

Lancashire County Council

Development Control Committee

Wednesday, 6th December, 2023 at 10.30 am 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 meetings held on 18 October 2023 and 8 November 2023** (Pages 1 - 20)
The Committee are asked to agree that the Minutes of the meetings held on 18 October 2023 and 8 November 2023 be confirmed and signed by the Chair.
- 4. Update Sheet**
The Update Sheet will be considered as part of each related agenda report.
- 5. South Ribble Borough: application number LCC/2022/0044 Application for outline planning permission (with all matters reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use** (Pages 21 - 128)



Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage. Cuerden Strategic Site, east of Stanifield Lane, north of Clayton Farm, west of Wigan Road, Lostock Hall

- 6. Fylde Borough: Application number LCC/2022/0065** (Pages 129 - 162)
Proposed Anaerobic Digestion plant including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline. Stanley Villa Farm, Back Lane, Weeton with Preese
- 7. Fylde Council: Application number: LCC/2021/0061** (Pages 163 - 188)
Application to raise levels of field using imported inert materials. Ream Hills Farm, Mythop Road, Weeton with Preese
- 8. Ribble Valley Borough: Application number LCC/2023/0023** (Pages 189 - 212)
Erection of two storey detached teaching block and additional staff car parking. Longridge High School, Preston Road, Longridge
- 9. Planning decisions taken by the Director of Environment and Planning in accordance with the County Council's Scheme of Delegation** (Pages 213 - 214)
- 10. 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.
- 11. Date of Next Meeting**
The next meeting of the Development Control Committee will be held on Wednesday 17 January 2024 at 10.30 am in Committee Room B - the Diamond Jubilee Room, County Hall, Preston.

H MacAndrew
Director of Law and Governance

County Hall
Preston



Lancashire County Council

Development Control Committee

**Minutes of the Meeting held on Wednesday, 18th October, 2023 at 10.30 am in
Committee Room 'A' - The Tudor Room, County Hall, Preston**

Present:

County Councillor Matthew Maxwell-Scott (Chair)

County Councillors

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

1. Apologies for absence

No apologies were received.

Permanent Replacement

County Councillor Cullens replaced County Councillor Kay.

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 September 2023

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

4. Update Sheet

The update sheet was circulated prior to the meeting (copy attached).



5. Fylde Borough: application number LCC/2022/0065 Proposed Anaerobic Digestion plant fuelled by imported feedstock including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline at Stanley Villa Farm, Back Lane, Weeton with Preese

A report was presented on an application for a Proposed Anaerobic Digestion Plant including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline at Stanley Villa Farm, Back Lane, Weeton with Preese.

The report included the views of Fylde Borough Council, Weeton-with-Preese Parish Council, Greenhalgh Parish Council, the Environment Agency, LCC Highways Development Control and the Lead Local Flood Authority. Five representations objecting to the application had been received which were detailed in the Committee report.

Committee's attention was drawn to the Update Sheet which included details of an email from County Councillor Singleton and details of two additional letters from local residents objecting to the application.

The Head of Development Control presented a Powerpoint presentation showing site location plans, an air photograph of Stanley Villa Farm, proposals for the screen mound and digester vessel, cross sections and landscaping proposals. Also shown were photographs of the view along Back Lane looking towards the site entrance, the view of Back Lane looking east towards the application site and the view of Back Lane looking west towards the site entrance.

Mr Jonathan Johnson, local resident and business owner, addressed the Committee and said the following:

'The papers circulated provide Committee with some additional information that explains the area, as this is missing from the Committee report. One particular issue is so severe, it merits deferment of the application. The extra information with the map on the front shows the location. When the consultation was sent out, the Planning Officer made the assumption that the only issue for consideration was the transport network and screening. Within the documents circulated, it says there's 3,600+ additional uses of HGVs. These aren't silent when either being unloaded or loaded. In the location where we live is a south-westerly prevailing wind which, if you look at the map, blows from the bottom left to the top right hand corner meaning that the people who bear the brunt of this site is my family and our caravan park and, further afield, the residents on Greenhalgh Lane. Greenhalgh Lane is the most densely populated area local to this development and the residents were not notified about it. The reason why people are commenting now is because they found out after the officer's report was published. I told one of my neighbours about the recommendation to approve the application and she didn't know anything about it. Bearing in mind officers haven't contacted them, I ask that this is deferred so neighbours can be contacted. This is the most dangerous application that's ever been put into the area of Greenhalgh as it damages the characteristics of the countryside which has been developed supporting tourism, that are amenities to



