

PRESTON LOCAL PLAN 2012-26

APPENDIX B: PARKING STANDARDS

Appendix B Car Parking Standards

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
A1	Shops	Food retail	1 per 16sqm	1 per 15sqm	1 per 14sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 140sqm (min. 2 spaces)	1 per 350sqm (min. 2 spaces)	-	-
		Non-food retail	1 per 22sqm	1 per 21sqm	1 per 20sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min.2)	-	-
		Retail warehouse	1 per 60sqm	1 per 45sqm	1 per 40sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min.2)	-	-
A2	Financial and professional services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 per 35sqm	1 per 32sqm	1 per 30sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min.2)	-	-
A3	Restaurants and cafes	Restaurants, cafes/snack bars, fast food and drive through	1 per 8sqm of public floor space	1 per 6sqm of public floor space	1 per 5sqm of public floor space	3 bays or 6% of total	4 bays + 4% of total	1 space per 50sqm (min.2)	1 space per 125sqm min.2)	Negotiated on a case by case basis	Negotiated on a case by case basis
A4	Drinking establishments	Public Houses/wine bars/other drinking establishments	1 per 8sqm of public floor space	1 per 6sqm of public floor space	1 per 5sqm of public floor space	3 bays or 6% of total	4 bays + 4% of total	1 space per 50sqm (min.2)	1 space per 125sqm min.2)	Negotiated on a case by case basis	Negotiated on a case by case basis

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
B1	Business	Office, Business Parks, Research and Development	1 per 40sqm	1 per 32sqm	1 per 30sqm	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 300sqm (min.2)	1 per 750sqm (min.2)	-	-
		Call centres	1 per 40sqm (starting point for discussions)	1 per 32sqm (starting point for discussions)	1 per 30sqm (starting point for discussions)	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 300sqm (min.2)	1 per 750sqm (min.2)	-	-
B2	General Industry	General Industry	1 per 60sqm	1 per 48sqm	1 per 45sqm	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 450sqm (min.2)	1 per 1000sqm (min.2)	-	-
B8	Storage and Distribution	Storage and Distribution	1 per 100sqm	1 per 100sqm	1 per 100sqm	1 per disabled employee +2 or 5% of total	6 + 2% of total capacity	1 per 850sqm (min.2)	1 per 2000sqm (min.2)	-	-
C1	Hotels	Hotels, boarding and guesthouses	1 per bedroom including staff parking provision	1 per bedroom including staff parking provision	1 per bedroom including staff parking provision	3 bays or 6% of total	4 bays + 4% of total	1 per 10 guest rooms (min.2)	1 per 25 guest rooms (min.2)	Negotiated on a case-by-case basis	1 (hotels only)
C2	Residential Institutions	Residential care homes/Nursing homes	1 per 4 beds	1 per 5 beds	1 per 5 beds	3 bays or 6% of total	4 bays + 4% of total	1 per 40 beds (min.2)	1 per 100 beds (min.2)	-	-
		Sheltered accommodation	1 per 2 beds	1 per 3 beds	1 per 3 beds	3 bays or 6% of total	4 bays + 4% of total	1 per 20 beds (min.2)	1 per 50 beds (min.2)	-	-

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
		Purpose built student housing	1 per resident staff and 1 per 10 beds	1 per resident staff and 1 per 5 beds	1 per resident staff and 1 per 5 beds	3 spaces or 6% of total	2 spaces or 4 % of total	1 per 3 beds	1 space per 100 beds, minimum of 2 spaces		
C3	Dwelling Houses	1 bedroom	1 space	1 space	1 space	Negotiated on a case by case basis	Negotiated on a case by case basis	1 alloc. 1 comm	-	-	-
		2 to 3 bedrooms	2 spaces	2 spaces	2 spaces			2 alloc 1 comm	-	-	-
		4+ bedrooms	3 spaces	3 spaces	3 spaces			4 alloc 2 comm	-	-	-
D1	Non-residential institutions	Clinics and health centres (excludes hospital)	1 per 2 staff plus 4 per consulting room	1 per 2 staff plus 4 per consulting room	1 per 2 staff plus 4 per consulting room	3 bays or 6% of total	4 bays + 4% of total	2 per consulting room (min)	1 per 2 consulting rooms (min)	-	-
		Crèches, day nurseries and day centres	1 per member of staff + 1 drop off space per 10 children	1 per member of staff + 1 drop off space per 10 children	1 per member of staff + 1 drop off space per 10 children	3 bays or 6% of total	4 bays + 4% of total	1 per 4 staff + 1 per 200sqm (min 2)	1 per 10 staff (min 2)	Negotiated on a case by case basis	Negotiated on a case by case basis
		Schools (primary and secondary)	2 per classroom	2 per classroom	2 per classroom	Case by case	Case by case	1 per 5 staff + 1 per 3students	1 per 10 staff	Case by case based on demand for school buses	1
		Art galleries, museums, libraries	1 per 40sqm	1 per 25sqm	1 per 20sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 200sqm (min 2)	1 per 500sqm (min 2)	Case by case	1
		Halls and places of worship	1 per 10sqm	1 per 6sqm	1 per 5sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 50sqm (min 2)	1 per 125sqm (min 2)	-	-

