

**Lancashire County Council**

**Development Control Committee**

**Wednesday, 6 March, 2024 at 10.30am in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

**Agenda**

**Part I (Open to Press and Public)**

**No. Item**

- 1. Apologies for absence**
- 2. Disclosure of Pecuniary and Non-Pecuniary Interests**  
Members are asked to consider any Pecuniary and Non-Pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.
- 3. Minutes of the last meeting held on 17 January 2024** (Pages 1 - 12)  
The committee are asked to agree that the Minutes of the last meeting held on 17 January 2024 be confirmed and signed by the Chair.
- 4. Update Sheet**  
The Update Sheet will be considered as part of each related agenda report.
- 5. Wyre Borough: application number LCC/2023/0031** (Pages 13 - 30)  
**Planning application for amendment to conditions 3, 8 and 9 of planning permission LCC/2020/0061 to permit amended hours of operation, to allow up to 75,000 tonnes of green waste, waste timber or other waste materials for the purposes of producing compost to be imported per annum and to amend the limitation on the numbers of heavy goods vehicles (HGVs) exporting compost to an average of five per day over a 12-month period. Iron House Farm, Lancaster Road, Out Rawcliffe**



6. **Ribble Valley Borough: application number LCC/2023/0039 Variation of Condition 1 of Planning Permission LCC/2022/0057 to allow mineral working to continue until 1 July 2026 and final restoration to be completed by 1 July 2027 at Waddington Fell Quarry, Slaidburn Road, Waddington** (Pages 31 - 64)
7. **Planning decisions taken by the Director of Environment and Planning in accordance with the County Council's Scheme of Delegation** (Pages 65 - 66)
8. **Urgent Business**  
An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the Minutes, the Chairman of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the Chief Executive should be given advance warning of any Member's intention to raise a matter under this heading.
9. **Date of Next Meeting**  
The next meeting of the Development Control Committee will be held on Wednesday, 24 April 2024 at 10.30am in Committee Room B - the Diamond Jubilee Room, County Hall, Preston.

County Hall  
Preston

H MacAndrew  
Director of Law and Governance



**Lancashire County Council**

**Development Control Committee**

**Minutes of the Meeting held on Wednesday, 17th January, 2024 at 10.30 am in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

**Present:**

County Councillor Matthew Maxwell-Scott (Chair)

**County Councillors**

B Yates	A Hindle
J Berry	M Pattison
S Clarke	E Pope
A Cullens BEM	P Rigby
M Dad BEM JP	D Westley

**1. Apologies for absence**

Apologies for absence were received from County Councillor Holgate.

**2. Disclosure of Pecuniary and Non-Pecuniary Interests**

No pecuniary or non-pecuniary interests were disclosed.

**3. Minutes of the last meeting held on 6 December 2023**

**Resolved:** That the minutes of the meeting held on 6 December 2023 be confirmed and signed by the Chair.

**4. Update Sheet**

The Update Sheet was circulated prior to the meeting (copy attached).

**5. West Lancashire Borough: application number LCC/2023/0026 Change of use of agricultural building and yard area from agriculture to waste management including the sorting, storage, recycling and distribution of non-hazardous waste, and including two ancillary buildings. Bank Farm, 40 Martin Lane, Burscough**

The Chair reported that although both this item and item 6 were located at the same address, it was important to emphasise that these were separate applications which should be considered independently on their own individual merits.



A report was presented on an application for the change of use of the agricultural building and yard area, from agriculture to waste management, including the sorting, storage, recycling and distribution of non-hazardous waste and including two ancillary buildings at Bank Farm, 40 Martin Lane, Burscough.

The report included the views of West Lancashire Borough Council, Burscough Parish Council, the Environment Agency and LCC Highways Development Control. The Lead Local Flood Authority had no comments to make. Thirty two individual representations and a petition with 303 signatories had been received objecting to the application. The Wildlife and Wetlands Trust, Martin Mere also objected to the application.

Committee's attention was drawn to the Update Sheet which included a proposed amendment to condition 3.

The Principal Planner presented a Powerpoint presentation showing a site location plan, aerial view, site layout plan and photographs of the access track, Gorst Lane (East), Gorst Lane (West), the waste management building, existing outside inert storage (to be removed), office unit and skip storage and the view of the site from Martin Lane.

Ms Laura Brough, representing the Martin Lane residents group, addressed the Committee and said the following.

'What I have to say is based on the Lancashire County Council summary and recommendation document sent to this committee; we oppose the recommendation to approve this application on 2 levels.

Firstly, it is within the Green Belt. We agree with West Lancashire Borough Council that no very special circumstances have been demonstrated, and please note it is 1.5 miles away from the Burscough industrial estate.

Secondly, Bank Farm is a working arable farm. Here I refer to the advice section of the document; (1) the national planning policy for waste states consideration should be given to existing and proposed neighbouring land uses - I do not believe this has happened. The buildings at Bank Farm have been rented out and so has the land to a salad grower and a potato farmer; (2) it also states consideration should be given to the cumulative impact of existing and proposed waste disposal facilities. In 2022, Lancashire County Council gave retrospective planning approval to this applicant trading as 8 Dayz skip hire for waste recycling skips at 410 Southport Road, Scarisbrick. According to the AA route planner, this is 3.4 miles and a 7 minute drive away from the site at Bank Farm, so where is the need? (3) West Lancashire Borough Council policy GN3 states development should minimise the risk from all types of pollution and contamination (1) the proposed buildings are open fronted, directly opposite is the entrance to a building designated as chilled vegetable storage so there is no effective separation of waste recycling from food at this point; (2) approximately 35 metres away, salad crops were grown in 2023 - even the possibility of contamination would adversely affect the marketing status of a crop and therefore its value. In addition, Martin Mere Wildfowl Trust Reserve is approximately 1.25





kilometres away. Has it been ascertained by the proper authorities that this is not within an impact risk zone? In any event, when potatoes were grown in the fields closest to the site, they were fed to migrating whooper swans. In the event that the application is approved, we've asked for the following conditions to be applied:

- A thorough assessment of existing drainage. The document states the site is connected to the main sewer for foul drainage. There is no connection to the main drain, so is there adequate filtration of yard water and how just is the site contained as claimed?
- No outdoor storage of skips.
- Only waste delivered in two ton mini skips identified as 8 Dayz skip hire, as indicated in the original design and access statement of 10/5/23 to be accepted on site.
- Saturday working has the same 1:00pm finish time, as for the Southport Road site.
- A fixed barrier at the Martin Lane Merscar Lane entrance to prevent the unblocking that now occurs.'

Ms Catherine Grice, local resident, addressed the Committee and said the following:

'Good morning Chair and members. As a neighbour and member of the residents group, we fully object to Lancashire County Council's recommendation to grant this application.

Bank Farm is Grade 1 agricultural land within the Green Belt of the West Lancashire local plan. The land surrounding the site is farmed for salad crops and for human consumption and in grown packs, stored within metres of the proposed site. This application is totally inappropriate for this site and it would fail to preserve the Green Belt. The revised application states that all processes will be contained within the small farm building, but this is an open fronted building and part open backed. The photographs that I sent show that it's spilling out of the building already, causing large wood piles and mounds of hardcore being dumped on the site. The process can't be contained in the intended building and has a significant larger number of skips than the maximum 10 proposed outside at any one time. They have dumped hardcore on it and another part of the farm next to Langleys Brook and dug channels to remove surface water into the brook, to remove the excess water and stop flooding. The application states there's no risk to pollution and contamination but there's no provisions for treating excess surface water before it goes into ditches and land drains.

What conditions would Lancashire County Council propose and how will it be monitored? 8 Dayz advertises on their website any size skip for any contents; household builders and commercial is accepted. What conditions will there be for what types of waste can be accepted, to ensure no hazardous chemicals and clinical waste is allowed on to the site? The website also states that waste can be brought in by third parties and dumped to be processed. We've seen Halsall's frequently entering the site - they also process waste and accept commercial and clinical waste. Who will be liable if this waste gets in and contaminates the area - they put in their application that 15,000 tonnes of waste will be processed in a year. This equates to approximately 1 skip wagon every 15 minutes, six days a week, within



reasonable working hours. That's not to mention the other waste that's being brought in and processed and left in 40 tonne skips. In the application, it states the traffic has considerably reduced on the track leaving the Gorst Lane entrance, but what with the 8 Dayz skip plant hire renting out the land for growing salad crops and other businesses renting buildings on the farm, the traffic has significantly increased over the past few months. Therefore, what conditions will be placed to govern the number of skips and vehicles entering the site, and what reasonable working hours and what conditions would be made to improve the Gorst Lane entrance to make it safer. The narrow weight limited road is well used by local residents, cyclists and visitors and we have concerns over the road safety matters.'

Mr Nick Brooks, Martin Mere Wetland Centre, addressed the Committee and said the following:

'I represent the Wildfowl and Wetlands Trust, the world's biggest wetland conservation charity.

The application forms say that work hasn't started, but evidence shows that waste has already been dumped out onto the farmland from these units. (Referring to photographs) - our site is bordered in yellow - waste is already being dumped at this red X where that is on that map, that's our site. The water flows from that brook into our site that is flood Zone 3, where the waste is already being dumped. That has major implications for our site; that has been what is going on next to that brook. Ditches cut into the brook again - breaks environmental regulations. It talks about sorted waste, there's a close up of that waste. All these red circles show metal, plastic and I think that's a silicon tube. It's not being sorted. That presents a massive risk to our wetland centre and shows a complete disregard for environment and planning regulations.

The access statement says that the development will not have a detrimental impact on the local landscape and it will be contained - it clearly isn't already. It also says there are no nearby heritage assets and there are no safeguarded ecological features of interest. Our site border is actually only 658 metres away from this development. The bottom line is that these applications are full of inaccuracies, and breaches are already taking place. Giving planning permission will see Lancashire County Council rubber stamping and approving of such breaches, which will no doubt then encourage further breaches. In our experience, other sites show that enforcement departments are not adequately staffed to deal with these types of breaches and so these will not be dealt with in a timely manner.

Please consider this isn't just about protecting a wetland. Martin Mere attracts up to 200,000 visits a year. We employ 50 local people. We bring in £6 million into the local economy every year, which supports a further 29 full time jobs. Damage to the wetland damages the wildlife, damages visitation, damages employment and damages the local economy. Do you want to risk all that for a couple of small waste companies wanting to save a few pennies by not putting this at the industrial estate? That's a massive gamble you're taking, so I really hope you don't gamble.'

Mr Steven Faulkner, West Lancashire Borough Council, addressed the Committee and said the following:



'Thank you Chair. I wish to speak on behalf of West Lancashire Borough Council to raise objections to this application.