people in the local area (horseriders, cyclists) and it is not sufficient to say they are not important. The amenities to people when you're developing towns should ensure they still have access to the places that actually contribute to their health and wellbeing and this is not served by 3,600 HGVs or the development of the site; that is dangerous. Whilst the officer's report mentions that it is safe, it also mentions there will be releases of carbon dioxide, in the event that it does not go into the methane process; that is a greenhouse gas and this type of development in other countries is being banned because it is greenwashing – it doesn't solve a green issue, it creates one in the location where it is sited.'

Mr Richard Johnson, local resident and business owner, addressed the Committee and said the following:

'I was surprised that the residents of Greenhalgh Lane weren't notified by letter as they are within half a mile of the plant and downwind from the prevailing wind. More than half of the people who were notified are upwind and unlikely to smell anything in the atmosphere. The second digester and associated plant is not needed by the potato factory. The first digester has exported electricity to the grid so it's provided all the electricity for the potato factory. Most of the waste is used in the first digester but the second digester unit, admitted in the report, will be virtually 100% imported on a road network that is not suitable for purpose. If you're going to make this particular digester unit, you need to put it somewhere where there's a decent road network. The potential health issues from the plant and the usage of its' produce are evidenced by what happened to me a few weeks ago. I was mowing the grass on the caravan site and they started spreading the digestate on a nearby field and immediately there was a strong ammonia smell. Ammonia is not mentioned as a greenhouse gas. In a couple of minutes, my eyes started to run and my throat was sore. In another couple of minutes, my eyes were streaming and my nasal passages were painful and I had difficulty breathing. I had to go indoors out of the ammonia stench and have several hot drinks to wash out my throat. This is the sort of problem that can exist downwind if there is a fault condition – perhaps with the digestate storage or the chicken manure storage on site. There is also not much information on liquid emissions in normal operation and we have a drain going through our land from the ponds. Currently, living downwind from the farmyard activities is like living next door to an industrial estate – vehicles reversing and beeping and dropping containers onto the concrete floor. I note that the landscaping has not been particularly successful in providing an appropriate degree of visual mitigation – that's because the Fylde Borough Council requirement of a bund and planting wasn't carried out, otherwise we would have trees over 10 metres high and you will see none in front of the digester. It's not safe driving on Back Lane at the moment when you meet an articulated lorry or large manure slurry tanker – you are forced into the hedgerows. A road with limited passing places will not provide a proper solution to the problem, particularly with 3,600 additional large lorries on the road.'

Mr Simon Leaver, one of the Directors for the applicant, addressed the Committee and said the following:

'Thank you for the opportunity to speak to express my strong support for a planning application for an anaerobic digestion facility that will produce bio-methane and inject it into the mains gas grid. This project aligns with the UK's net-zero targets, supports



local employment and contributes to a thriving agricultural economy in Lancashire. The proposed anaerobic digester will play a significant role in the UK's transition to a low carbon economy by producing renewable energy in the form of bio-methane. Bio-methane is a sustainable alternative to fossil fuels and its injection into the mains gas grid will reduce our reliance on non-renewable energy sources, heating 3000 homes, with green gas produced right here in Lancashire. This project directly contributes to the UK's commitment in achieving net-zero emissions by 2050. The carbon capture element of the project will also ensure that nearly 5,000 tonnes of carbon is removed from the atmosphere every year – it is not greenwashing. In addition to its environmental benefits, the proposed anaerobic digester will provide valuable support to our co-located fresh produce business which currently employs over 100 people. The digester will utilise organic waste from the fresh produce business, turning it into a valuable source of renewable energy. Fresh produce is a volatile market, subject to large price swings in an increasingly uncertain climate. The symbiotic relationship between the digester and the fresh produce business provides a strong foundation as we face these headwinds, strengthens the local economy and contributes to job security in the region. Furthermore, the proposed project aligns with Lancashire's commitment to a vibrant agricultural economy. The anaerobic digester will not only utilise organic waste from the fresh food produce business but will also provide a sustainable outlet for agricultural waste from surrounding farms. This will create a circular economy model, reducing waste and generating renewable energy for local agricultural resources. The digestate from the plant is a valuable replacement for mineral fertilisers and is returned to the land using precision technology, under permitted conditions. Three weeks ago, our neighbours at Sunnybank Farm were spreading cattle manure using a splash plate spreader which does provide more ammonia emissions than our dribble bar systems. Finally, the proposed anaerobic digester will be operated by a company with a proven track record in managing such facilities. We have successfully operated a similar plant on the same site for the past 7 years, demonstrating our expertise and commitment to environmental stewardship through our successful permitting with the Environment Agency. In conclusion, the proposed anaerobic digester project aligns with the UK's net-zero targets, supports local employment and contributes to a thriving agricultural economy in Lancashire.'