Class	Broad Land Use	Specific Land Use	A	B	C	Disabled Parking		Bicycles	Motorcycles	Coaches	
			Spaces per gross floor area (unless otherwise indicated)			Up to 200 bays	Over 200 bays			Parking (minimum)	Drop off (minimum)
		Higher and further education	1 per 2 staff	1 per 2 staff + 1 per 15 students	1 per 2 staff + 1 per 10 students	Case by case	Case by case	1 per 5 staff + 1 per 3 students	1 per 10 staff + 1 per 10 students	Case by case	1
D2	Assembly and Leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total	4 bays + 4% of total	1 per 20 seats (min 2)	1 per 50 seats (min 2)	Case by case	1
		General leisure, dance halls (not night clubs), swimming baths, skating rinks and gymnasiums	1 per 25sqm	1 per 23sqm	1 per 22sqm	3 bays or 6% of total	4 bays + 4% of total	1 per 20 seats (min 2)	1 per 50 seats (min 2)	Case by case	1
-	Miscellaneous/sui generis (examples)	Theatres	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total	4 bays + 4% of total	1 per 20 seats (min 2)	1 per 50 seats (min 2)	Case by case	1
		Motor car showrooms	1 per 60sqm internal showroom	1 per 52sqm internal showroom	1 per 50sqm internal showroom	3 bays or 6% of total	4 bays + 4% of total	1 per 5 staff	Minimum of 2 spaces	-	-
		Petrol filling stations	1 space per pump	1 space per pump	1 space per pump	1 space minimum	-	1 per 5 staff	Minimum of 2 spaces	-	-

Area Accessibility Categories

The three Area Accessibility Categories below relate to RSS Policy RDF1 – Spatial Priorities and broadly group different areas according to their general levels of accessibility. The proposed parking standards do not attempt to categorise every individual location in the city.

Area Accessibility Category	Locations
A	Preston City Centre
B	District and Local Centres
C	All other areas

Area Accessibility Category A includes Preston city centre.

Area Accessibility Category B includes district or local centres

Area Accessibility Category C includes all other development areas ranging from the urban area and suburbs, to villages and rural and remote rural areas.

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APPENDIX C: SCHEDULE OF SUPERSEDED 2004 PRESTON LOCAL PLAN POLICIES

PRESTON LOCAL PLAN 2012-2026

Appendix C: Schedule of Superseded Preston Local Plan 2004 Policies (Regulation 8(5), Town and Country Planning (Local Planning) (England) Regulations 2012).

Please note that for ease of use this schedule includes those policies previously superseded by the Central Lancashire Core Strategy 2012 (these are highlighted in **green**).

Local Plan (2004) Policy No.	Local Plan (2004) Policy Title	Superseded by Central Lancashire Core Strategy (CS) 2012 Policy or Preston Local Plan (PLP) 2012 2026 Policy
DS3	Density of Housing Development	CS 5 – Housing Density
DC1	Green Belt	PLP Policy GB1
DC4	Agricultural Diversification	PLP EN1 – Development in the Open Countryside
DC7	Nature Conservation: Locally Important Sites	PLP EN2 - Protection and Enhancement Green Infrastructure PLP EN10 – Biodiversity and Nature Conservation
DC8	Wildlife Corridors	PLP EN2 – Protection and Enhancement of Green Infrastructure PLP EN10 - Biodiversity and Nature Conservation
DC10	Rural Villages	PLP AD1(b) - -Small Scale Development within Existing Villages (including the development of brownfield sites)
DC14	Existing Rural Worker's Dwellings	PLP HS5 - Agricultural Workers Dwellings
DC15	Protection of Rural Shops and Businesses	PLP WB1 - Protection of Community Facilities
DC16	Surface Water and Ground Water Supplies	CS 29 – Water Management
DP2	Development on Landfill sites	PLP EN7 – Land Quality
DP3	Development and Flood Risk	CS 29 – Water Management
G1	Parks and Public Open Space	PLP EN2 - Protection and Enhancement of Green Infrastructure
G2	Amenity Open Space	PLP EN2 - Protection and Enhancement of Green Infrastructure
G3	Private, Educational and Institutional Greenspace	PLP EN2 - Protection and Enhancement of Green Infrastructure
G5	Road Verges and other Incidental Greenspace	PLP EN2 - Protection and Enhancement of Green Infrastructure
G6	Golf Courses	PLP EN5 – Areas of Major Open Space PLP EN1 – Development in the Open Countryside
G7	Cemeteries and Crematoria	PLP EN2 - Protection and Enhancement of Green Infrastructure
G9	Proposed Public Open Space	PLP EN3 - Future Provision of Green Infrastructure
C1	Development and Conservation Areas	PLP EN8 – Development and Heritage Assets
C2	Demolition of Listed Buildings or Buildings in Conservation Areas	PLP EN8 – Development and Heritage Assets