Members will note that West Lancashire objected on the premise that whilst the reuse of the building for waste recycling would not in itself constitute inappropriate development within the Green Belt, set out by paragraph 155 of the framework, various other operations associated with the development would, and therefore it's necessary for an applicant to demonstrate that very special circumstances are applicable to overcome the presumption against developments in the Green Belt.

Our objection commented that the external stockpiling of hardcore and storage of multiple skips on the site, despite the temporary nature, would represent inappropriate development. On page 25 of your reports, you're advised by officers that West Lancashire's focal point of concern related to the storage of soil and aggregate materials outside on open land and has now been addressed, but your report fails to acknowledge or address the other concern raised by the borough over the storage of skips on land, which is made clear in our public representations. The paragraph purports to claim that West Lancashire concerns have been addressed, when in reality the external storage of skips will still potentially give rise to significant visual impact and Green Belt harm, so the report has not fully addressed the Borough Council's objection. There's no clarity regarding how many skips would need to be stored at any one time, how high they will be stacked and what visual impacts would result. Consequently, the scheme seems to be pushing ahead for approval with the promotion of inappropriate development, without a proper explanation of the very special circumstances that are required to justify the approach.

We'd also raise serious concerns over the practical enforcement of a number of planning conditions and respectfully invite consideration of how the county council realistically propose to monitor a number of these. Notably, how realistic is it to expect the storage and depositing of soil and aggregates are taking place solely within the building without reliance on external areas, especially given the pictures that you were presented with in the earlier presentation, and how vehicles will leave the site with coverings secured - who will manage and monitor that on a practical level.

We therefore respectfully ask Members to refuse planning permission, on the grounds that there are adverse Green Belt impacts against which no very special circumstances have been presented, and on the premise that the scheme is likely and almost certain to give rise to long term difficulties in managing residents expectations with regard to future enforcement.'

Councillor John Gordon, West Lancashire Borough Council, addressed the Committee and said the following:

'I'm a Borough councillor for this neck of the woods and this development, it's in zone one, but it's surrounded by flood zone 3 and drops straight into flood zone 3 so any contamination from the site is going to go straight into flood Zone 3, where you've got Martin Mere.



This also brings into question the roads, the moss roads, so they're more expensive to build and they're more expensive to maintain and you're going to increase the traffic with this development and what you'll get is obviously an increase on the highways budget and I think they're very relevant points. You know, this will cost you money and there's a perfectly good industrial estate with better infrastructure a mile or two away - they should be on that site, not in the middle of Green Belt and salad growing places and next to Martin Mere Wetlands Trust.'

The officer answered questions from Committee.

After a discussion, it was Proposed and Seconded that:

"the application be refused on the grounds that the waste management operations would have an unacceptable impact on the amenity of surrounding residents and land users by virtue of noise, dust and general disturbance, contrary to Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy G3 of the West Lancashire Local Plan."

Upon being put to the Vote, the Motion was Carried.

**Resolved:** That planning permission be refused on the grounds that the waste management operations would have an unacceptable impact on the amenity of surrounding residents and land users by virtue of noise, dust and general disturbance, contrary to Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy G3 of the West Lancashire Local Plan.

**6. West Lancashire Borough: application number LCC/2023/0033 Change of use from agriculture to waste management including the sorting, storage and distribution of non-hazardous waste, and two containers at Bank Farm, 40 Martin Lane, Burscough**

A report was presented on an application for a change of use from agriculture to waste management including the sorting, storage and distribution of non-hazardous waste, and two containers at Bank Farm, 40 Martin Lane, Burscough.

The report included the views of West Lancashire Borough Council, the Environment Agency, LCC Highways Development Control and the Lead Local Flood Authority. No comments had been received from Burscough Parish Council. Forty individual representations and a petition with 303 signatories objecting to the application had been received. The Wildlife and Wetlands Trust, Martin Mere also objected to the application.

The Principal Planner presented a Powerpoint presentation showing a site location plan, aerial view, site layout plan and photographs of the waste management area, access track, Gorst Lane (East), Gorst Lane (West) and the view of the site from Martin Lane.

Ms Laura Brough, representing the Martin Lane residents group, addressed the Committee and said the following.



'The Martin Lane Residents Group fully supports the recommendation to refuse the planning permission for this application. It really is very, very difficult to express just how disruptive and offensive this activity has been to the local residents, and I can't say that in any stronger terms.

I would add the following, in the event that approval was ever given to this site and that would be that the start time of 7:00 o'clock in the morning really has an adverse effect on the quality of life of local residents and it should be 8:30am, I would suggest. There really must be a noise assessment study carried out; the noise level at present is just totally unacceptable. In addition, any argument that the size of vehicles is not relevant should be dismissed. Yes, there are large tractors, high sided trailers full of potatoes, but the presence of those vehicles is essential to the working of the land. J & N vehicles are not essential and I would finally just say that the Martin Lane Residents Group is not opposed to development per se. There are other companies occupying the farm buildings at Bank Farm, however we do in the strongest terms possible object to both of these waste recycling firms working here.'

Mr Nick Brooks, Martin Mere Wetland Centre, addressed the Committee and said the following:

'Just a couple of points that were brought up previously - again, this is very similar to the previous application, it has all the feeling that it's all tied together.

One of the things that was talked about was inert waste and I showed a picture in the previous one of what I thought was a silicone tube. Now silicone is inert waste, but even inert waste, you must dispose of correctly. Here's a data sheet for silicone, just general silicone - avoid dispersal of spilled material, runoff and contact with soil, waterways, drains and sewers. This application still has no technical specifications, like the last one, on how to deal with runoff from the site.

I would also question the distinction between environment and planning, because my understanding is that planning should include things like dealing with the runoff – that runoff goes into those ditches. What difference does it make as to what medium of transport pollution takes to get to the streams? Does it take the water coming from the site or does it take going into trucks by the people who want to develop this site and being transported to the stream? I know it's a very technical point, but what method of transport - why does that matter? I think that is planning because if they weren't there, that wouldn't be happening, there wouldn't be a mechanism of transport.

And finally, I'd just like to say one of the concerns is about the farming and salad vegetables and I think someone said they'd be concerned about plastic particulates on their salad. I would be more concerned with particulate matter from asbestos and heavy metals.'



Mr Steven Faulkner, West Lancashire Borough Council, addressed the Committee and said the following:

'Just to confirm again West Lancashire's objections to the planning application, and our support and thanks for the officer recommendation. We just wish to make one or two observations around the detail of the report which we hope Members might find helpful.

The report does set out the National Planning Policy for Waste's clarity and states that when you determine the application, there must be a quantitative or market need for new or enhanced waste management facilities, where the proposals are not consistent with an up to date local plan, and we do recognise that one of the reasons for refusal picks up on the failure to demonstrate such need. We do suggest that it would be appropriate to distinguish between failings of the scheme on Green Belt grounds, and for there to be two separate, distinct reasons for refusal, each of which clearly stand up to examination in their own right. So we ask Members to consider an approach to distinguish the consideration of Green Belt harm in its own standing, from consideration of the failure to adequately demonstrate a need for this facility being applied for.

We've also picked up that the county council in the role as highway authority don't believe it's pertinent to request more detailed information from the applicant, in relation to the number of heavy goods vehicle movements. The assessment takes the applicant's word, as set out by their design and access statements as of 19th of December last year, relating to a relatively minimal number of trips by vans and by 32 tonne grab wagons. West Lancashire believe the scale and magnitude of development to be such that a greater number of movements is realistic, with consequence implications for public safety.

We've noted that swept path analysis has been undertaken, as requested by county officers, but the level of traffic generated is not backed by an independent analysis through a transport statement in its simplest form, and we believe that the applicant should be reflecting a worst case scenario applicable to any similar application, rather than the applicants own individual analysis of their operation.

We've also noted that Gorst Lane carries a 7 and a half tonne limit and that officers are confirming access from Martin Lane and Merscar Lane would be unacceptable. We are looking to understand how the report reconciles the need for Gorst Lane to be used and then how it will avoid a breach of weight restrictions, which will not only reflect the unsuitability of Gorst Lane, but consequently the unsuitability of the site to accommodate the proposed use.

And I just like to thank the Committee for allowing the opportunity to raise these points, and hope that it may help Members in some way in strengthening the reasoning of the report, which we consider generally to be very solid.'





Councillor John Gordon, West Lancashire Borough Council, addressed the Committee and said the following:

'All you drivers here must have hit a number of potholes recently, especially after the December weather. I was once told by a portfolio holder from county that we have 3/4 of all the moss roads in Lancashire so we've had it bad with potholes and there have been lots of cars at the side of the roads after damaging their suspension and other things and this is right in the middle of the moss roads.'

The officer answered questions from Committee.

**Resolved:** That planning permission be **refused** for the following reasons:

- (i) The development is inappropriate development in the Green Belt for which no very special circumstances by way of a quantitative or market need for the development at this location have been demonstrated sufficient to outweigh the harm to Green Belt by reason of inappropriateness. The development is contrary to the National Planning Policy Framework and National Planning Policy for Waste regarding protection of the Green Belt, and Policy GN1 of the West Lancashire Local Plan.
- (ii) The waste management operations would be likely to have an unacceptable adverse impact on the amenity of surrounding residents and land users by virtue of noise, dust and general disturbance contrary to Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy G3 of the West Lancashire Local Plan.
- (iii) The development involves the loss of Grade 1 agricultural land contrary to Policy EC2 of the West Lancashire Local Plan.

**7. Preston City: Application LCC/2023/0029 Extension to existing school to include 4 no. new classrooms, WC's, hygiene room and corridor. Lea Community Primary School, Greaves Town Lane, Preston**

A report was presented on an application for an extension to an existing school to include 4 new classrooms, WC's, a hygiene room and corridor at Lea Community Primary School, Greaves Town Lane, Preston.

The report included the views of Preston City Council, Sport England, LCC Highways and United Utilities. No comments had been received from Lea Parish Council. Six representations objecting to the application had been received.

Committee's attention was drawn to the Update Sheet which included additional consultation comments from Preston City Council.

The Senior Planner presented a Powerpoint presentation showing site location plans, aerial view, proposed site layout, proposed elevations and proposed floor plans. Also shown were photographs of the existing school building rear elevation,



view towards the rear of properties on Blackpool Road (towards the north and north east), view towards the north west and views from the rear of a property on Blackpool Road towards the application site.

