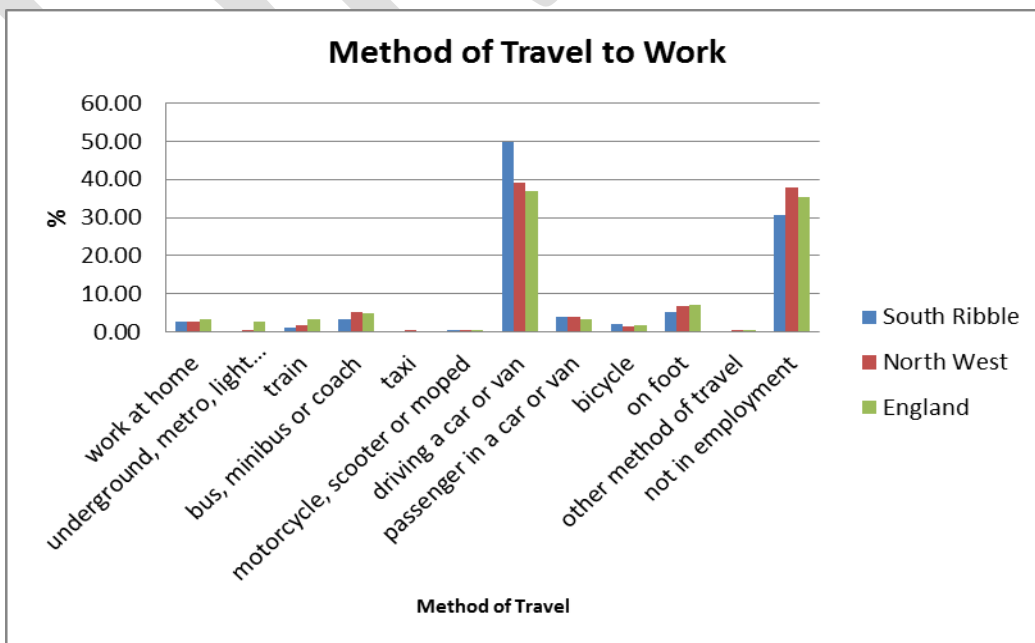
- 5.19 0.00ha of employment land use has been lost during the monitoring period.

### **Planning to adapt to climate change (Core Strategy Policy 27)**

- 5.20 In March 2015 the Deregulation Act received Royal Assent which proposed that all energy efficiency standards will be included in building regulations. As a result, the Code for Sustainable Homes has been withdrawn. The Code for the Sustainable Homes requirement in Policy 27 of the Core Strategy is therefore no longer required.
- 5.21 The government has set out transitional arrangements until energy efficiency standards are included in building regulations which allow local authorities to continue to apply policies in their local plans that require compliance with energy efficiency standards that exceed building regulations.
- 5.22 In accordance with the transitional arrangements South Ribble is requiring all new dwellings to achieve a minimum Dwelling Emission Rate (DER) of 19% above 2013 Building Regulations which is equivalent to Code Level 4 energy requirements. Compliance with other aspects of the Code for Sustainable Homes is no longer required.

**Increase in public transport/bicycle/walking as method of travel to work**

5.23 The table below shows that over half of the working age population travel to work as either a driver or a passenger in a car or van. This is higher than both the regional and the national average. Less people than the regional and national average travel to work on foot, or via train or bus, however, the percentage of people that travel to work on a bicycle is slightly higher than both the regional and national average. This indicator will next be reported on when the next census information is made available.



## Completed development complying with car parking standards (residential and non-residential)

*Policy/Policies this contributes to - B1, F1*

5.24 All completed development complied with parking standards were required.

### Meet South Ribble annual housing requirement

*Policy/Policies this contributes to - D1, D2*

5.25 During the 2019/20 monitoring year there were 414 dwelling completions in the borough.

**Net additional housing expected to come forward each year over the remaining plan period to meet the overall housing requirement. (This should take into account the previous delivery of dwellings since the start of the plan period).**

*Policy/Policies this contributes to – D2*

Requirement	
<b>Annual Requirement 2021/22</b>	182.14
<b>Requirement plus 5% buffer</b>	191.25
<b>Five-year supply at start of year (see <a href="#">Appendix 3</a>)</b>	2432.00
<b>Supply excluding 10% of small sites<sup>1</sup></b>	2417.20
<b>Annual Need figure (incl 5% buffer)</b>	191.25
Supply (Years)	<b>12.64</b>

### *Developable and Deliverable Supply*

As set out in the National Planning Policy Framework, local planning authorities should identify a supply of specific, developable sites or broad locations for growth for years 6-10 and, where possible, for years 11-15.

At 1 April 2021, the council was able to identify the following numbers of developable dwellings in five or more years' time. The council's adopted Local Plan covers the period 2010/11 to 2025/26, therefore only limited information is available following this period.