Local Plan (2004) Policy No.	Local Plan (2004) Policy Title	Superseded by Central Lancashire Core Strategy (CS) 2012 Policy or Preston Local Plan (PLP) 2012 2026 Policy
C3	Conservation Areas- Changes of Use	PLP EN8 – Development and Heritage Assets
C4	Setting of Listed Buildings	PLP EN8 – Development and Heritage Assets
C5	Use of Listed Buildings	PLP EN8 – Development and Heritage Assets
C6	Alteration of Listed Buildings	PLP EN8 – Development and Heritage Assets
C7	Listed Buildings and S.106 Agreements	PLP EN8 – Development and Heritage Assets
C8	Parks and Gardens of Special Historic interest	PLP EN8 – Development and Heritage Assets
C9	Archaeological Features	PLP EN8 – Development and Heritage Assets
T1	Park and Ride Bus Services	PLP IN3 - Park and Ride Sites (Broughton and Riversway)
T5	Highway Improvements- Broughton Bypass	PLP IN2 - Broughton Bypass
T14	Public Off-Street Car Parking	PLP ST1: Parking Standards
T19	General Transport Considerations	PLP ST2: General Transport Considerations
H3	Affordable Housing in Rural Areas	PLP HS4 - Rural Exception Affordable Housing
H4	Caravan Sites for Gypsies	CS 8 – Gypsy and Traveller & Travelling Showpeople's Accommodation
H5	Development Proposals in Existing Residential Areas	PLP AD1(a) - Development within (or in close proximity to) the Existing Residential Area PLP AD1(b) – Small scale development within Existing Villages
H6	Backland Development	PLP AD1(a) – Development within (or in close proximity to) the Existing Residential Area PLP AD1(b) – Small scale development within Existing Villages PLP Policy EN9 – Design of New Development
H10	New Business and Employment Uses in Residential Areas	PLP AD1(a) – Development within (or in close proximity to) the Existing Residential Area
H12	Community and Other Non-Residential Uses	PLP AD1(a) - Development within (or in close proximity to) the Existing Residential Area PLP AD1(b) – Small scale development within Existing Villages
H13	Day Nurseries and Play Groups	PLP AD1(a) - Development within (or in close proximity to) the Existing Residential Area PLP AD1(b) – Small scale development within Existing Villages
W1	Provision for New Business and Industrial Development	PLP EP1 - Employment Site Allocations
W5	Telecommunications	PLP EP7 - Telecommunications

Local Plan (2004) Policy No.	Local Plan (2004) Policy Title	Superseded by Central Lancashire Core Strategy (CS) 2012 Policy or Preston Local Plan (PLP) 2012 2026 Policy
S8	Local Centres- Non-Retail Uses	PLP EP4 - Local Centres
S11	Hot Food Shops	PLP WB3 - Hot Food Takeaways
CLF2	Small Scale Leisure Facilities	PLP EP4 – Local Centres PLP AD1 (a) and (b) PLP EN1
CLF4	Amusement Centres	PLP EP4 – Local Centres PLP AD1 (a) and (b)
CLF6	Public Rights of Way	PLP ST2 – General Transport Considerations PLP EN2 – Protection and Enhancement of Green Infrastructure PLP EN3 – Future Provision of Green Infrastructure
CLF7	Tourism related Caravan and Chalet Development	PLP EN1 – Development in the Open Countryside
CLF8	Horses	PLP EN1 – Development in the Open Countryside PLP AD1(a) – Development within (or in close proximity to) the Existing Residential Area PLP AD1(b) – Small scale development within Existing Villages
CLF9	Community Facilities	PLP WB1 - Protection of Community Facilities PLP WB2 - Allocations for New Community Facilities
CLF10	Allotments	PLP EN2 - Protection and Enhancement of Green Infrastructure PLP EN3 – Future Provision of Green Infrastructure
D1	Design Criteria	PLP EN9 – Design of New Development
D2	The Local Context	PLP EN9 – Design of New Development
D3	Daylight and Sunlight	PLP EN9 – Design of New Development
D4	Safety and Security	PLP EN9 – Design of New Development
D5	Tall Buildings	PLP EN9 – Design of New Development
D6	Vistas	PLP EN9 – Design of New Development
D7	The Layout of Development	PLP EN9 – Design of New Development
D9	Works of Public art	PLP EN9 – Design of New Development
D11	Landscape Treatment	PLP EN9 – Design of New Development
D12	Housing Development	PLP EN9 – Design of New Development
D14	Shop Fronts	PLP EN9 – Design of New Development
D15	Retail Warehousing and Industrial Development	PLP EN9 – Design of New Development
D16	Advertisements	PLP EN9 – Design of New Development
D17	Advertisement Hoardings	PLP EN9 – Design of New Development
D18	Rural Development	PLP EN9 – Design of New Development
RE2	Wind Energy	CS 28 – Renewable & Low Carbon Energy Schemes
SS6	University of Central Lancashire	PLP HS6 - University of Central Lancashire
SS20	Leighton Street (Gypsy Site and adjacent land)	PLP EP2 – Protection of Existing Employment Areas
SS22	Centenary Mill, New Hall Lane	PLP AD1(a) - Development within (or in close proximity to) the Existing Residential Area
SS23	Deepdale Street/Fletcher Road Coal Yard	PLP EP1 – Employment Site Allocations