The legal officer read out the following written representation from Mr Mark Jones, local resident:

'Further to my original objection to the original planning application, I would like this email to be given careful consideration, as I lodge an additional objection to these revised plans, on the basis of:

1. These revised plans will still have 4 classrooms of children looking straight into my home, as no consideration has been made to switch the plans, placing the classrooms overlooking the playground. I have been informed that this was arranged to reduce the noise levels whilst children move classrooms. I believe that this is an unproven excuse, bearing in mind we are already hear the playground noise, and also noise at the beginning and end of each day. My objection is on invasion of privacy, invasion directly into my home.

2. Distance from my property boundary. My property will be the closest to this proposed building, being less than 7 metres away. I have been informed my previous suggestion to relocate this building to the opposite side of the school wouldn't be allowed, as it encroaches on specific areas for physical activity. There has been no mention that this proposed new building means a previous play area for physical activities has now been lost. My objection still stands, there is plenty of space elsewhere on the school grounds, and I cannot allow this building so close to numerous properties on Blackpool Road.

3. Total disregard for neighbours health and safety. Previous building works involved removal of asbestos from site. I expect these planned works will involve the same. I expect prior notice to be provided, and additional screening used so to minimise any potential contamination onto my property. My objection being the site contractors have previously failed to communicate with neighbours over important matters, and I believe the same will happen with this proposed development.

4. Existing 'security lighting' is excessive and an intrusion on the light pollution into my property, all through the hours of darkness. I object to any external lighting being used that would furthermore add to this existing situation. My objection is unnecessary light pollution.

I also note that previous public objection to the redevelopment of Ashton Park has totally been ignored, seemingly not allowing democracy to act on common sense. What clarification can the planning office guarantee that my, and any other objections will be carefully considered, as objections made on decent common sense, and not dismissed in order to railroad a project through planning, regardless of local opinion?'

The officer answered questions from Committee.





**Resolved:** That planning permission be **granted** subject to conditions controlling time limits, working programme, matching materials to be used, highway matters, the provision of a planting scheme along the site boundary and a surface water drainage strategy to be submitted and approved.

**8. Decisions taken on development control matters by the Director of Environment and Planning in accordance with the County Council's Scheme of Delegation**

It was reported that, since the last meeting of the Development Control Committee on 6th December 2023, four decisions had been taken on development control matters by the Director of Environment and Planning, in accordance with the county council's Scheme of Delegation.

**Resolved:** That the report be noted.

**9. Urgent Business**

There were no items of Urgent Business.

**10. Date of Next Meeting**

**Resolved:** That the next meeting of the Committee be held on Wednesday 6 March 2024 at 10.30am in Committee Room B – The Diamond Jubilee Room, County Hall, Preston.

H MacAndrew  
Director of Law and Governance

County Hall  
Preston





**Development Control Committee**  
Meeting to be held on 6 March 2024

Electoral Division affected:  
Thornton and Hambleton

**Wyre Borough: application number LCC/2023/0031**

**Planning application for amendment to conditions 3, 8 and 9 of planning permission LCC/2020/0061 to permit amended hours of operation, to allow up to 75,000 tonnes of green waste, waste timber or other waste materials for the purposes of producing compost to be imported per annum and to amend the limitation on the numbers of heavy goods vehicles (HGVs) exporting compost to an average of five per day over a 12-month period. Iron House Farm, Lancaster Road, Out Rawcliffe**

Contact for further information:  
Jonathan Haine, 01772 534130, Head of Development Control  
[Devman@lancashire.gov.uk](mailto:Devman@lancashire.gov.uk)

### **Brief Summary**

Application - Planning application for amendment to conditions 3, 8 and 9 of planning permission LCC/2020/0061 to permit amended hours of operation, to allow up to 75,000 tonnes of green waste, waste timber or other waste materials for the purposes of producing compost to be imported per annum and to amend the limitation on the numbers of heavy goods vehicles (HGVs) exporting compost to an average of 5 per day over a 12-month period.

### **Recommendation – Summary**

That planning permission be **granted** subject to conditions controlling time limits, working programme, highway issues, tonnage restrictions, hours of operation, noise and dust, drainage and landscaping.

### **Applicant's Proposal**

The application is for the amendment of conditions 3, 8 and 9 of planning permission ref LCC/2020/0061 which relate to a green waste composting operation at Iron House Farm. These conditions read as follows:

3. *No waste shall be imported or deposited on the site, sorted, screened or shredded, and no recycled materials shall be loaded or exported from the site outside the hours of:*

08.30 to 18.00 hours, Mondays to Fridays (except Public Holidays)  
08.30 to 12.00 hours, Saturdays.

*Notwithstanding the above hours, the site shall also be open for the acceptance of green wastes between 12.00 to 17.00 hours on Saturdays and between 09.30 to 17.00 hours on Sundays and Public Holidays. No processing operations shall take place within these hours.*

*This condition shall not, however, operate so as to prevent the carrying out, outside these hours, of essential repairs to plant and equipment used on the site.*

*Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

8. *The numbers of heavy goods vehicles (HGVs) associated with the importation of green waste, waste timber or other waste materials for the purpose of producing compost or wood chip shall not exceed the following levels:-*

*1 April to 30 November*

- a) Mondays to Fridays - 18 heavy goods vehicles (HGVs) per day*
- b) Saturdays (08.00 hrs - 13.00 hrs) - seven heavy goods vehicles (HGVs)*
- c) Saturday afternoons (13.00 - 17.00 hrs) - two heavy goods vehicles (HGVs)*
- c) Sundays - two heavy goods vehicles (HGVs)*

*1 December to 31 March*

- a) Mondays to Fridays – six heavy goods vehicles (HGVs) per day*
- b) Saturdays (08.00 - 13.00 hrs) – three heavy goods vehicles (HGVs)*
- c) Saturday afternoons (13.00 - 17.00 hrs) - two heavy goods vehicles (HGVs)*
- d) Sundays – two heavy goods vehicles (HGVs)*

*A written record shall be maintained of all heavy goods vehicles (HGVs) associated with the importation of waste materials to the site and the export of finished compost. The record shall contain details of the date and time of the movement, the vehicle registration number and the vehicle weight. The record shall be made available to the County Planning Authority on request.*

*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

9. *No more than five vehicles per day shall leave the site associated with the export of finished compost or shredded waste timber material. This condition shall apply to heavy goods vehicles (HGVs) and tractors and trailers.*



*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

The applicant wishes to modify the wording of these conditions, so they read as follows:-

3. *No waste shall be imported or deposited on the site, screened or shredded and no recycled materials shall be loaded or exported from the site outside the hours of:*

*08.30 to 18.00 hours Mondays to Fridays (except public holidays)  
08.30 to 12.00 Hours Saturdays*

*This condition shall not however operate so as to prevent the carrying out, outside these hours, of essential repairs to plant and equipment used on the site.*

8. *The numbers of tonnes associated with the importation of green waste, waste timber or other waste materials to the site for the purposes of producing compost or wood chip shall not exceed 75,000 tonnes annually with a maximum of 12,500 in any month between January and December. A written record shall be maintained of all heavy goods vehicles (HGVs) associated with the importation of waste materials to the site and the export of finished compost. The record shall contain details of the date and time of the movement, the vehicle registration number and the vehicle weight. The record shall be made available to the County Planning Authority on request.*
9. *The average number of heavy goods vehicles (HGVs) leaving the site per day associated with the export of finished compost or shredded waste timber materials shall not exceed five over a 12-month period.*

## **Description and Location of Site**

The site is an existing green waste composting facility located off Lancaster Road in Out Rawcliffe approximately 7 km west of Garstang. The site is served via an access track (Hornby Lane) which links with Lancaster Road. The site lies in open countryside characterised by flat open agricultural land with few trees and hedgerows and fields separated by a ditch network. Small pockets of woodland and occasional ponds occur with the vicinity of the site.

There is a single residential property at Moss Cottage Farm located 150 metres north of the site.

The application site is used for the production of compost primarily produced from green waste arising from local authority collections and household waste centres. Waste wood and other compostable materials are also imported either as an additive to the green waste or are used to produce chipped/shredded wood products.



## History

The site is an existing green waste composting facility where the following permissions have been granted.

Retrospective planning permission was granted in March 2010 for change of use to form a composting site (02/08/1116).

Planning permission was granted in February 2015 for the variation of Condition 2 of permission (02/08/1116) to allow the importation and treatment of waste wood (02/13/0788).

Planning permission was granted in March 2016 for the variation of Condition 2 planning permission (02/13/0788) to allow the wastes imported to the site to include green wastes, waste timber and sanitised compost from other waste management facilities (LCC/2015/0082).

Planning permission was granted in September 2017 for the installation of a bio mass boiler and associated cladding of the host building (LCC/2017/0052).

Planning permission was granted in March 2019 for the variation of Condition 8 of permission LCC/2015/0082 to allow extended delivery hours of green waste up to 5pm on Saturdays, Sundays and bank holidays (LCC/2019/0001).

Planning permission LCC/2020/0061 was granted in 2022 for a new compost building and continuation of the existing composting site subject to a condition restricting the export of compost to five heavy goods vehicles (HGVs) per day.

## Planning Policy

### *National Planning Policy Framework*

Paragraph 115 is relevant in relation to the highway impacts of the development.

### *National Planning Policy for Waste*

Section 7 is relevant with regards the determination of applications for waste development.

### *Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD (JLMWDF)*

Policy CS7 - Managing waste as a resource

Policy CS8 - Identifying capacity for managing our waste

Policy CS9 - Achieving sustainable waste management

### *Joint Lancashire Minerals and Waste Local Plan (JLMWLP)*

NPPF1 - Presumption in favour of sustainable development.

Policy DM1 - Management of waste and extraction of minerals

Policy DM2 - Development Management



## Policy WM3 - Local Built Waste Management Facilities

*Wyre Borough Local Plan (adopted 26 January 2023)*

Policy SP1 - Development Strategy

Policy SP2 - Sustainable Development

Policy SP4 - Countryside Areas

Policy CDMP1 - Environmental Protection

Policy CDMP4 - Environmental Assets

Policy CDMP6 – Accessibility and transport

### **Consultations**

Wyre Borough Council: No observations received.

Out Rawcliffe Parish Council: Object to the application on the grounds of impact on the rural environment and public nuisance. The Parish Council also consider that the local road network is inadequate and that there is insufficient information in relation to frequency of vehicle movements. They are also concerned about a loss of seasonality with greater impact on the residents, an increase in plastic waste as evidenced from local hedgerows and a likely increase in mound heights which frequently exceeds the permitted levels.

Environment Agency: No comment to make. The site operates under a permit which authorises an annual throughput of 75,000 tonnes per year.

Lancashire County Council Highways Development Control: No observations received.

Representations – The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. No representations have been received.

### **Advice**

Iron House Farm is a green waste composting site which accepts green wastes collected mainly from municipal household waste recycling centres in Lancashire and Cumbria. These wastes are mechanically shredded and screened with the resulting fine materials placed in windrows for maturation into a compost material which is sold to farmers as a soil improver in place of chemical or animal fertilisers.