The officer answered questions from Committee.

County Councillor Pope stated that Highways needed to look at the application again as the road structure was not strong enough for the HGVs and the volume of them.

County Councillor Cullens asked whether mounding to screen the site for Greenhalgh Lane residents and the caravan park could be requested.

It was reported that the county council had contacted the applicant to get the level of screening increased. The applicant had confirmed that there would be much wider screening around the proposed site and on the current site. If more landscaping was required, the applicant could be asked to arrange this.

County Councillor Holgate considered that the time allocated to speakers should be reviewed as the Committee benefitted greatly from the residents' insight and local



knowledge, acknowledging that the time should be extended for both objectors and supporters.

After a discussion, it was Proposed and Seconded that:

'the application be deferred, subject to a site visit taking place and more detail to be provided by the applicant on the highway plans, the details of which would be included in the next Committee report'.

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

Resolved: That the application be deferred, subject to:

- (i) a site visit taking place; and
- (ii) more detail to be provided by the applicant on the highway plans, the details of which would be included in the next Committee report.

**6. West Lancashire Borough: application number LCC/2023/0022
Retrospective application for the change of use of land to site for
processing and recycling of inert waste. Former Haulage Yard,
Simonswood Industrial Park, Stopgate Lane, Simonswood**

A report was presented on a retrospective application for the change of use of land to site for processing and recycling of inert waste at the former Haulage Yard, Simonswood Industrial Park, Stopgate Lane, Simonswood.

The report included the views of West Lancashire Borough Council, Knowsley Council, Simonswood Parish Council, the Lead Local Flood Authority, the Environment Agency, LCC Highways Development Control and the Health and Safety Executive. Nine representations objecting to the application had been received including comments from Councillor Rigby (West Lancashire Councillor) and Councillors Brennan, Rowe and Wright (Knowsley Council), which were detailed in the Committee report.

The Head of Development Control presented a Powerpoint presentation showing site location plans and aerial views of the site and the nearest residential properties and photographs of the view from the site entrance and view of the site.

Mr Dale Milburn, Knowsley Council addressed the Committee and said the following:

'I am Knowsley's Executive Director for Regeneration and Economic Development responsible for the council's planning function. Simonswood Industrial Estate is no longer an industrial estate, it is a waste estate. I know you're aware of just how bad the conditions are there, when you visited the site last year. The amount of waste being processed on the site overall is significantly more than your local plan envisaged and there's been a total failure of regulatory authority to the detriment of the local residents. Unfortunately, I don't believe it's a good idea to keep endorsing



waste activities on an estate where there are significant problems and evidence that the infrastructure cannot simply cope with what is already there. I firmly believe it's time to draw a line under it rather than continue to make things worse. At my request, officers from Knowsley have engaged with West Lancashire, Lancashire and the Environment Agency to develop an action plan to attempt to tackle the problems on the estate. Sadly, there is no guarantee that this will make anything significantly better or, even if it does, that things won't go backwards in a couple of years. With this in mind, I'll now turn to the application itself, which I do not feel is capable of support and I would respectfully urge you to move an alternative resolution to refuse it, based on the following reasons:

It is contrary to policy WM4; there is no processing building on site, despite the policy expectation on such sites. Why is Simonswood, which is in a terrible state, any different, especially given the irrefutable evidence of dust blown contamination to nearby residential properties. Access to the site is via the worst section of the estate road in terms of its condition and there is absolutely no certainty that that section of road will be improved, despite your officers suggestion to the contrary. There is no information about where the employees or visitors to the site would park. The site itself is insecure with an open boundary to the estate road, allowing material to spill out which it clearly has been doing. I strongly question the justification of need for this facility, albeit I welcome its reference, given the last time you considered an application on this estate, your officers were at pains to say the need was irrelevant when making a decision, despite my contention otherwise. Perhaps most surprisingly, the officers report says there is insufficient space for a wheel cleaning facility. Members, this is untrue; there is ample space on site for a wheel wash, if it's just that what is proposed in terms of layout suggests that the applicant has decided not to include one and instead use the area for waste storage. Given the nature of the site, a wheel wash is an essential requirement, though its omission suggests that either there is too much development on the site or that the site is simply too small. To make my point, I would use the following analogies:

You wouldn't grant planning permission for a school without a playground or a retail development without a service yard, yet instead you're being asked to approve a waste site without a wheel wash.

Members, this is not the right development for this site, irrespective of the suggested conditions, and if approved, the opportunity to reduce the harm being caused to local residents will be lost. I therefore respectfully ask you to move a recommendation to refuse.'

Councillor Tommy Rowe addressed the Committee and said the following:

'I, along with Councillors Wright and Brennan, live in and represent Shevington ward, the ward immediately south to Simonswood Industrial Estate, the ward that takes the brunt of the issues caused by all the waste businesses operating on this estate. I have previously addressed this Committee in relation to a proposed medical waste incinerator – I was opposed to the application and I'm equally opposed to this one. I am aware the Committee visited the estate last year in relation to the medical waste incinerator application – Members, the condition of the estate has not improved in any way whatsoever. The application before you seeks to regularise a waste use



that's been operating without planning permission or challenged by officers for a considerable time. Activity which, given the estate's condition, the lack of management and enforcement, only compounds to the problems being encountered by nearby residents, of which I am one. Members, you will be well aware that the industrial estate already accommodates 3 times the amount of waste it should and, having regard to your own waste plan, how can you therefore simply approve more, yet here you are today being asked to do just that. The officer's report references the poor condition of these estate roads but suggests these may be improved if the application for the medical waste incinerator is granted and built. Planning permission has not yet been granted for such a development and even when and if it is, it is potentially subject to a legal challenge. The report further references that your waste plan requires processes such as this one to be undertaken in a building yet this is housed outdoors, but officers say this is okay as the site is well away from residential properties and that noise and dust impacts would not be significant. The materials will be piled 5 metres high and, like on other sites, will be blown onto the road along Stopgate Lane and Pingwood Lane, resulting in dust pollution that will affect residents. Such is the scale of the issue, currently the Environment Agency are installing air quality monitors with a view to potentially taking action against companies operating on the estate, and here you are today being asked to compound the situation. You are being asked to approve this application and, if approved, officers will avoid having to take action against this unauthorised use – instead, they can simply say they are powerless to do anything as the Committee have approved the application. I can see no grounds whatsoever this application can be supported and I would urge you all to refuse it.'

Councillor Aimee Wright addressed the Committee and said the following:

'The Simonswood Working Group that is referred to on page 40 was pulled together at the behest of Knowsley Council because Lancashire County Council and the Environment Agency were not enforcing breaching of control on the site. Make no mistake, Knowsley Council has no enforcement powers over the site and West Lancashire cannot enforce against waste uses – if we could, we both would have acted long before now. We really are glad the group has been formed and that an action plan is being pulled together but this is still at an early stage and there has been no tangible progress made yet I strongly believe that the existing problem on site must be resolved before you can consider granting permission for anything else. Members, this business was operating at the time of your visit last year – it did not have planning permission and was one of the businesses that was contributing to the problems that you were talking about last September. Myself and Councillor Brennan sit on Knowsley's Planning Committee and we can emphasise how difficult it can be to go against the advice of your officers but I urge you to do so in this case. This site is operating but is unauthorised – you can, by refusal today, pro-actively reduce the amount of inert waste being handled on Simonswood Industrial Estate which is already far too much and, as you've already heard, exceeds your plans and limits threefold. Ultimately, it is only Lancashire County Council and you as Members of Development Control Committee that can determine if the site is appropriate for waste processing. Given the limited size of the site and the disproportionate scale of the existing operation, together with the lack of control measures, surely the only conclusion that can be reached is that, in this circumstance, the site is unsuitable for what is being proposed and should be refused. If we simply continue to grant



permission for operations that do not align with their immediate environment, we cannot expect to get any result other than inappropriate development that causes unacceptable harm to local residents. If you approve this application today, then you will be missing a once in a lifetime opportunity to go some way to addressing the awful conditions that you spoke about last September. By refusing this application, there is a good chance that the operation will cease and you will send a strong message to other businesses on the estate and to local residents, that Lancashire County Council is serious about making things better in Simonswood.'