Local Plan (2004) Policy No.	Local Plan (2004) Policy Title	Superseded by Central Lancashire Core Strategy (CS) 2012 Policy or Preston Local Plan (PLP) 2012 2026 Policy
SS24	Deepdale Mill, Deepdale Mill Street	PLP HS1 – Allocation of Housing Sites
SS25	Brockholes View/Birley Bank	PLP AD1(a) - Development within (or in close proximity to) the Existing Residential Area
SS26	Aqueduct Street	PLP EP2 – Protection of Existing Employment Areas
SS31	Riversway Phase B	PLP EP5 – Riversway Phase B Site Specific Policy
SS33	Sharoe Green Hospital	PLP EP2 – Protection of Existing Employment Areas
SS34	Fulwood Barracks	PLP EP2 – Protection of Existing Employment Areas

PRESTON LOCAL PLAN 2012-26

APPENDIX D: PRESTON LOCAL PLAN 2004 POLICIES NOT SUPERSEDED

Appendix D: Preston Local Plan Saved Policies Not Superseded by the Central Lancashire Core Strategy 2012.

The following are reproduced from the Preston Local Plan 2004.

Small Amenity Greenspace in Housing Areas.

7.25 Small areas of amenity greenspace that are provided within housing developments as part of the landscaping are not (because of their number and size) identified on the proposals map, in the same way as major greenspaces. Nevertheless, they contribute to the quality of the environment and can provide opportunities for informal recreation. They should therefore be protected from development proposals which would result in a loss of amenity.

7.26 However, some of these areas, such as those found on older Council estates in the City, can sometimes be of little visual amenity or recreational value. Some development may actually yield greater benefit to the community, like the provision of off-street parking places or a community centre.

Policy G4: Small Amenity Greenspace in Housing Areas
Development affecting small areas of amenity greenspace within housing areas will not be permitted unless it is part of a proposal which would provide equivalent community benefit and would not lead to a significant loss of amenity.

Public Transport Railway Lines and Stations.

Policy T3: Public Transport: Railway Lines and Stations
A new railway station will be developed at Tom Benson Way, Cottam as indicated on the Proposals Map.
The Council will protect the following railway lines from development and, in conjunction with the County Council and other agencies, explore their potential for the development of new bus, rail or guided public transport services:

- **Grimsargh to Preston (disused);**
- **Bamber Bridge to Preston (disused section in Preston);**
- **Riversway to Preston.**

9.19 The station at Tom Benson Way, Cottam will provide a service into Preston for both City centre visitors and for those travelling further afield by rail. The congestion and delay involved in driving through the City centre to reach Preston station must tempt many travellers to use the motorway network as well as contributing to City centre traffic and environmental problems.

9.20 Probably the greatest potential for attracting people to public transport lies in the development of new services which are not subject to the inevitable delays involved in sharing road space with other traffic. There are major cost and other difficulties in developing such services but, in the longer term, the development of new guided transport systems along the former Preston to Longridge, Bamber Bridge to Preston lines and possibly the Preston/Riversway railway line, could provide attractive services without involving any further restrictions in the road space available to private traffic.

9.21 In implementing the new station proposals, care must be taken to minimise the impact on the natural environment. In particular, consideration will be given to ensuring the safeguarding of wildlife sites, in accordance with Policy DC7 of the Local Plan.

Motorway Junction

Policy T6: Completion of Motorway Junction 31A
The Council, in conjunction with the County Council and English Partnerships, will seek to achieve the completion of junction 31a on the M6 by the addition of north-facing slip roads.

9.30 The provision of a full motorway junction would provide direct motorway access to/from existing and proposed employment sites to the east of the M6 replacing the existing circuitous access through the urban area. It would also improve motorway access to/from the North Preston Business Area which would encourage the take up of land and the creation of job opportunities. An additional significant benefit of such a junction relates to the provision of easier access to the proposed park and ride site at Preston East.

