Electoral Divisions affected:
Chorley East, Chorley Rural
East, Chorley South,
Chorley Rural North,
Chorley Rural West, Chorley
West and Chorley North

Response to the Chorley Local Plan 2012-2026 – Publication Version
(previously known as the Site Allocations and Development Management
Policies Development Plan Document – Publication Version)
(Appendix 'A' refers)

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Executive Summary

This report relates to the public consultation on the Publication stage of the Chorley
Local Plan (previously known as the Site Allocations and Development Management
Policies Development Plan Document – Publication Version), which
commenced on 19 October 2012 for a period of six weeks. The draft DPD presents
the sites and policies that Chorley Council plans to take forward, to allow formal
representations in order for possible changes to be made, and includes site
specific plans showing a number of potential sites for residential and employment
development.

The key issue presented in this report concerns the provision of necessary
infrastructure to support delivery of the Central Lancashire Core Strategy (the basis
for this plan), the implications this has for Community Infrastructure Levy (CIL)
collected in Chorley, and the funding priorities that this plan should make explicit
reference to. In doing so, the response picks up on the County Council's earlier
comments to the Core Strategy public examination, and its recent response to the
Central Lancashire authorities' consultation on the CIL Charging Schedules.

The response also highlights the County Councils concerns regarding the inclusion
of retail use within the Botany Bay section of the policy. The report questions
whether the necessary evidence has been compiled to consider any detrimental
effect on Chorley Town Centre given the scale of the Town Centre and its proximity
to the Botany Bay site.
In the context of the local plan process, this response would represent an objection to the Chorley Local Plan.

Recommendation

The Cabinet Member for Economic Development, Environment and Planning, and Cabinet Member for Highways and Transport are asked to approve the consultation response for submission.

This decision should be implemented immediately for the purposes of Standing Order 34(3) as any delay could adversely affect the execution of the County Council's responsibilities. The reason for this is to ensure that the response can be submitted by the extended deadline of the 11th December 2012.

Background and Advice

On adoption, the Publication Version of the Chorley Local Plan will provide greater detail to, and deliver the objectives contained in, the Central Lancashire authorities' Core Strategy which has been found sound by a Planning Inspector. The Publication Version document includes site specific plans showing a number of potential sites for residential and employment development.

This Publication Version document does not represent the final plan. It is being published to identify the sites and policies that Chorley Borough Council plans to take forward, and to allow formal representations in order for possible changes to be made. The next stage will be the Submission document, due in January 2013, the soundness of which will be examined by a Planning Inspector which will most likely entail hearing sessions in public. Should it be adopted, the DPD will form part of the statutory Development Plan for Chorley. It will ensure that appropriate forms of development can occur in the most suitable locations within Chorley over a 15 year period.

Alongside the Preston and South Ribble Site Allocations Documents this Publication Version Local Plan presents outline plans for potential sites for residential and employment development within Central Lancashire. Such development will have major implications on the infrastructure requirements in the area. There will inevitably be an increasing reliance on developer contributions to fund necessary infrastructure. Without that contribution, the County Council has made it clear that the development strategy for Central Lancashire as a whole, presented in the Core Strategy, will not be deliverable such that the three authorities have no sound basis upon which to prepare and adopt site allocations.

The transport deficit that Central Lancashire faces is on a sub-region basis and requires major additional transport infrastructure that will serve the sub-region's growth and development. Therefore the delivery of a transport solution falls to the sub-region as a whole to support and fund accordingly. That principle must reasonably extend to developer contributions collected through CIL arrangements.
being pooled and prioritised towards infrastructure necessary to support and deliver the scale and distribution of development called for in the Central Lancashire Core Strategy.

It is very likely, and entirely reasonable to expect, that CIL contributions collected in Chorley will come to fund infrastructure provision in another part of the Central Lancashire area, in order to support the implementation of the Core Strategy which will deliver economic and other benefits across the sub-region. Indeed, given the likely scale of additional transport infrastructure needed to deliver the Core Strategy, it will be imperative that sufficient funds come from CIL sources.

As such, it is particularly disappointing to note that although there is reference in the Central Lancashire Draft Infrastructure Delivery Schedules of a pan Central Lancashire schedule listing cross boundary schemes, there is no such acknowledgement in the Development Plan Document, and no explicit policy reference to the imperative that CIL receipts collected in this part of Central Lancashire will be pooled and prioritised towards infrastructure needed to deliver the Core Strategy.

This raises serious concerns as to the deliverability of the Core Strategy, the conformity of the site allocations DPD to the Core Strategy, and, in turn, the soundness of the DPD.

In order to resolve this matter, the Borough Council should be urged to introduce a policy that expressly commits CIL funding to necessary infrastructure that will deliver the Core Strategy as a first priority, with a clear acknowledgement that this may extend to CIL receipts collected in Chorley being pooled to fund major strategic infrastructure in the wider Core Strategy plan area.

The inclusion of a developer contributions Policy within Chapter 3 ‘Delivering Infrastructure’ that identifies the matters to be covered by planning obligations and the funding priorities for CIL monies would be supported. This should explain the importance of strategic-scale developments in north Preston and in South Ribble to the overall delivery of Central Lancashire’s Core Strategy, and the implications this has on CIL collected in Chorley. Suggested wording for this Policy is attached as Appendix ‘A’.

With the Highways and Transport Master Plan due to be published for consultation in the new year, there is the opportunity to make explicit reference to the proposals contained in the master plan and ensure the two plans are compatible and ultimately deliverable.

**Economic Development**

A new policy relating to the Botany Bay site has been included for the first time within this Publication Version. The County Council has concerns as to whether the retail element of the proposal, and its potential impact, has been properly considered in line with the overall retail hierarchy proposed for Chorley which directs retail development and town centre uses to Chorley Town Centre.
Consultations
N/A.

Implications:
This item has the following implications, as indicated:

Financial
It has been determined through technical work undertaken by County Council officers that the existing transport network within Central Lancashire is unable to accommodate the level of predicted additional traffic arising out of the level and distribution of development in the proposals without a significant adverse impact on network performance. A failure to ensure that sufficient capacity on the network is maintained, through identifying, and securing appropriate resources to make improvements to the existing network and provide additional transport infrastructure, will undermine its safe and efficient operation, with wider repercussions for growth and economic development across Central Lancashire, and bring the prospect of an additional burden to the public purse.

Risk management
The management of risk is detailed within the report.

List of Background Papers

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Reason for Inclusion in Part II, if appropriate
N/A.