Councillor Tony Brennan addressed the Committee and said the following:

'In addition to me sitting on Knowsley's Planning Committee, I am also the council's Cabinet Member for Regeneration and Economic Development, and therefore fully appreciate the constraints in which you must make your decisions and applications such as that before you this morning. That said, as Planning Committee Members, you must offer challenge to the advice offered by our officers, especially after balancing all of the facts we come to a different judgement. As my colleagues have said, we came to the Committee and spoke against the application for the medical waste incinerator last year. At that time, you were just undertaking a visit to the site and we were united in your views about Simonswood Industrial Estate. Let me remind you of some of the things that were said. Chair, Councillor Maxwell-Scott, you said you were shocked by the poor condition of the estate roads and size of the waste piles, a view which you said was shared by Members of the Committee. Councillor Pattison said that the site is a nightmare – skips have been dumped there, it is churned up with waste piles the height of Mount Everest. County Councillor Pattison concluded that it was disgusting. Councillor Holgate was horrified by the condition of the site generally; he said that it sends out worrying concerns to all Committee Members about the capacity and the capability of safe operations for many organisations, building or operation undertaken within the site as a whole. Councillor Clarke said that he was shocked after going on the site visit, about the condition of the site and the total lack of compliance which had been going on. He said it is an absolute disgrace, the whole site. Councillor Yates said that the residents had been let down by no enforcement controls on the site. Councillor Dad said that when he went to the site, he was gobsmacked about the condition of the site and that we needed to make sure that local authorities are doing their job properly. Councillor Kay said it was appalling and that the existing problems should be resolved before the medical waste application was decided. Fairly damning, I'm sure you will agree and nothing has changed. Mud continues to be tracked onto the highway, dust blows into the residents houses and businesses continue to operate without proper permission. This application today may be just one of the many making its way to Committee relating to a site in Simonswood, and I urge you to do the right thing and refuse it; in doing so, send a clear message to others operating without the proper approvals that such will no longer be tolerated. Reasons for refusal include this is not a sustainable development and it will add to the significant unacceptable harm being already caused to the immediate surroundings of the site and the wider area. The size and layout of the site and the nature of the development do not allow sufficient and appropriate environmental controls to be put in place to prevent unacceptable pollution being caused.'



Committee were informed that many of the comments about the condition of the site were not related to this particular application. This was a small application and Committee were reminded to judge it on the impacts of this particular site. In terms of the wider site, officers had been undertaking enforcement work, together with Knowsley Council, West Lancashire Borough Council and the Environment Agency and this application was as a result of that work. The application tried to regularise and bring some control over works that already had an Environmental Permit but no planning permission. It was important to separate out this small site from the overall environmental impacts on the much wider industrial estate, recognising that those impacts were due to other waste operations, and that enforcement action was being taken on those but that there were other issues on the site which were outside of the waste planning process. A very small number of HGV movements were associated with this application, compared to a much larger number, which already benefitted from permission across the wider site.

In relation to the application being retrospective, the applicant had had an Environmental Permit in place since operating but was not aware that planning permission was also required. It was likely that further planning applications would be received for the Simonswood site, to regularise things that were happening without planning permission, in order that the county council could bring things within its control. Where the county council were aware of operators working without planning permission, they had been given until the end of September to apply and, if they have not done so, the county council would apply its enforcement powers.

Officers answered questions from Committee.

Following a discussion, it was Proposed and Seconded that:

"The application be refused, for the reasons as set out in West Lancashire's consultation response, detailed at bullet points 2 and 4, subject to the inclusion of reference to DM2 in relation to bullet point 4"

Resolved: That planning permission be refused for the following reason:

'The proposed development is not enclosed within a building as required by policy WM4 of the Lancashire Minerals and Waste Local Plan – Development Management and Site Allocation Policies. Without enclosure within a building the development would have unacceptable impacts on the local environment by way of noise and dust contrary to policy DM2 of the Lancashire Minerals and Waste Local Plan – Site Allocation and Development Management Policies.'