9.31 Such a junction would eliminate the necessity for goods vehicle movements to/from employment sites east of the M6 to pass through the Preston urban area to travel to/from the motorway, either to Junction 31 via Longridge Road, Ribbleton Avenue, Blackpool Road and Brockholes Brow, or to Junction 32 via Longridge Road, Watling Street Road and Eastway. With the exception of Eastway all of these roads have housing fronting the highway and heavy traffic both detracts from residential amenity and contributes to traffic congestion and associated environmental problems. Whilst the half junction has addressed the problems of vehicle movements between these employment areas and the origins and destinations south of Preston, it has not done so for those to the north where significant congestion problems exist at the M55/A6 and Eastway A6 junctions.

Trunk Roads

9.84 The Department for Transport (DfT) and the Highways Agency has a strict policy of not allowing direct access from private development to motorways or motorway slip roads, unless the development relates to a motorway service area, road junction or motorway service compound. It is necessary in general to restrict the formation of new accesses to all purpose trunk roads if these roads are to perform their function as routes for the safe and expeditious movement of long distance through traffic.

9.85 Where it is shown that development could be accommodated through highway improvements conditions will be imposed on any planning permission to ensure that those improvements are implemented prior to the development. Any costs of road improvements associated with a land use proposal will be borne by the developer and constructed by an agreement under section 278 of the Highways Act 1980.

Policy T21: Development in relation to Trunk Roads

Development proposals involving the formation of a direct access onto a motorway or motorway slip road will not be permitted other than where the development comprises a new or improved junction, a motorway maintenance compound or a motorway service area. The formation of new accesses onto trunk roads will be strictly controlled.

Where development is likely to generate a material increase in traffic which would directly or indirectly affect the national all-purpose trunk or motorway system Transport Assessments (TA's) will be required to be submitted to the Highways Agency, the format and content of which should be agreed with the agency at an early stage. Developments which would result in the access or the main line of the trunk road becoming overloaded will not be permitted.

Subject to satisfying other plan policies, development will be permitted where:

(a) the TA indicates that the increase in traffic attributable to the development can be satisfactorily accommodated without improvements to provide additional capacity to the existing or proposed access or to the trunk road; or,

(b) improvements to the trunk road could be designed to provide the additional capacity to the existing or proposed access sufficient to accommodate satisfactorily projected traffic levels for 15 years after completion of the development and to leave conditions no worse on the main line of the trunk road upon completion of the development than they were previously.

In respect of (b) above conditions will be imposed upon any permission requiring that the development should not occur unless or until those improvements have been carried out and that the costs of such improvements should be borne by the developer.

House Extensions

11.37 Extensions to dwellings, if carried out to a satisfactory standard, can provide valuable additional living space for a family, which can improve their quality of life, cater for additional children or other relatives, and prevent the need to move house.

11.38 Many of the planning applications which the Council deals with are for extensions to existing dwellings and the great majority create no problems. Extensions can, however, have a significant impact on the street scene and ultimately the character of a residential area. Policy H8 looks to ensure that domestic extensions take place without detriment to the privacy or amenity of adjoining householders or the character of the local environment.

Policy H8: House Extensions

Proposals for house extensions will be permitted provided they do not detrimentally affect:

- (a) the residential amenity, including sunlight and daylight, and the privacy of neighbouring properties; or**
- (b) the character of the neighbourhood generally.**

Uses Falling outside a Use Class Order Category

12.32 The following policy is primarily concerned with development proposals within existing employment areas, as defined by policy W2 above. Planning applications for *sui generis* uses in defined existing primarily residential areas will be assessed against policy H5 (Development Proposals in Existing Residential Areas).

Policy W3: Uses Falling outside a Use Class Order

Business and industrial uses, falling outside a specific Use Class Order category (*sui generis* uses) will be permitted where it can be demonstrated that they:

- (a) will cause no risk to safety;**
- (b) will not adversely affect the amenity of the area; and,**
- (c) can be accommodated without detriment to highway safety.**

Local Centres - New Development

13.51 In Preston the shopping hierarchy has evolved to include a City centre which serves as a sub-regional centre, and nine local centres. These vary in their characteristics and size but none are of a size and scale to fulfil a function as a district centre. They play an important role for those who do not have access to the car and provide an alternative for those who choose not to shop in the City centre or at the free standing superstores. Their continued vitality and viability will make a major contribution to the objective of reducing the reliance on the private car.

13.52 Further retail developments are planned at Longsands and at Cottam. These developments will provide modern facilities for their communities.

13.53 These centres are complemented by the smaller groupings of shops within the residential areas. These are protected through policy S9 which seeks to ensure that all the residents of Preston continue to have access to local shopping facilities within easy walking distance.

13.54 Those local shopping centres defined on the Proposals Map and illustrated on plans in Appendix 5 were, in many instances, developed before car ownership was commonplace and, consequently, they provide shopping facilities which are accessible on foot or by public transport to large sections of the community. If the established trend towards more and longer car-borne shopping trips is to be checked and shopping is not to become more difficult and costly for those without a car, it is essential that such facilities are maintained. Allowing appropriate retail development or redevelopment within or adjacent to such centres may assist in this process and bring about other essential improvements (e.g. parking, environmental improvements) which strengthen the role of the

centre to the advantage of local residents and contribute to a reduction in the number and length of car-borne shopping trips.