Planning permission was granted at this site in 2022 for a new building so that some parts of the maturation process can take place under cover. This building would allow improved quality and environmental control over the composting process as it keeps the materials drier and also allows better management of any plastic contamination within the incoming green waste materials. The building has not yet been constructed.

As part of the application for the new building, planning permission was also requested for the continuation of the existing operation subject to a condition restricting the output of compost materials to not more than five loads per day. This



aspect of the application was proposed in order to correct an error in planning permission ref LCC/2019/0001. This planning permission erroneously contained a condition restricting the **total** number of heavy goods vehicle (HGV) loads leaving the site to five per day whereas historically the planning permissions for this site have restricted vehicles leaving the site with **compost** to be limited to five per day. In order to produce compost it is necessary for significantly greater numbers of heavy goods vehicles (HGVs) to visit the site importing green waste material than those leaving the site with compost. This is due to the loss in bulk that occurs during the composting process.

When application LCC/2020/0061 was determined, a number of objections were received from the Parish Council and local residents regarding the traffic levels to this site. It was therefore considered that in addition to a control on compost exports, a condition should also be imposed relating to the import of green waste. The applicant stressed the seasonality issues applying the supply of green waste where significantly more material is available during the summer and autumn periods and that these issues should be taken into account in any condition limiting vehicle numbers delivering green waste and waste timber to the site. These issues were considered and resulted in the controls on incoming waste vehicles as set out in Condition 8 to planning permission LCC/2020/0061. The applicant did not agree with the limitations on heavy goods vehicle (HGV) numbers contained in the condition but did not appeal the condition.

The applicant is willing to accept a condition limiting incoming wastes, however, instead of the existing Condition 8, the applicant proposes that the condition should be reworded so that it restricts incoming green waste and waste timber volumes over a calendar year to a maximum of 75,000 tonnes. The applicant states that this would replicate the tonnage stipulated in their permit from the Environment Agency and is reflective of the tonnages of waste materials that they have historically imported to the site. The applicant states that the proposed amendment is necessary to ensure that the business can continue to deliver of existing contracts and to provide the necessary confidence to allow them to invest in the site, including the construction of the building that was the subject of planning permission ref LCC/2020/0061.

The main issue arising from the proposed amendment relates to the impacts of heavy goods vehicles (HGVs) on the local rural road network and associated amenity impacts on local residents living alongside these roads.

The site is served off Lancaster Road which is a C class road which links with the A586 at St Michaels on Wyre via Rawcliffe Road at its southern end and the A588 at Pilling at its northern end. Lancaster Road itself is generally of reasonable width and horizontal alignment but is more constrained at its northern end with a number of properties. Rawcliffe Road generally has a reasonable width, however, does have a number of areas of restricted forward visibility together with residential properties particularly close to the A586 junction in St Michaels on Wyre. Lancaster Road is also part of the national cycle network.

The limitation of 75,000 tonnes within the environmental permit is understood to relate to an Environment Agency threshold for different levels of permit and was not set following an assessment of highways or local amenity issues. Some caution is





therefore advised in adopting this level within a planning condition restricting waste inputs into the site.

During the composting process, there is a significant reduction in bulk/weight of the green waste material which can be as much as 50%. Assuming a conservative 60% reduction rate during the composting process means that approximately 30,000 tonnes of compost material would be produced per annum should 75,000 tonnes of green wastes be imported each year. Assuming that the site is operational for the export of compost on 20 days per month means that an annual output of compost from the site of 30,000 tonnes per year can be exported in five heavy goods vehicle (HGV) loads per day (assuming 25 tonnes per load). This is the same as the existing vehicle limitation within Condition 9 which the applicant is willing to retain going forwards. The input figure of 75,000 tonnes per year is therefore considered to be broadly equivalent to the existing restriction. Acceptance of the applicant's suggested change to Condition 8 would not result in an increase in the volume of green wastes and waste timber that can be imported to this site. There is also a condition on the existing permission which limits the heights of stockpiling to five metres therefore also restricting the level of activity on this site. Taking account of the above issues, it is considered that the applicant's proposed amendment to Condition 8 is acceptable as it would not permit an increase in waste inputs to this site and therefore would not present any further issues in relation to highway or local amenity impacts.

The applicant is also proposing to amend Condition 3. This condition permitted a limited number of heavy goods vehicle (HGV) movements importing materials on Saturday afternoons and Sundays. The applicant is willing to forego this ability and whilst the number of vehicle movements is not significant (eight in total) there would be some benefit particularly in terms of recreational and residential amenity issues on the associated transport routes.

The amendment to Condition 9 is in recognition that the export of compost from the site is also seasonal in nature linked to when farmers are applying the compost as a fertiliser. The current condition limits export of compost to five loads per day whereas the current application is to permit five loads per day when averaged over a 12-month period. With minor changes to wording, the proposed amendment to Condition 9 is considered acceptable.

The proposed amendments to Conditions 3, 8 and 9 of planning permission LCC/2020/0061 are therefore considered to be acceptable in terms of the policies of the development plan. All other conditions attached to planning permission LCC/2020/0061 should be carried over into any new permission.

In view of the scale, location and nature of the proposal, it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.



## Recommendation

That planning permission be **granted** subject to the following conditions:

### Time Limits

1. The development shall commence not later than three years from the date of this permission.

*Reason: Imposed pursuant to Section 91 (1)(a) of the Town and Country Planning Act 1990.*

### Working Programme

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following:

- a) The Planning Application ref LCC/2020/0061 received by the County Planning Authority on 26 October 2020 as modified by planning application ref LCC/2023/0031 dated 19 July 2023.

- b) Submitted Plans and documents

Drawing Number - GA3343-LP-01B / Location Plan

Drawing Number - GA3343-SP-01 / Existing Site Plan

Drawing Number - GA3343-001 / Proposed Plans and Elevations

Drawing Number - GA3343-PSP-01 / Proposed Site Plan

- c) All schemes and programmes approved in accordance with this permission.

*Reason: For the avoidance of doubt, to enable the County Planning Authority to adequately control the development and to minimise the impact of the development on the amenities of the local area, and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and policies SP2 and CDMP3 of the Wyre Local Plan.*

### Hours of Working

3. No waste shall be imported or deposited on the site, sorted, screened or shredded, and no compost or shredded timber materials shall be loaded or exported from the site outside the hours of:

08.30 to 18.00 hours, Mondays to Fridays (except Public Holidays)

08.30 to 12.00 hours, Saturdays.

This condition shall not, however, operate so as to prevent the carrying out, outside these hours, of essential repairs to plant and equipment used on the site.



*Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

4. No works to construct the building shall take place outside the hours of:

07.00 to 18.00 hours Monday to Friday (except Public Holidays),  
08.00 to 14.00 hours on Saturday.

No construction works shall take place at any time on Sundays or Public Holidays.

This condition shall not however operate so as to prevent the carrying out, outside of these hours, of essential repairs to plant and machinery used on the site.

*Reason: To safeguard the amenity of local residents and adjacent properties and land users and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and policy SP1 of the Wyre Local Plan.*

5. No waste other than green waste, waste timber and waste imported from other in vessel composting facilities shall be imported to the site. Green wastes shall only comprise of grass, tree and hedge cuttings, parks and garden wastes and horticultural waste produced by householders. Any other wastes shall be removed from the site within 24 hours of receipt and taken to a licenced waste management site.

*Reason: To protect the amenities of surrounding land users and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

6. No stockpile of waste material, compost or shredded timber outside of the building shall exceed a height of five metres.

*Reason: In the interests of the visual amenity of the area and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan and Policies SP2 and CDMP3 of the Wyre Local Plan 2011 – 2031.*

### **Building Materials**

7. No external cladding or finishes to any building or structure shall be applied until details of the building materials to be used for the external elevations and the roof of the building have been submitted to and approved in writing by the County Planning Authority. Thereafter, only those materials approved by the County Planning Authority shall be used.

*Reason: To safeguard the visual amenity of the area and to comply with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policies SP4, SP5 and CDMP3 of the Wyre Local Plan.*



## Highway Matters

8. Measures shall be taken at all times during the operation of the site to ensure that no dust, mud or other deleterious materials are transferred onto the public highway by vehicles leaving the site.

*Reason: In the interests of highway safety and local amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Development Framework Site Allocations and Development Management Policies Development Plan Document.*

9. The tonnage of green waste, waste timber or other waste materials authorised by Condition 5 imported to the site for the purposes of composting or shredding shall not exceed 75,000 tonnes in any calendar year with no more than 12,500 tonnes of such waste imported to the site in any one month.

A written record shall be maintained of the tonnages of waste materials imported to the site. The record shall contain details of the date and time of the movement, the vehicle registration number and the weight of the vehicle load. The record shall be made available to the County Planning Authority on request.

*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

10. No more than five vehicles per day when averaged over a calendar year shall leave the site associated with the export of finished compost or shredded waste timber material. This condition shall apply to heavy goods vehicles (HGVs) and tractors and trailers.

A written record shall be maintained of the numbers of vehicles exporting compost or shredded timber from the site. The record shall contain details of the date and time of the movement, the vehicle registration number and the weight of the vehicle load. The record shall be made available to the County Planning Authority on request.

*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

11. All vehicles transporting compost from the site shall be securely sheeted.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

## Landscaping

12. No construction of the building shall commence until a landscaping scheme for the further screening of the boundaries of the Iron House Farm composting



site has been submitted to and approved in writing by the County Planning Authority.

The landscaping scheme shall provide details of the following:

- a) Details for landscaping including details of areas to be planted, layout and sizes of species to be planted, planting techniques, and protection measures.
- b) Details of the works that will be undertaken to the bund on the northern side of the site to accommodate the building and new access.

The landscaping proposals contained in the approved scheme shall be implemented in the first planting season following the completion of the building.

All planting works shall be maintained for a period of five years including the replacement of dead and dying plants, weed control and the maintenance of protection measures.

*Reason: In the interests of biodiversity and to secure the proper landscaping of the site and to conform with policies EMP12, CDMP1 and CDMP4 of the Wyre Local Plan.*

## **Drainage**

13. No building works shall commence until details of a surface water sustainable drainage system for the surface water run-off from the building have been submitted to and approved in writing by the County Planning Authority. The details shall include:
  - a) Information about design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), surface water discharge point(s) and the methods employed to delay and control surface water discharged from the building.
  - b) Demonstration that the surface water run-off will not exceed greenfield runoff rate.
  - c) Details of flood water exceedance routes, both on and off site.