- 7. Burnley Borough: application number LCC/2023/0024 Demolition of existing building and construction and operation of an embedded waste fuel gasification and combined heat and power generation facility, utilising densified waste derived fuels at Hapton Valley Transfer Station, Hapton Valley Estate, Accrington Road, Burnley**



A report was presented on an application for the demolition of the existing building and construction and operation of an embedded waste fuel gasification and combined heat and power generation facility, utilising densified waste derived fuels at Hapton Valley Transfer Station, Hapton Valley Estate, Accrington Road, Burnley.

The report included the views of Burnley Borough Council and their Environmental Health Department, Hapton Parish Council, LCC Lead Local Flood Authority, the Environment Agency, LCC Highways Development Control, the Coal Authority, United Utilities and LCC Ecology Service. Forty representations objecting to the application had been received, which were detailed in the Committee report.

The Principal Planner presented a Powerpoint presentation showing the site location plan and nearest residential properties, aerial view of the application site, proposed site layout diagrams, 3D visual illustration, elevations, and photographs showing access to the A679, site entrance, existing building to be demolished and building B in front of the application site.

Mr Russell Palmieri, a resident of Valley Gardens, addressed the Committee and said the following:

'I have lived there for 16 years and in the last five years have seen a significant change in Envirofuels. The application is for the facility to operate 24 hours per day. Every morning, apart from Sundays and bank holidays, residents are woken up at 5.30am by revving car engines. In May, Lancashire Waste, parent company of Envirofuels, wrote to a selected number of residents consulting on a proposal to have HGV movements on Sundays and bank holidays. This application is pushing the envelopes of the planning system and talks about relieving the pressure – the facility is already working at capacity and when most businesses get to capacity, they consider relocation; that is what this organisation should do as the site is not fit for purpose. I believe Lancashire County Council have a vested interest as they use this facility. I am hoping that Committee make the right decision. I asked the applicant to demonstrate to Committee two fully functional, similar safe systems as others being used in the UK; one in Yorkshire was mentioned in the planning statement, not using the same fuel. This is about heating and creating gas. I am concerned about gas storage. The applicant says it will create two jobs working 9.00am to 5.00pm – if this is Monday to Friday, it means the facility will not have anyone technically competent to look after it in the event of a failure.'

Councillor Jamie McGowan, Burnley Borough Council addressed the Committee and said the following:

'I am speaking on behalf of over 100 residents who are extremely concerned about the potential health risks of this site. This is a very complex planning application which involves Lancashire County Council, the Environment Agency and Burnley Council Environmental Health. I have visited Valley Gardens on numerous occasions and have seen the issues the residents are having with pollution emissions – black dust/char on windowsills and orange deposits on fences. The Environment Agency visited the site last year and found that no proper filtration was taking place. My main concern is the health of the residents and I would implore Committee to defer a decision on the application and visit the site to see things for themselves. Whilst the



Environment Agency and Burnley Council Environmental Health are the experts in the field, Lancashire County Council and Burnley Borough Council are elected members who represent the people's voice and speak to their residents on the ground. Lots of residents are concerned about the health issues of this application that only elected members have the ability to bring to the front. If Committee could defer this decision and visit the site, I would appreciate that.'

County Councillor Alan Hosker, addressed the Committee and said the following:

'I am here today as County Councillor for this area. I have been to visit the site and have seen the issues that are causing concern. I would personally like to see this application dismissed but would support the proposal to defer the decision and for Committee members to visit the site prior to making a decision. The site is a health hazard. The Environmental Health Team have been involved late in the application and should be asked what their findings are. I support the concerns raised by Councillor McGowan and Mr Palmieri. I represent this area and, as such, request deferral or dismissal of this application.'

Mr Steve Butler, agent for the applicant, addressed the Committee and said the following:

'I am an Independent Environmental Consultant and Chartered Environmentalist through the Society of Environment, bound under the professional Code of Conduct, to provide accurate and impartial advice regarding environmental impacts assessments. The applicant seeks approval to install a small scale gasification plant that provides low carbon renewable heat and power to the wider Lancashire waste management site at Hapton Valley. The fuels used by the gas fire are already produced on site by Envirofuel Ltd. The proposed development seeks to achieve 3 key aims:

- Reduced reliance on fossil fuels, which enables the switching off of the existing large diesel generators on site.
- A reduction of greenhouse gas and other pollutant emissions from the site.
- Reduction in the impacts of the wider waste management activities at Hapton Valley.