13.55 The scale of proposed development must be appropriately related to the nature and characteristics of the centre.

Policy S7: New Small Scale Retail Development within and outside Local Centres
Proposals for retail development, outside those local shopping centres defined on the Proposals Map will be permitted subject to the provisions of policies S12 and S13, provided that they:

- (a) contribute in level, quality or range towards meeting local shopping needs; and,
- (b) do not adversely affect the character of the centre or the amenity of adjoining property; and,
- (c) would not adversely affect the vitality and viability of other nearby existing centres or prejudice future investment in those centres; and,
- (d) would be accessible to a high percentage of the potential customers from its catchment area, by a variety of realistic and alternative forms of transport other than the car to include the bicycle, public transport and walking; and,
- (e) would not increase the number and length of car journeys made overall; and be such that the road network is able to accommodate predicted traffic levels or any necessary road/ traffic improvements.

Proposals for retail development within existing shopping centres defined on the Proposals Map will be considered only against criteria (a), (b) and (c) above.

Other Shops in the Urban Area

13.58 Although it is the Government's and the Council's policy to encourage the retention of local shopping facilities, instances may continue to arise particularly within the older parts of Preston where there is insufficient local demand to support a pattern of facilities developed in times when households bought most of their food/convenience goods at small local shops. Many local shops, albeit remaining in A1 use, now provide specialist goods and services to a much wider catchment rather than catering for the day to day shopping needs of local people.

13.59 Where there are other shopping facilities or a local shopping centre nearby, no proper planning purpose may be served by insisting that a shop remain in A1 retail use.

Policy S9: Other Shops in the Urban Area
Change of use of shops outside a defined local shopping centre, from A1 retail use will be permitted provided that:

- (a) the range of local shopping facilities would not become unduly restricted; and,
- (b) the new use would not adversely affect the viability of adjacent retail units.

Large Scale Leisure Facilities

Policy CLF1: Large Scale Leisure Facilities
Large scale leisure development will be located:

1. on sites allocated for this purpose;
2. elsewhere within the urban area provided that:
 - (a) there is no suitable site within or adjacent to the City centre; or,
 - (b) allocated elsewhere in the Local Plan;and where the applicant can demonstrate that it would:
 - (i) be justified in terms of proven need; and

(ii) not have any significant adverse effect either singly or cumulatively, on the vitality or viability of the City centre or defined local centres, or centres outside the City, or prejudice approved development proposals or future investment for those centres; and,
(iii) be accessible to a high percentage of its potential customers by a variety of realistic and convenient alternative forms of transport other than the car to include the bicycle, public transport and walking; and,
(iv) not increase the number and length of car journeys made; and,
(v) have no unacceptable adverse environmental impact; and,
(vi) not adversely affect the amenity of adjoining property; and,
(vii) not result in a shortage of land or sites for the purpose for which the site is allocated in the Local Plan

3. Exceptionally, such development will be permitted in the rural areas outside the Green Belt:
(a) where the applicant can demonstrate that the nature of the use dictates that it take place within the countryside; and
(b) that it satisfies other policies of the Local Plan, in particular the Development in the Countryside policies; and,
(c) that it satisfies the criteria (b)(i) to (vii) above.

Water Based Recreation

14.37 Proposals which affect important water features within Preston should be sympathetic to the existing qualities for which the features are valued.

14.38 Riversway Docklands includes an existing marina and associated facilities, and a site has been identified adjacent to the dock for use as a water activities centre.

14.39 The River Ribble is an important leisure and wildlife link between open countryside, public open space, and the urban area of Preston. The Round Preston Walk, the nationally important Ribble Way and the proposed Lancashire Coastal Way all run along the riverbank.

14.40 An existing footpath, which is presently not a public right of way, could form a link between the Lancashire Coastal Way and the Ribble Link and if this is achieved the Council will encourage its inclusion on the Definitive Footpath Map.

14.41 Similarly the Lancaster Canal forms an important wildlife corridor with intrinsic value for formal and informal recreation both on the water and tow path.

Policy CLF5: Water Based Recreation

Proposals for recreational uses, including development associated with water recreation, adjacent to the Lancaster Canal, the River Ribble Corridor and other water features and any links or extensions will be permitted providing that:

- (a) the existing quality, amenity, recreation and wildlife value is not diminished;**
- (b) public access is facilitated;**
- (c) the design reflects the appearance and character of the area;**
- (d) in respect of the Lancaster Canal the ratio of moorings to navigable water length is not increased.**

14.42 Reducing the ratio of moorings to navigable water length leaves unobstructed a greater proportion of the canal's surface area to the benefit of canal users. The development of marinas has in the past helped to achieve this objective.