Thereafter, the approved surface water sustainable drainage system shall be implemented in accordance with the approved details and operated and maintained while the building is present on site.

The measures contained in the approved scheme shall be implemented as part of the construction works and maintained in operational condition thereafter.

*Reason: In the interests of surface water control and to prevent flooding and to conform with policy CDMP4 of the Wyre Local Plan.*

## **Noise and Dust**

14. Noise emitted from the site shall not exceed 10 dB(A) Leq 1 hour (free field) when measured from Moss Farm Cottage (NGR 412 448) at a point closest to the noise source.

*Reason: In the interests of the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

15. All plant, equipment and machinery used in connection with the operation and maintenance of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification and shall be maintained in accordance with that specification at all times throughout the development.

*Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with policy CS9 of the Joint Lancashire Minerals and Waste Development Framework Core Strategy and policy SP1 and SP2 of the Wyre Local Plan.*

16. Measures shall be taken at all times during the development to ensure that no dust or wind-blown material from the site is carried on to adjacent property.

*Reason: To safeguard the amenity of the local area and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and policies SP1, SP2 and CDMP4 of the Wyre Local Plan.*

## **Definitions**

Planting Season: The period between 1 October in any one year and 31 March in the following year.

Free field: At least 3.5 metres away from the facade of a property or building.

Heavy Goods Vehicle: A vehicle of more than 7.5 tonnes gross weight.

## **Local Government (Access to Information) Act 1985 List of Background Papers**

Paper	Date	Contact/Directorate/Ext
LCC/2023/0031	February 2024	Jonathan Haine Planning and Environment 01772 534130

Reason for Inclusion in Part II, if appropriate

N/A



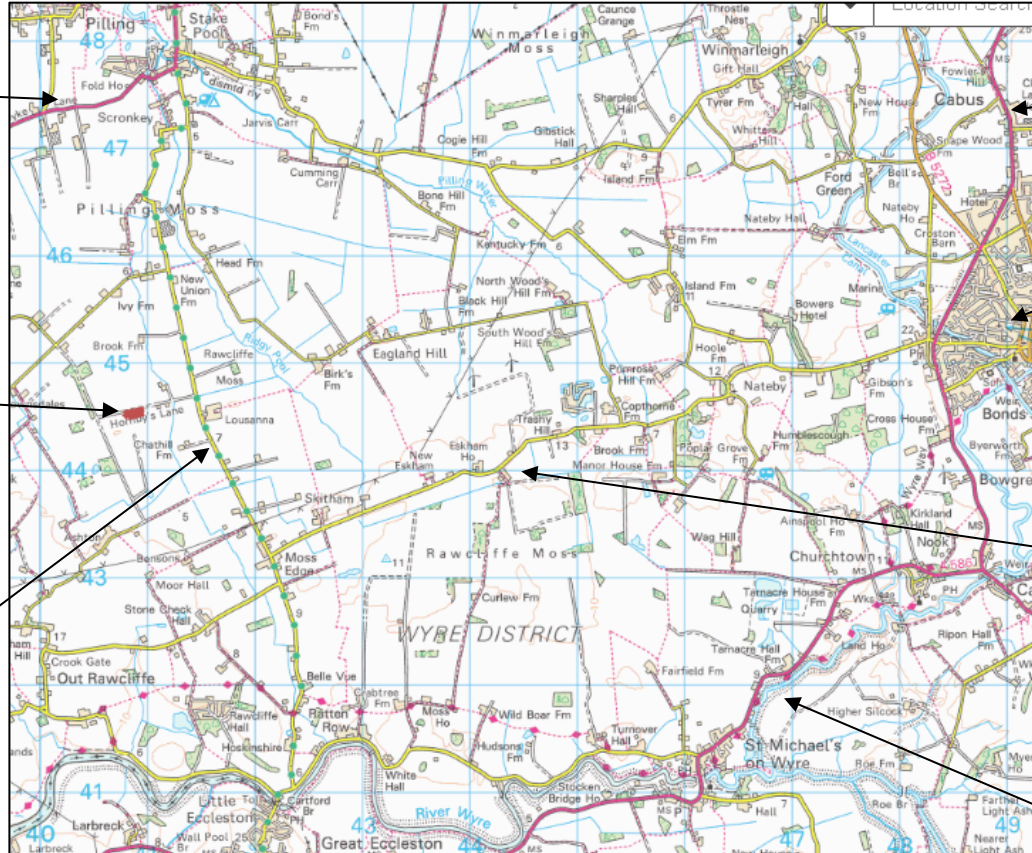
# Planning Application - LCC/2023/0031

**Planning application for amendment to conditions 3,8 and 9 of planning permission LCC/2020/0061 to permit amended hours of operation, to allow up to 75,000 tonnes of green waste, waste timber and other waste materials to be imported per annum and to amend the limitation on vehicles exporting to compost to 5 per day averaged over a year,**

**Iron House Farm, Lancaster Road, Out-Rawcliffe**

Appendix A

# Planning application LCC/2023/0031- Location



A588

A6

Iron House Farm

Garstang

Skitham Lane

Lancaster Road

A586



# LCC/2023/0031 – Location Plan



Union Lane

Application Site

Skitham Lane

Lancaster Road

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# LCC/2023/0031 – Air photograph



Hornbys Lane

Application Site

Proposed building

Lancaster Road

Site access

Composting operations

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# Photographs – Site access off Lancaster Road



# Photographs – Site for proposed building



**Development Control Committee**  
Meeting to be held on 6 March 2024

Electoral Division affected:  
Longridge with Bowland

**Ribble Valley Borough: application number LCC/2023/0039**  
**Variation of Condition 1 of Planning Permission LCC/2022/0057 to allow mineral working to continue until 1 July 2026 and final restoration to be completed by 1 July 2027 at Waddington Fell Quarry, Slaidburn Road, Waddington**

Contact for further information:  
Robert Hope, 01772 534159, Principal Planner  
[Devman@lancashire.gov.uk](mailto:Devman@lancashire.gov.uk)

#### **Brief Summary**

Application – Variation of Condition 1 of Planning Permission LCC/2022/0057 to allow mineral working to continue until 1 July 2026 and final restoration to be completed by 1 July 2027 at Waddington Fell Quarry, Slaidburn Road, Waddington.

#### **Recommendation – Summary**

That planning permission be **granted** subject to conditions controlling time limits, working programme, site operations, hours of working, pollution control, highway matters, restoration and aftercare.

#### **Applicant's Proposal**

Planning permission is sought to amend Condition 1 of planning permission reference number LCC/2022/0057 to allow mineral working to continue until 1 July 2026 and final restoration to be completed by 1 July 2027 at Waddington Fell Quarry, Slaidburn Road, Waddington.

Condition 1 of permission LCC/2022/0057 reads as follows:

*'The mining and operations authorised by this permission shall cease not later than 31 December 2023. The site shall be progressively restored in accordance with the conditions of this permission with restoration being completed in its entirety by 31 December 2024.'*

*Reason: Imposed pursuant to schedule 5 of the Town and Country Planning Act 1990 and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy DMG1 of the Ribble Valley Core Strategy 2008 – 2028’.*

All other aspects of the quarrying operation would remain unchanged.

## **Description and Location of Site**

The site is an existing quarry located on the summit of Waddington Fell and extends to an area of approximately 25 hectares. The active quarry void includes approximately 11 hectares of the wider quarry area and the southern areas of the site have already been restored, largely through natural regeneration of heather moorland. The site is located in the Forest of Bowland National Landscape (former Area of Outstanding Natural Beauty), 3.5km north of the village of Waddington and 3km south east of Newton. The surrounding land is largely heather moorland including Waddington Fell and Browsholme Moor Biological Heritage Site. Access to the quarry is gained via the B6478 Slaidburn Road along which are a number of residential properties, the closest being approximately 800m from the quarry.

## **Background**

Waddington Fell Quarry has a long history of mineral extraction and operations commenced in earnest from the 1960s. More recently, older permissions were consolidated under planning permission reference number 03/06/0095 to allow for the continuation of quarrying operations and stone sawing until 31 December 2022 and final restoration by 31 December 2023.

Planning permission was granted on 21 December 2022 for a revised quarry restoration scheme incorporating tunnel arisings from the Haweswater Aqueduct resilience programme namely the Bowland and Marl Hill tunnel sections at Waddington Fell Quarry, Slaidburn Road, Waddington (ref. LCC/2021/0015).

On 7 March 2023 planning permission was granted for the variation of Condition 2 of planning permission 03/06/0095 to allow mineral working to continue until 31 December 2023 and final restoration to be completed by 31 December 2024 (ref LCC/2022/0057).

In terms of the Haweswater Aqueduct scheme, Ribble Valley Borough Council granted two planning permissions on 19 January 2024:

- Proposed works for and use of a replacement section of aqueduct, including earthworks and ancillary infrastructure from land near the convergence of the Hornby Road, the Roman Road and Shooters Clough to land west of Newton in Bowland (reference number 3/2021/0660).
- Proposed works for and use of replacement section of aqueduct, including earthworks and ancillary infrastructure from land north-west of New Laithe Farm off the B6478 Slaidburn Road; and land north of Cross Lane, near Sandy Ford Brook, off the B6478 Slaidburn Road (ref. 3/2021/0661).



## Planning Policy

### *National Planning Policy Framework*

### *Joint Lancashire Minerals and Waste Development Framework Core Strategy Development Plan Document (DPD)*

Policy CS1	Safeguarding Lancashire's Mineral Resources
Policy CS5	Achieving Sustainable Mineral Production

### *Joint Lancashire Minerals and Waste Local Plan*

Policy NPPF1	Presumption in Favour of Sustainable Development
Policy DM1	Management of Waste and Extraction of Minerals
Policy DM2	Development Management
Policy M1	Managing Mineral Production

### *Ribble Valley Core Strategy 2008 – 2028*

Policy DMG1	General Considerations
Policy DMG2	Strategic Considerations
Policy DME6	Water Management

## Consultations

Ribble Valley Borough Council – No objection.

Newton-In-Bowland Parish Council – Object for the following reasons:

- The additional vehicle movements generated.
- That the application is based on the assumption that the Haweswater Aqueduct scheme starts. However, planning has not yet been granted.
- The works can be seen from a public footpath whereas the application states that it can not.

Waddington Parish Council – Strongly objects to the time extension for quarrying.

- The current planning application for the site, permits for all quarrying until 31 December 2023 with restoration of the site by 31 December 2024. This date in completing the mining operations has long been awaited by the community. December 2023 should still be the end of life for active mining at the site. Any extensions for this site should be for its restoration only especially as tunnel arisings from the proposed Haweswater Aqueduct project are now not anticipated before 2025.
- With the Haweswater Aqueduct project set to commence subject to United Utilities appointing a contractor later in 2024 then there is significant investment that will have to be made to the Waddington Fell Quarry entrance, the Waddington Fell Quarry site itself as well as Slaidburn Road. How can this be achieved if there are heavy goods vehicles (HGVs) transporting an additional





50,000 tonnes on Slaidburn Road through Waddington Village for a further 2.9 years?