*Table 1 - Developable Housing Land Supply*

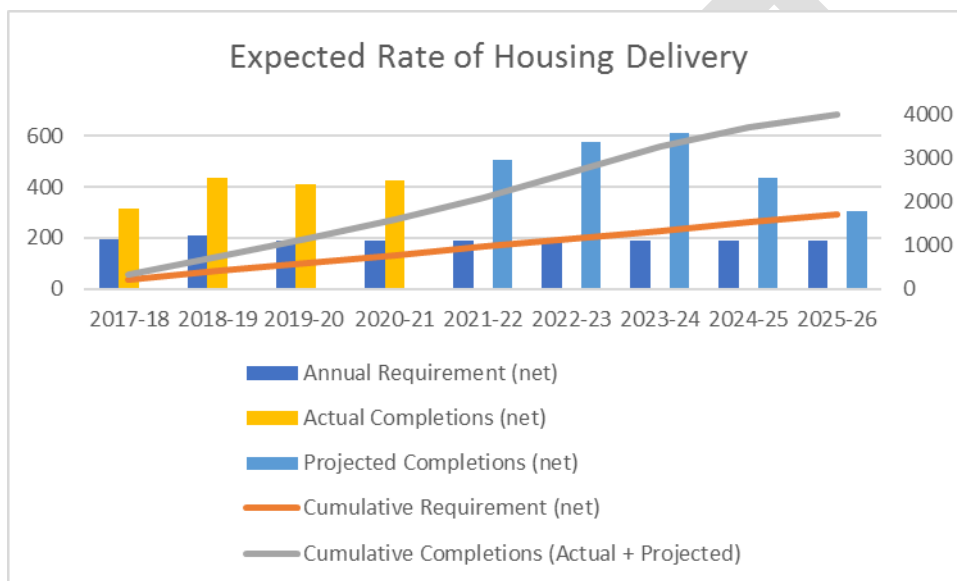
Type of Site	Developable 2026/27 - 2030/31 (Years 6-10)	Developable 2031/32 - 2035/36 (Years 11-15)

<sup>1</sup> Based on experience, it is estimated that 10% of these dwellings on small sites (sites of fewer than 5 dwellings) will not be built.

<b>Large sites with permission ≥10 dwellings</b>	864	340
<b>Medium sites 5 ≤ Permissioned Dwellings ≤ 9 with permission</b>	0	0
<b>Small sites with permission &lt;5 (incl PD and permission not required)</b>	0	0
<b>Additional allocated Local Plan sites</b>	911	786
<b>TOTALS</b>	<b>1775</b>	<b>1126</b>

When considering future delivery, the following should be borne in mind:

- The anticipated cumulative additional dwellings over the plan period predict an overall supply in excess of that required.
- Calls for sites have been undertaken for the next Local Plan as part of the review of the Local Plan. Some of these additional sites will undoubtedly come forward prior to 2026
- Anticipated windfall completions have not been included in the above figures.



Source: SR Housing Land Position Statement 2020

[For more details please refer to the latest Housing Land Position Statement.](#)

### Proportion of agricultural workers dwellings approved

*Policy/Policies this contributes to - D3*

uh5.32 No agricultural dwellings have been approved within this monitoring period.

### Proportion of A1, A3 and A4 uses in Leyland Town Centre

*Policy/Policies this contributes to - E3*

	<b>A1</b>	<b>A3</b>	<b>A4</b>
<b>Leyland Town Centre</b>	46%	4%	3%
<b>Within Primary Retail Frontage</b>	43%	7%	6%

5.33 The Local Plan 2015 sets a target of a minimum of 60% A1 units in the primary retail frontage. This indicator reports on the amount of A1, A3 and A4 uses, which currently is below the 60% target set in the Indicator, and the target of

60% or more A1 uses set in the policy, in both the town centre and primary retail frontage.

- 5.34 The proportion of A1 units is currently below the target set in the policy, applications for non-A1 uses should therefore not currently be supported unless there are exceptional circumstances.

[Please see the latest Retail Position Statement for more detail.](#)

### Proportion of A1, A3 and A4 uses in district centres

*Policy/Policies this contributes to - E4*

District Centre	A1	A3	A4
Penwortham	43%	11%	3%
Bamber Bridge	42%	4%	4%
Tardy Gate	56%	6%	2%
Longton	38%	8%	0%

- 5.35 Policy E4 of the Local Plan 2015 sets a target of a minimum of 60% A1 uses in the district centres. The Indicator in the Monitoring Framework has a target of the proportion of A1/A3 and A4 uses combined being more than 60%. For centres where the 60% target for A1 uses has not been met, no further applications for non-A1 uses should not be permitted unless there are exceptional circumstances.

- 5.36 None of the district centres currently meet this target within the Monitoring Framework, with some centres being significantly below the target.