14.43 The Ribble Link opened in 2002. It was constructed by a partnership of the Waterways Trust, The Ribble Link Trust, Lancashire County Council and British Waterways with funding from the Millennium Commission together with grants and donations.

14.44 There have been significant benefits to the tourism and leisure base of the City by encouraging a higher level of recreational use on the canal and extending the definitive footpath network.

14.45 The Proposals Map shows the route of the "Ribble Link Navigation". This is the canalisation of a four mile stretch of the Savick Brook to the River Ribble, connecting the Lancaster Canal to the National Inland Waterway System, via the Ribble Estuary and the River Douglas. The project has involved the construction of locks to lower the water level from the canal to River Ribble and some minor works to bridges which cross the route.

14.46 The Ribble Link will provide a boost to the recreational and tourist facilities in the region. The Link will also provide many opportunities to improve the environment for wildlife.

House Extensions

15.57 Proposals for domestic extensions comprise a very significant proportion of all planning applications. Although they are minor forms of development, they can be very contentious: a poorly designed extension can be detrimental to neighbours and the residential amenity of the street or neighbourhood.

Policy D13: House Extensions

House extensions requiring planning permission will be permitted provided that:

- (a) an adequate level of private open space is retained;**
- (b) there is no unacceptable reduction in the level of privacy and daylight/sunlight enjoyed by immediate neighbours; and,**
- (c) the character of the house or the street is not adversely affected.**

The Conversion of Rural Buildings

15.75 Proposals to convert rural buildings must satisfy the criteria set out in Policy DC12. The combined effects of changes in farming practice and the demand for housing from those preferring to live in the countryside have resulted in a significant number of planning applications for the conversion of barns and other agricultural buildings for residential use.

Policy D19: The Conversion of Rural Buildings

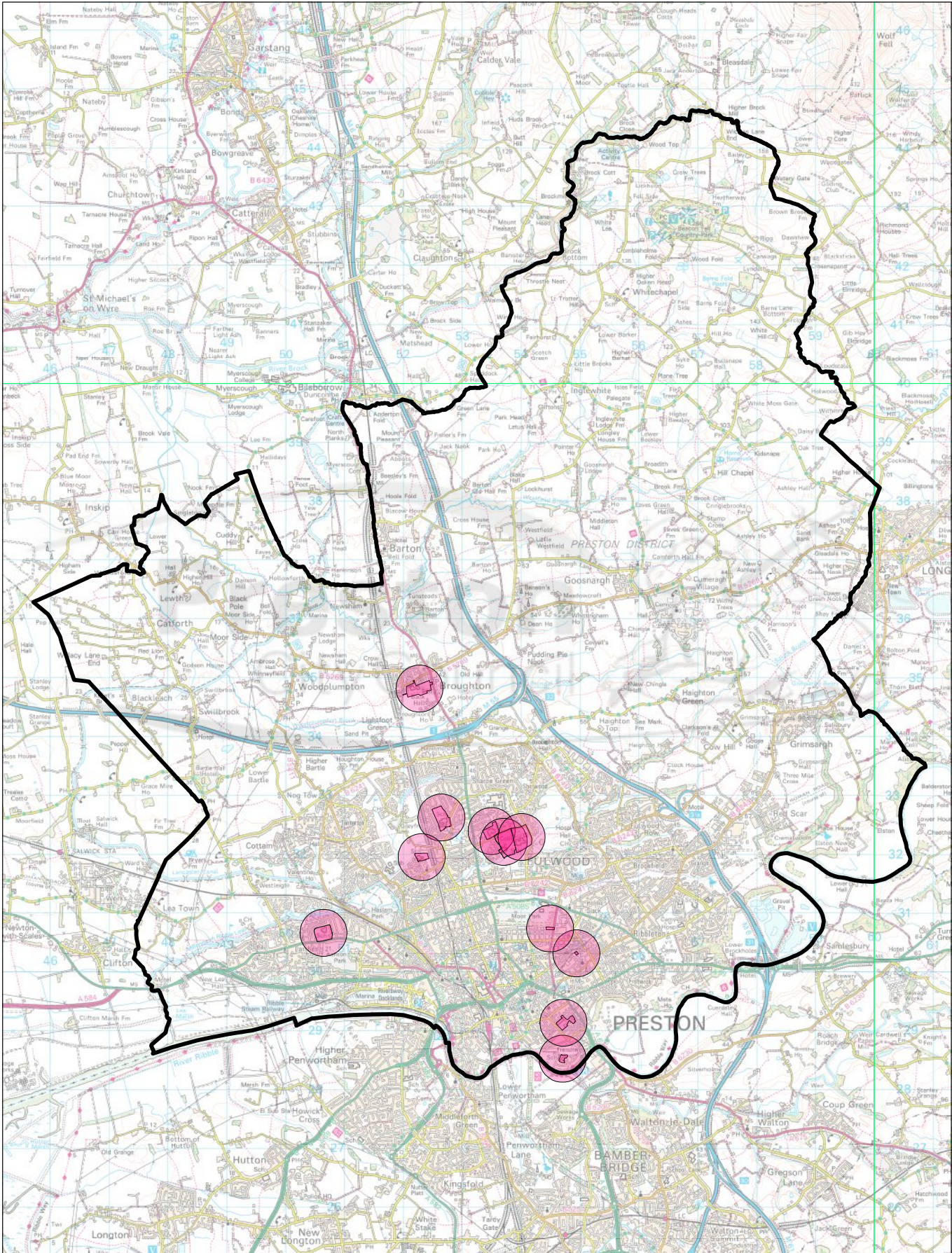
In determining applications for the conversion of rural buildings all the following design criteria should be met:

- (a) the form, bulk, and general design of the existing building is in keeping with its surroundings;**
- (b) the conversion proposed respects the setting of the building, and local building styles;**
- (c) the materials to be used match those of the original building;**
- (d) existing elevational openings are utilised where appropriate to the character of the building;**
- (e) the design of doors, windows, and other features reflect the character, scale, and materials of the local area;**
- (f) the existing roof design is respected;**
- (g) car parking and garaging or servicing are integrated within the site;**
- (h) the size of the new curtilage is kept to a minimum;**
- (i) appropriate boundary and landscape treatment is provided;**
- (j) there is provision for the protection and enhancement of roosting, breeding and hibernation places for barn owls and bats (or the habitats of other protected species); and,**
- (k) if the proposal adversely affects the use of a public footpath then a satisfactory diversion must be agreed.**

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APPENDIX E: 400m ZONES AROUND SECONDARY SCHOOLS AND COLLEGES

Preston Secondary Schools - 400m Buffer



Town Hall
Lancaster Road
Preston PR1 2RL

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APPENDIX F: MONITORING FRAMEWORK

Appendix F

Monitoring Framework

In order to ensure that the policies in this document are effective in delivering the overarching long term vision for Preston, it is necessary to make sure that appropriate monitoring is in place. Monitoring is crucial to the successful delivery of this document as it will chart the progress of the policies and proposals and will enable adjustments and revisions to be made if necessary. The monitoring framework for this document will assess the extent to which policies and sites are being implemented, identify policies or sites that may need to be amended or replaced, and establish whether policies have had unintended consequences.

The Core Strategy establishes a clear framework for delivering and monitoring the policies and objectives contained within it. However, for this document 'local' indicators have been chosen which are mainly within the influence of the local authority, relate to particular local circumstances and issues, and, crucially, monitor outputs not already covered by the Core Strategy Performance Monitoring Framework.

The tables on the following pages show the monitoring framework for this document, which comprise a short set of indicators and targets.

Preston Local Plan Key Indicators & Targets

Ref	Indicator	Relevant Policy	Measure	Target
1 (a)	Net Additional Dwellings (in previous years)	HS1 (Allocation of Housing Sites)	Annual net completions for the previous five year period or since the start of the relevant plan period.	Core Strategy Requirement
1 (b)	Net Additional Dwellings (in future years)	HS1 (Allocation of Housing Sites)	Net additional dwellings expected to come forward up to the end of the plan period.	Core Strategy Requirement
1 (c)	Managed Delivery Target	HS1 (Allocation of Housing Sites)	Net additional dwellings 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.	Core Strategy Requirement
2	Additional Dwellings on Previously Developed Land	AD1 (Development Within the Existing Residential Area/ Existing Villages)	Annual gross completions on previously developed land as a percentage of total gross completions.	70%
3	Employment Land Available	EP1 (Employment Site Allocations)	Land available on sites allocated for employment purposes (including where planning permission has been granted). Land should be measured in hectares.	Core Strategy Requirement
4	Major Retail Development Permitted (Out of Centre)	City Centre Plan EP3 (Cottam District Centre) EP4 (Local Centres)	Number of planning permissions for major retail development (over 1,000m ² gross floorspace) permitted in out of centre locations (i.e. not 'in' or 'edge of' centre). Total gross floorspace should also be recorded.	Nil
5 (a)	Completed Non-Residential Development Complying with Car Parking Standards	ST1 (Parking Standards)	Number of new non-residential developments completed (over 1,000m ² gross floorspace) complying with car parking standards as a percentage of all non-residential development completed (over 1,000m ² gross floorspace).	100%
5 (b)	Completed Residential Development	ST1 (Parking Standards)	Number of new residential developments completed (over 10 dwellings) complying with car parking standards as a percentage of all residential development completed (over 10	100%

	Complying with Car Parking Standards		dwellings).	
6	Planning Permissions Granted Contrary to Environment Agency Advice	Core Strategy Policy 29 (Water Management)	Number of planning permissions granted contrary to the advice of the Environment Agency on flood risk or water quality grounds. This should only include unresolved objections.	Nil