- Armstrong Aggregates state that there have been approximately 30,000 tonnes of stone worked between the period of October 2022 and August 2023 (as determined by the two topographic surveys). This equates to circa 40,000 tonnes for the year. This is significantly under what was proposed to be quarried by 31 December 2023.
- Armstrong Aggregates latest proposals state that the remaining tonnage would take four years to extract at the maximum rate of 50ktpa. The extension in time sought is however for a maximum period of 2.9 years i.e. until the date when the importation of Haweswater Aqueduct tunnel arisings is anticipated to commence. Any stone which has not been extracted at the point in time when Haweswater Aqueduct tunnel arisings are due to be imported to the site, will remain unworked.
- Armstrong Aggregates now state that up to 50,000 tonnes per annum are to be supplied to Hanson's Ribblesdale site – up to eight loads per day.
- There is no traffic plan included in this application. It is anticipated that traffic will pass on West Bradford Road (to access Hansons at Ribblesdale) as Armstrong Aggregates vehicles have been noted travelling on this route recently. Waddington Parish Council want to stress that this route is already under considerable stress from heavy goods vehicles (HGVs) accessing the building site on Waddington Road on the outskirts of Clitheroe (heavy goods vehicles (HGVs)) are having to use this road as they cannot get under Waddington Road bridge). There are daily disruptions to traffic, residents and major implications for pedestrian safety outside Waddington and West Bradford Primary School. Serious consideration needs to be given to the highway safety impact of additional large heavy goods vehicles (HGVs) on this route.
- Under the current planning permission the average number of heavy goods vehicles (HGVs) approved up until December 2023 were no more than 60 heavy goods vehicles (HGVs) in any working day. Hours of working are also limited. This is to safeguard the amenity of residents and adjacent land users and to conform with policies of the Joint Lancashire Structure Plan, Lancashire Minerals and Waste Local Plan and the Ribble Valley Borough Local Plan.
- The lack of maintenance to the highway from Waddington Fell Quarry entrance all the way down Slaidburn road including the poorly maintained blocked road drains and culverts is a breach of highway safety and continues to cause a flood risk to our community.
- The likely significant and adverse impact on the community residing near the route along the public highway - and other road users - from dust, noise and traffic from the large number of heavy goods vehicles (HGVs) travelling (fully laden) through Waddington Parish from the quarry leaves residents highly vulnerable to a disproportionate and negative impact on their residential amenity.

Environment Agency – No objection. An Environmental Permit will be required for any controlled waste and mining waste operations.

Lancashire County Council Highways Development Control – No objection. The impact of the proposed development traffic can be mitigated so as not to cause a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. Should the application be approved conditions are requested to reflect those on the previous permissions including hours of working, wheel washing,





sheeting of vehicles, records of vehicle movements through site access and restriction on the number of movements (No more than 60 heavy goods vehicles (HGVs), as defined in this permission, shall enter, or leave the site in any one day during Mondays to Fridays, inclusive, and no more than 30 heavy goods vehicles (HGVs) shall enter, or leave the site on Saturday. No such vehicles shall enter or leave the site on Sundays or Public Holidays).

Representations – The application has been advertised in the local newspaper, by site notice, and neighbouring residents have been informed by individual letter. Two objections have been received on the following grounds:

- The quarry traffic, specifically the large wagons, have been a blight on the village of Waddington for years and years. The volume of this traffic has, at times, been excessive with lorry after lorry coming through the village and up the Fell Road. The Fell Road is a 'B' road and was never designed to accommodate wagons travelling up and down it for six days a week. Further, the speed of the wagons can be frightening.
- Pollution from the wagons is evident by the collection of dirt/black matter on the verge sides of the Fell.
- The mental health and physical wellbeing of local residents has improved significantly since the wagons have stopped travelling to the Quarry.
- Heavy goods vehicles (HGVs) are a danger to pedestrians.
- The fell road is not of sufficient standard to accommodate heavy goods vehicles (HGVs).
- Flooding is frequent and water damage is prevalent up and down the fell road.
- Every morning and night school buses stop at each house as the road is not safe for children to walk up and down.
- By extending the life of the quarry the owners would make even more money and the rest of the area, residents and environment would suffer. The quarry has to close as that is what was agreed.

## **Advice**

The principle of mineral extraction at Waddington Fell Quarry has already been established. It is therefore necessary to assess the acceptability of extending the duration of mineral working until 1 July 2026 and final restoration to be completed by 1 July 2027.

Section 73 of the Town and Country Planning Act 1990 enables an applicant to apply to develop land without compliance with conditions attached to an extant previous planning permission. Under Section 73 a local planning authority may amend or remove conditions but may not fundamentally change the permission. A successful Section 73 application results in the grant of a new planning permission and therefore the original permission remains intact. A developer may then elect between them.

The applicant states that Waddington Fell Quarry is an important source of local building stone. Traditional stone production from the quarry has produced 'buff' or white stone and in more recently worked areas a 'heather' or pink stone. The stone is ideal for cutting and producing crushed rock aggregate. It has also been a source



of high-quality washed sand aggregate and in particular asphalt sand, which is of limited supply in the North West of England.

The remaining permitted stone reserve is located in the north-eastern corner of the quarry and is the area where the stone saw shed, and workshops were located. These buildings have been removed and the stone underlying this area is now being worked. While the mineral reserves at the quarry are limited, there is still mineral to be worked and the recent removal of the old aggregate processing plant has released an additional area for mineral extraction (still within the confines of the approved mineral extraction boundary), which is unlikely to be fully worked by the current end date of December 2023. The applicant now proposes to extend the period for working stone to July 2026. This date is based on the available reserve and the current estimates for the commencement of importation of tunnel arisings from the Haweswater Aqueduct scheme.

With the removal of the old processing plant and the intention to work the remaining stone with mobile plant, the applicant has calculated that there is still around 98,800m<sup>3</sup> of consented stone remaining (based on a topographic survey undertaken in August 2023). This equates to approximately 200,000 tonnes of stone. There have been approximately 30,000 tonnes of stone worked between the period of October 2022 and August 2023 (as determined by the two topographic surveys). This equates to about 40,000 tonnes for a full year.

Permission has recently been granted to allow tunnel arisings from the proposed Haweswater Aqueduct project to be deposited in the quarry void (see application ref LCC/2021/0015). However, a time extension for the quarry would be unlikely to conflict with that proposal to any significant degree as permission has only just been granted for the Haweswater Aqueduct scheme, which includes conditional and planning obligation requirements that have to be addressed first before works can commence. The tunnelling operations are therefore unlikely to commence until at least 2026. To provide some additional assurance, it is recommended that any time limit extension for quarrying to 2026 should be conditional upon mineral extraction and stone exportation ceasing prior to any tunnel arisings being deposited.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework sets out the Government's planning policies and is a material consideration in planning decisions.

When determining planning applications Paragraph 217 of the National Planning Policy Framework is clear that local planning authorities should give great weight to the benefits of mineral extraction including to the economy. Commentary to Policy M1 of the Joint Lancashire Minerals and Waste Local Plan advises that proposals for the extraction of locally sourced building stone will be supported.

#### *Forest of Bowland National Landscape (former Area of Outstanding Natural Beauty)*

The site is located within the Forest of Bowland National Landscape (former Area of Outstanding Natural Beauty) and is surrounded by the Waddington Fell and Browsholme Moor Biological Heritage Site. Paragraph 182 of the National Planning Policy Framework advises that great weight should be given to conserving and

enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and the scale and extent of development within designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

Paragraph 183 of the National Planning Policy Framework instructs that planning permission should be refused for major development in Areas of Outstanding Natural Beauty other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of: a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy; b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

The proposal does not relate to new development or an extension to the working area and there would be no additional landscape impacts on the Area of Outstanding Natural Beauty. The quarry has existed in the local landscape for many years and on this basis, it is considered that there would be no conflict with the aims of the National Planning Policy Framework in this respect.

#### *Pollution control*

Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan supports development for minerals or waste management operations where it can be demonstrated that all material, social, economic or environmental impacts that would cause demonstrable harm can be eliminated or reduced to acceptable levels. In assessing proposals, account should be taken of the proposal's setting, baseline environmental conditions and neighbouring land uses, together with the extent to which its impacts could be controlled in accordance with current best practice and recognised standards.

There are no residential properties in close proximity to the quarry and the most significant disturbance would likely be from a continuation of heavy goods vehicle (HGV) movements for a further 2½ year period in particular through Waddington village. Issues such as vehicle number restrictions, wheel cleaning and hours of operation are covered in the highway matters section below.

#### *Highway matters*

Paragraph 115 of the National Planning Policy Framework makes it clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The policies of the Development Plan in particular DM2 of the Joint Lancashire Minerals and Waste Local Plan seek to ensure that proposals for minerals and waste

development do not give rise to unacceptable traffic and road safety problems or unacceptable effects on amenity along the routes used.

The applicant anticipates that mineral would be worked and removed at a rate of around 50,000 tonnes per annum, which is estimated to equate to approximately eight loads per day, which is significantly below the maximum approved rate of 60 heavy goods vehicle (HGV) loads per day under the extant planning permission. The remaining tonnage would take four years to extract at the estimated maximum rate of 50,000 tonnes per annum. The extension in time sought is however for a maximum period of 2.9 years i.e. until the date when the importation of Haweswater Aqueduct tunnel arisings is anticipated to commence. Any stone which has not been extracted at the point in time when tunnel arisings are due to be imported to site, would remain unworked.

The vast majority of heavy goods vehicles (HGVs) associated with the existing quarry operation travel from the site down through Waddington village and current average movements are typically well below the permitted limits. In view of the projected stone removal rates and estimated vehicle movements it is considered reasonable to reduce the daily heavy goods vehicle (HGV) limits to 30 heavy goods vehicles (HGVs) allowed to leave the site per working day Monday to Friday and 15 heavy goods vehicles (HGVs) allowed to leave the site on Saturdays to account for the shorter working day. This would give greater protection to the amenity of local residents, businesses and other road users while providing sufficient transportation allowance to cover the remaining mineral reserves but also provide flexibility for the site operator should there be an upturn in stone demand.

Concern has previously been raised about the deteriorating surface condition of the quarry entrance. However, this area has recently been resurfaced, which should address the issue of loose debris being deposited on the highway.