### Proportion of A1, A3 and A4 uses in local centres

*Policy/Policies this contributes to - E5*

Local Centre	A1	A3	A4
Kingsfold	31%	2%	2%
Earnshaw Bridge	40%	0%	0%
Farington	36%	0%	5%
Higher Walton	35%	0%	10%
Seven Stars	58%	3%	3%
Walton Le Dale	23%	0%	9%
Gregson Lane	46%	8%	0%
New Longton	82%	9%	0%
Walmer Bridge	39%	6%	6%

- 5.37 Policy E5 of the Local Plan 2015 sets a target of a minimum of 60% A1 uses in the local centres. The Indicator in the Monitoring Framework has a target of the proportion of A1, A3 and A4 uses combined being more than 60%.
- 5.38 For centres where the 60% target for A1 uses has not been met, no further applications for non-A1 uses should be permitted unless there are exceptional circumstances.
- 5.39 Only one of the local centres currently meets the target within the Monitoring Framework, with some centres being significantly below the target.

### Vacant units in town/district/local centres

*Policy/Policies this contributes to – B4, B5, E3, E4, E5*

<b>Retail Centres</b>	<b>% Vacant</b>
<b>Leyland Town Centre</b>	4%
<b>Penwortham District Centre</b>	3%
<b>Bamber Bridge District Centre</b>	4%
<b>Tardy Gate District Centre</b>	4%
<b>Longton District</b>	5%
<b>Kingsfold Local Centre</b>	7%
<b>Earnshaw Bridge Local Centre</b>	5%
<b>Farington Local Centre</b>	5%
<b>Gregson Lane Local Centre</b>	8%
<b>Higher Walton Local Centre</b>	0%
<b>New Longton Local Centre</b>	0%
<b>Seven Stars Local Centre</b>	15%
<b>Walmer Bridge Local Centre</b>	0%
<b>Walton-le-Dale Local Centre</b>	4%

- 5.40 The table above shows that three of the centres in the Borough have a 0% vacancy rate, these are New Longton, Walmer Bridge and Earnshaw Bridge. Farington and Tardy Gate have the highest rate.
- 5.41 The target of no increase in vacant units for three consecutive years within the town and district centres in the performance indicator of the Local Plan 2015 has been met. Vacancy rates will continue to be monitored in order to ensure the effectiveness of the policies.

### Percentage of Buildings in Greenbelt approved for re-use

*Policy/Policies this contributes to - G2*

- 5.43 100% of applications that met policy requirements were approved for re-use in the green belt.

### **Loss of trees/woodland protected by TPOs**

*Policy/Policies this contributes to – G13*

- 5.44 440 tree preservation orders (TPOs) were in force in the borough as of March 2021 protecting individual or groups of trees and woodlands, this figure is higher than last year so there was no loss. However, trees protected by a TPO can be removed for various reasons i.e. damaged, being structurally unsound and leaning etc.

### **Number of Green Flag awards for parks/green spaces in the Borough**

*Policy/Policies this contributes to - G7*

- 5.45 Three of the borough's parks/green spaces have been awarded the Green Flag award for 2017/18. This is the same as previous years so there has been no loss of the Green Flag awards.

### **Worden Park to maintain Green Flag status**

*Policy/Policies this contributes to - G9*

- 5.46 Worden Park has maintained its Green Flag status for the 2017/18 monitoring period.

### **Development on unstable or contaminated land contrary to policy**

*Policy/Policies this contributes to - G14*

- 5.47 There was no development on contaminated land contrary to policy in this monitoring period. Any proposals for development of this type of land would have to be in accordance with policy G14 of the Local Plan.

### **Development on derelict land contrary to policy**

*Policy/Policies this contributes to - G15*

- 5.48 No development took place on derelict land contrary to policy in this monitoring period. Close working between the Planning Policy and Development Management teams will ensure that any future schemes on such sites are in accordance with policy G15 of the local plan.

## **6. Monitoring Framework**

- 6.1 The council recognises that monitoring and review are important in producing an effective Local Plan. Monitoring helps measure the outputs and outcomes of policies, but it also helps to establish a sound evidence base upon which policies can be developed.
- 6.2 The monitoring process is ongoing and integral to the Local Development Document process.
- 6.3 The Planning Policy team already has good monitoring systems in place and gathers information such as;

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- Housing and employment land completions;
- Town/district/local centre health checks;
- Data on housing need with housing colleagues;
- Working across boundaries with other districts to understand the characteristics of the wider central Lancashire area e.g. the Core Central Lancashire sub regional strategy commissioned jointly with Preston CC and Chorley BC;
- Evidence from commissioned studies e.g. the South Ribble Retail Study (2017), the Central Lancashire Open Space Assessment (2019); Central Lancashire Employment Land Study (2017) with accompanying 2019 update, and the Central Lancashire Strategic Housing Market Area Assessment (SHMAA) 2017.
- Maximise the use of published data e.g. from the ONS website and the Lancashire Profile website;
- Developing the Corporate Land and Property system (including GIS) to store and analyse spatial data;
- Working with Lancashire County Council to develop our monitoring information.
- Develop the evidence bases for the LDF, jointly with Preston and Chorley Councils, e.g. the Joint Employment Land Review and the Strategic Flood Risk Assessment.