Lancashire County Council Highways Development Control have raised no objection subject to imposition of existing conditions regarding highway matters. They are also aware of the recent improvements to the quarry entrance.

#### *Flood risk and water management*

The quarry floor is currently partially flooded at approximately 337m Above Ordnance Datum (AOD) with the lowest base of excavation a few metres below. Other parts of the quarry floor are dry as it rises up to 338m Above Ordnance Datum (AOD) and beyond. There is little or no pumping (just occasionally to supplement supplies for the washing plant and office building) and it is assumed that the perched water naturally percolates through the rock but tends to stabilise at 337m Above Ordnance Datum (AOD). During dry spells the water level drops slightly as surface water inputs decline.

The site is not within a flood risk zone. The proposed time extension would not be affected by flooding and would not increase flooding elsewhere. There is sufficient capacity, containment and infiltration potential on site to ensure there would be no surface water management issues. The Lead Local Flood Authority has raised no objection.



## *Human Rights*

The Human Rights Act 1998 requires the County Council to take into account the rights of the public under the European Convention on Human Rights and not to act in a manner incompatible with those rights. Article 1 of Protocol 1 states that an individual's peaceful enjoyment of their property shall not be interfered with except as is necessary, in accordance with the law and as is proportionate.

Activity at the quarry and associated vehicle movements would be unlikely to generate a degree of impact on neighbouring properties, which would breach these rights. However, it is considered that any potential impacts could be minimised through the recommended planning conditions.

## *Conclusion*

The proposed time extension for Waddington Fell Quarry would allow for the extraction of the remaining stone reserves until 1 July 2026. The quarry operation is well understood, and the most significant impact is the movement of heavy goods vehicles (HGVs) along Slaidburn Road and through Waddington Village. Given the great weight that is attached to the benefits of mineral working in the National Planning Policy Framework and the relatively short time extension that is requested in relation to the history of the quarry at this location, it is considered that permission should be granted subject to compliance with previously accepted conditions as amended by the extended time limit and reduced heavy goods vehicle (HGV) numbers limit. The development accords with the policies of the National Planning Policy Framework, the Development Plan and is acceptable in relation to any other material considerations.

## **Recommendation**

That planning permission be **granted** subject to the following conditions:

### **Time Limits**

1. The mining operations authorised by this permission shall cease not later than 1 July 2026 or prior to the first deposit of Haweswater Aqueduct tunnel arisings, whichever is the earlier. The site shall be progressively restored in accordance with the conditions of this permission with restoration being completed in its entirety by 1 July 2027.

*Reason: Imposed pursuant to schedule 5 of the Town and Country Planning Act 1990 and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy DMG1 of the Ribble Valley Core Strategy 2008 – 2028*



## Working Programme

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:

- a) Submitted Plans and documents:

Drawing no. AA/WAD/S73/01 - Location Plan (Sept 2023)  
Drawing no. W20/06 - Current Situation (Nov 2005)  
Drawing no. 1980/6 - Final Development Plan (Jan 2012)  
Drawing no. 1980/7 - Restoration Scheme (Dec 2011)  
Drawing no. 1980/8 - Cross Sections (Feb 2012)

- b) All details approved in accordance with this permission.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

## Site Operations

3. Quarry working and restoration shall be as shown on drawing nos. 1980/6 - 'Final Development Plan, drawing no. 1980/7 - Restoration Scheme and Drawing no. 1980/8 - Cross Sections.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

4. A copy of this permission and all the documents referred to in Condition 2 shall be available for inspection at the site office at all times throughout the development.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

5. The provisions of Part 17 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any amendment, replacement or re-enactment thereof are excluded and shall not apply to this development. Any development referred to in that part shall only be carried out pursuant to a planning permission granted under Part III of the Town and Country Planning Act 1990 or any amendment, replacement or re-enactment thereof.

*Reason: To maintain the County Planning Authority's control over the development and to safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*



6. No mining operations shall take place below a depth of 335 metres Above Ordnance Datum (AOD).

*Reason: To secure satisfactory restoration and to safeguard local watercourses and drainages and avoid the pollution or derogation of any watercourse or groundwater resource and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

7. No operations or any buildings, structures or erections or the storage of plant, machinery, scrap metal or similar materials, stockpiles or storage of quarry products shall be located or take place on the land outside of the boundary of quarrying as indicated on drawing no. W20/06.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

8. Stockproof hedges, fences or walls shall be provided and maintained around the perimeter of the sites at all times until the restoration and aftercare period is completed.

*Reason: In the interests of public safety and local agriculture and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

### **Hours of Working**

9. No mining operations or restoration shall take place outside the hours of:

0630 to 1830 hours, Mondays to Fridays (except public holidays)  
0630 to 1200 hours on Saturdays

No mining operations or restoration shall take place at any time on Sundays or Public Holidays.

This condition shall not, however, operate so as to prevent the use of pumping equipment and the carrying out, outside these hours, of essential repairs to plant and machinery used on site.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

10. Notwithstanding Condition 9, no heavy goods vehicles (HGVs), as defined in this permission, shall leave the site before 0700 hours Mondays to Saturdays inclusive.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*



## Pollution Control

11. The use of explosives shall only take place between the hours of 1000 to 1830 hours, Mondays to Fridays and at no other time.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

12. All plant, equipment and other machinery used in connection with the operation and maintenance of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification and shall be maintained in accordance with that specification at all times throughout the development.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

13. Measures shall be taken to ensure that no dust or wind-blown material is carried on to adjacent property and in particular shall include the watering of all haul and access roads and the spraying of storage heaps or areas as necessary during dry weather conditions.

*Reason: To safeguard the amenity of local residents and adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

14. Provisions shall be made for the collection, treatment and disposal of all water entering or arising on the site to ensure that there shall be no discharge of contaminated or polluted drainage to ground or surface waters.

*Reason: To safeguard local water resources and drainages and avoid pollution of any watercourses or groundwater resources and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

15. All foul drainage shall be discharged to a public sewer or sealed tank and the contents of the tank removed from the site completely.

*Reason: To safeguard local water resources and drainages and avoid pollution of any watercourses or groundwater resources and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

16. Any chemical, oil or fuel storage containers on the site shall be sited on an impervious surface with bund walls; the bunded areas shall be capable of containing 110% of the container or container's total volume and shall enclose within their curtilage all fill and draw pipes.

*Reason: To safeguard local water resources and drainages and avoid pollution of any watercourses or groundwater resources and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*





## Highway Matters

17. Wheel cleaning facilities shall remain available for use at all times during the development so as to ensure that no debris from the site is deposited by vehicle wheels upon the public highway and shall be maintained in full working order at all times throughout the development.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

18. The facilities required under Condition 17 shall be used by all heavy goods vehicles (HGVs) leaving the site.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

19. Any internal haul road or private way between the wheel cleaning facilities and the boundary of the site shall, throughout the development, be metalled and drained and kept clear of debris along its entire length.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

20. All vehicles transporting minerals from the site of a size less than 200mm in any one direction shall be securely sheeted.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

21. A written record shall be maintained at the site office of all Heavy Goods Vehicle movements into and out of the site. Such records shall contain the vehicles' weight, vehicle registration number, and the time and date of the movement and shall be made available for inspection by the County Planning Authority or his representative on request. The record shall be retained for a period not less than 18 months and kept available for inspection.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*



22. No more than 30 heavy goods vehicles (HGVs), as defined in this permission, shall enter, or leave the site in any one day during Mondays to Fridays, inclusive, and no more than 15 heavy goods vehicles (HGVs) shall enter, or leave the site on Saturday. No such vehicles shall enter or leave the site on Sundays or Public Holidays.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

### **Restoration**

23. All available topsoil, subsoil and peat shall be stripped from any part of the site before that part is excavated or is traversed by heavy goods vehicles (HGVs), plant or machinery, or roads, buildings, plant yards or stores are constructed on it. All stripped topsoil, subsoil and peat shall be utilised in the restoration of the site.

*Reason: To ensure the proper removal and storage of soils to ensure satisfactory restoration and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

24. No topsoil, subsoil or peat shall be sold or otherwise removed from the site.

*Reason: To ensure the proper removal and storage of soils to ensure satisfactory restoration and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

25. Restoration of the site shall be carried out in accordance with the details shown on drawing no. 1980/7 - Restoration Scheme.

*Reason: To secure the proper restoration of the site and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

### **Aftercare**

26. Quarry aftercare shall be undertaken in accordance with details set out in the document entitled 'Waddington Fell Quarry Aftercare Scheme – Planning Consent Ref: 03/06/0095' for a period of five years following the certification in writing that the works of restoration are complete.

*Reason: To secure the proper aftercare of the site and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

27. Within one month of each anniversary of the date of this permission until the end of the aftercare period referred to in this permission, a report shall be submitted to the County Planning Authority recording in detail, as appropriate, the operations carried out on the land during the previous 12 months in respect of mineral extraction and measures taken to implement the restoration



and aftercare provisions and setting out the intended operations for the next 12 months.

With respect to restoration and aftercare the report shall contain the following:

- (i) The data obtained from the monitoring of any vegetation restored after the date of this permission. This shall be carried out by a competent ecologist with previous experience of upland heath vegetation; and
- (ii) Details of the proposed management of the vegetation referred to in (i) above for the following 12 months.

*Reason: To ensure the satisfactory restoration of the site and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

28. A topographical survey shall be submitted to the County Planning Authority annually within one month of the anniversary of the date of this permission until the completion of restoration, as defined in this permission. The survey shall have been carried out within the two months preceding the anniversary of the date of this permission and shall consist of a plan drawn to a scale of not less than 1:1250 which identifies all surface features within the site and a 10 metre grid survey identifying levels relating to ordnance datum and is contoured at one metre intervals, relating to ordnance datum over all the land where mining operations have taken place.

*Reason: To enable the County Planning Authority to monitor the site to ensure compliance with the planning permission and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

## Definitions

Heavy Goods Vehicle (HGV): A vehicle of more than 7.5 tonnes gross weight.

## Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Ext
LCC/2023/0039	February 2024	Robert Hope Planning and Environment 01772 534159

Reason for Inclusion in Part II, if appropriate

Not applicable





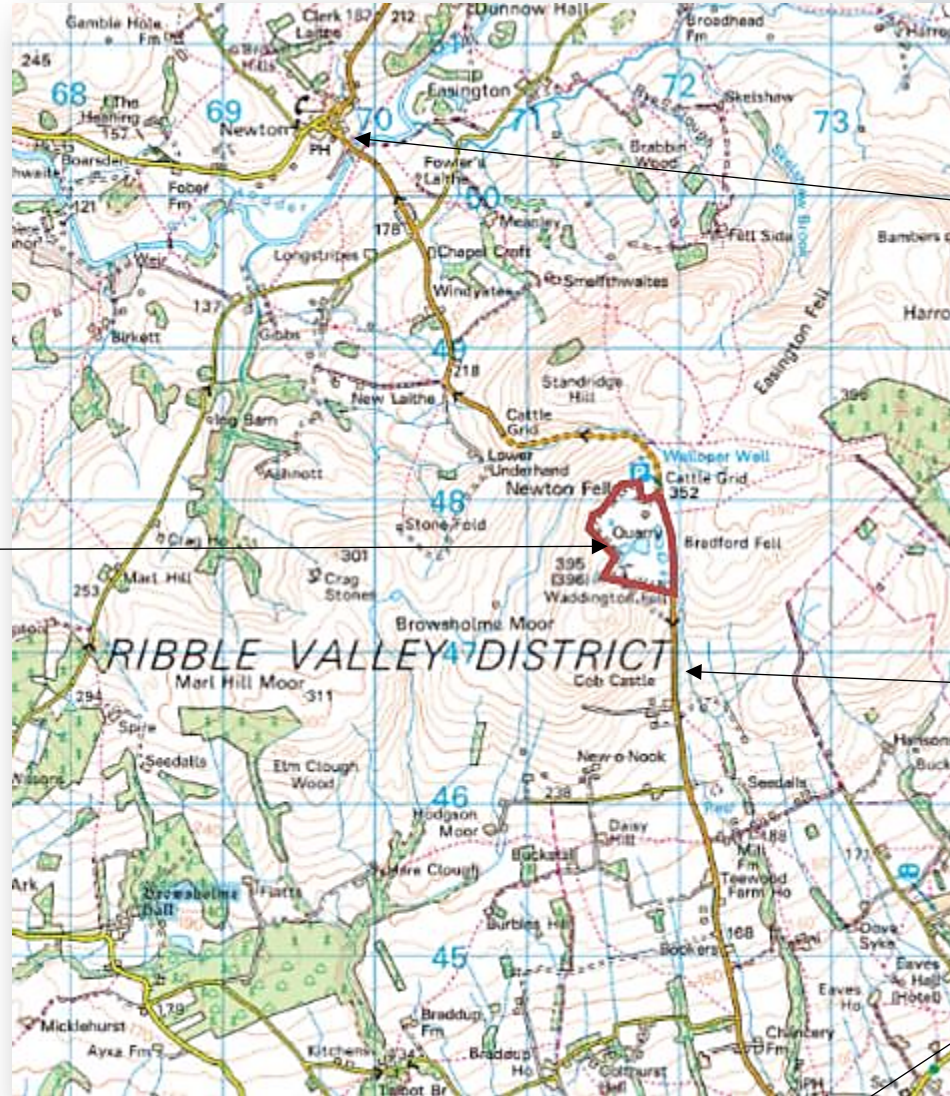


**Ribble Valley Borough: application number LCC/2023/0039**

**Variation of Condition 1 of planning permission LCC/2022/0057 to allow mineral working to continue until 1 July 2026 and final restoration to be completed by 1 July 2027 at Waddington Fell Quarry, Slaidburn Road, Waddington**

# LCC/2023/0039

## Site Location



Newton

Waddington Fell  
Quarry

Slaidburn Road

Waddington



# LCC/2023/0039

## Aerial view (2020)

Waddington Fell Quarry

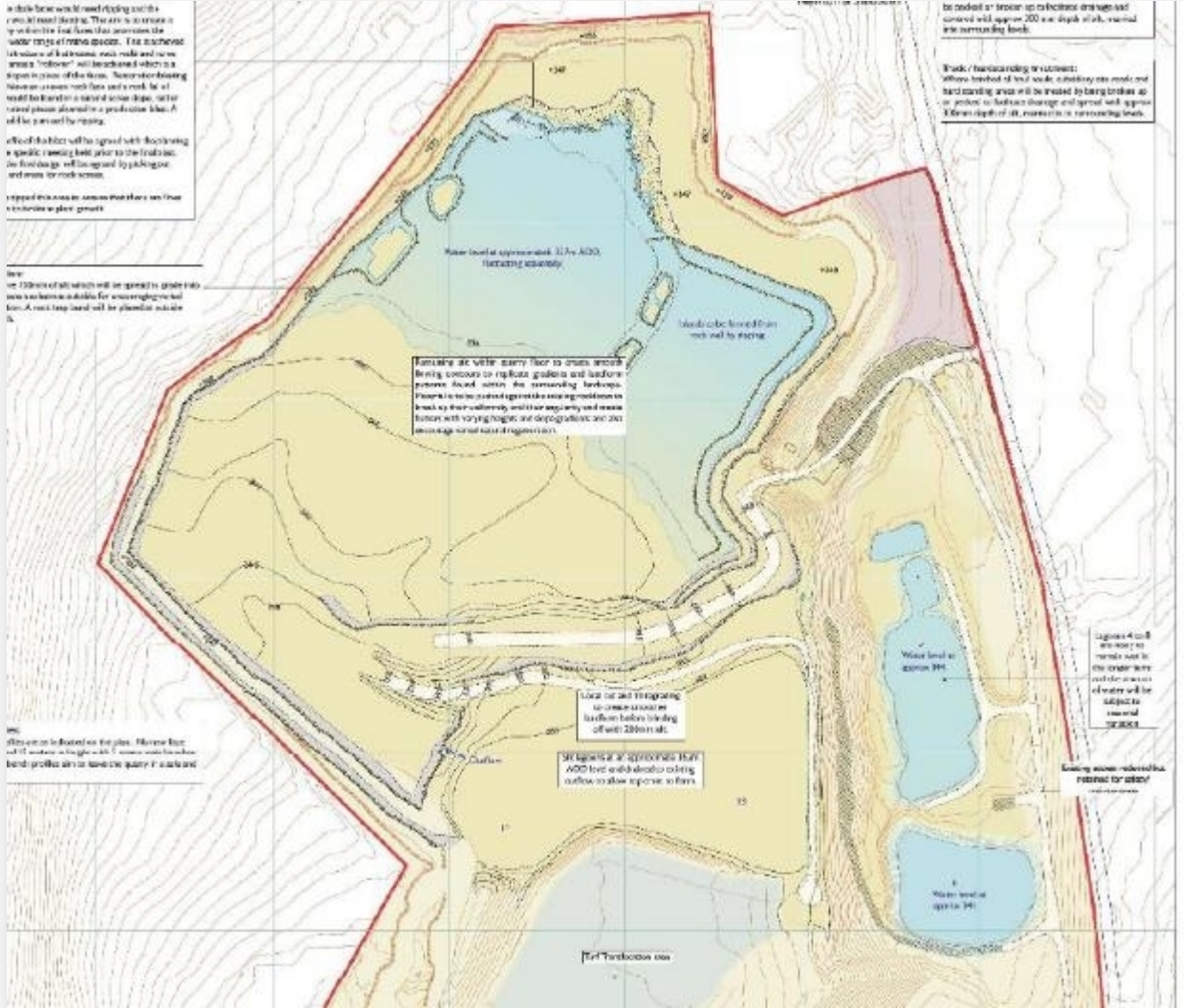


LCC/2023/0039  
Aerial view (2020)





# Current approved final restoration



# Remaining mineral reserves

Site entrance



Remaining area of permitted stone reserves

Silt lagoons





LCC/2023/0039

Photo



# LCC/2023/0039

## Photo



Remaining reserve  
area



# LCC/2023/0039

## Photo





LCC/2023/0039

Photo



Site entrance

LCC/2023/0039

Photo



Slaidburn Road heading down to Waddington

# LCC/2023/0039

## Photo



Waddington Village



# LCC/2023/0039

## Photo



Waddington Village

# LCC/2023/0039

## Photo



Waddington Village

# LCC/2023/0039

## Photo



Slaidburn Road at the top of Waddington  
Fell



# LCC/2023/0039

## Photo



Slaidburn Road heading towards Newton

# LCC/2023/0039

## Photo



Hallgate Hill rising up from Newton



**Development Control Committee**  
Meeting to be held on 6 March 2024

Electoral Division affected:  
All

**Decisions taken on development control matters by the Director of Environment and Planning in accordance with the County Council's Scheme of Delegation**

Contact for further information:  
Susan Hurst, 01772 534181, Planning Technician  
[devman@lancashire.gov.uk](mailto:devman@lancashire.gov.uk)

**Brief Summary**

Decisions taken on development control matters by the Director of Environment and Planning in accordance with the County Council's Scheme of Delegation.

**Recommendation – Summary**

That the report be noted.

Since the last meeting of the Development Control Committee on the 17 January 2024, the following decisions have been taken on development control matters by the Director of Environment and Planning in accordance with the County Council's Scheme of Delegation:

**Lancaster**

Application: No. CRT/2023/0005  
Location: 416 Heysham Road, Heysham  
Proposal: Certificate of Lawfulness for proposed use of a dwelling (use class C3 (B)) as a residential care facility for adults and young people with mental health problems

**Ribble Valley**

Application: No. LCC/2023/0023/1  
Location: Longridge High School, Preston Road, Longridge  
Proposal: Compliance with Condition 3 of planning permission LCC/2023/0023 (Two storey detached teaching block) - Sustainable drainage design



## **Fylde**

Application: No. PD/2023/0002

Location: 29 Station Road, Kirkham

Proposal: Application to determine if prior approval is required for change of use class of the annex building from commercial to state funded special educational needs school use

## **Preston**

Application: No. LCC/2021/0002/3

Location: Broadgate, Riverside and Riverside Road, Preston

Proposal: Compliance with Condition 3 of planning permission LCC/2021/0002 - revised building materials

## **South Ribble**

Application: No. LCC/2023/0035

Location: Leyland Waste Water Treatment Works, Emnie Lane, Leyland

Proposal: Construction of six no. kiosks

Application: No. LCC/2023/0027NM1

Location: Land at Woodcock Estate, Stanifield Lane, Farington

Proposal: Amendment of Condition 16 to planning permission LCC/2023/0027 to permit a change to the approved Traffic Management Plan during the construction phase of the development

## **Chorley**

Application: No. CRT/2023/0003

Location: 52-58 Wordsworth Terrace, Chorley

Proposal: Certificate of Lawfulness for proposed use of a dwelling (use class C3 (B)) as a residential care facility for adults and young people with mental health problems

## **Pendle**

Application: No. LCC/2023/0006NM1

Location: Colne Primet High School, Dent Street, Colne

Proposal: Non-material amendment to planning application LCC/2023/0006 to alter layout of the proposed car park and add external lighting

## **Local Government (Access to Information) Act 1985 List of Background Papers**

None