There is a pressing need to decrease carbon emissions throughout all aspects of our global economy and reduce dependence on fossil fuels. Lancashire, along with Burnley Council, have made a climate emergency declaration and commits to a reduction of industrial carbon emissions and further deployment of renewable energy. The proposed development will directly reduce the fossil fuel usage at the site by 840,000 litres per annum and leads to overall CO₂ emissions reduction of over 2,300 tonnes per annum. The project will make the wider Hapton Valley site operations carbon neutral, increase levels of site recycling and reduce outgoing vehicle movements. Various concerns have been raised by the local community and councillors about the use of gasification technologies at the site. These concerns are unwarranted although understandable and all aspects of the proposed plant and equipment have been tested and proven to operate reliably on a wider range of different fuel types. The air impacts of the scheme have been assessed on all identified human health and ecological receptors and habitat sites within 10km, and



the assessments conclude there would be no adverse impacts arising from this development. The applicant can also robustly demonstrate that there would be no adverse impacts arising from noise, transport or landscape and visual effects from the proposed development.

Furthermore, and the key point, is the ability to switch off the existing diesel generators will also significantly reduce local air quality impacts around the site and will positively benefit the local residential communities, and a likely source of the black particulate that has been spoken about.

In summary, the proposed development is environmentally sustainable and required to be delivered under regional and national carbonate energy policy. The sustainability benefits of the proposed development are a material planning consideration and will ensure a sustainable future for the waste operations at the Hapton Valley site.'

The Officer answered questions from Committee.

Committee noted that, although the condition stated that no heavy goods vehicles should leave the site on Sundays or Public Holidays, this condition was historical and that reference to HGVs not being allowed to enter the site on Sundays and bank holidays could be included within the condition.

After a discussion, it was Proposed and Seconded that:

'A site visit be arranged and the application be deferred until the visit had taken place'.

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

Resolved: That a site visit be arranged and the application be deferred, until the visit had taken place.

- 8. Wyre Borough: application number LCC/2023/0030 The extraction and processing of sand and gravel including the construction of new site access roads, landscaping and screening bunds, minerals washing plant and other associated infrastructure with restoration to leisure end-uses, agricultural land and biodiversity enhancement, using imported inert fill. Land off Bourbles Lane, Preesall**

A report was presented on an application for the extraction and processing of sand and gravel including the construction of new site access roads, landscaping and screening bunds, minerals washing plant and other associated infrastructure with restoration to leisure end-uses, agricultural land and biodiversity enhancement, using imported inert fill, at land off Bourbles Lane, Preesall.

It was reported that this application had attracted over 500 representations. It was therefore considered that members of the Committee should visit the site and the surrounding area before considering the application.



Resolved: That the Committee visit the site before considering the planning application.

9. Planning decisions taken 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 September 2023, five 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.

10. Urgent Business

There were no items of Urgent Business.

11. Date of Next Meeting

- (i) A provisional meeting date had been set for an Extra-Ordinary Committee on 8 November 2023 at 10.30am in Committee Room B – the Diamond Jubilee Room, County Hall, Preston.
- (ii) The next scheduled meeting of the Committee be held on Wednesday, 6 December 2023 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 – 18 October 2023

Update Sheet

Item 5 - Planning Application LCC/2022/0065 – Fylde Borough: application number LCC/2022/0065 Proposed Anaerobic Digestion plant fuelled by imported feedstock including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas

Email received from County Councillor John Singleton on 17 October 2023: Draws attention to his view that the highway needs widening or at the very least several passing places created to avoid the issue of verge erosion, these works to be funded by the applicant.

CC Singleton notes the issues being raised by one resident regarding the extent of consultation and considers that these views may have merit although notes that it would delay determination of the application.

Representations: Two additional letters have been received from local residents raising concerns/objection to the application.

The first resident is concerned that the current road structure will not support the additional heavy goods vehicle (HGV) traffic. Attention is drawn to the current condition of Back Lane and Greenhalgh Lane and that these are single lane roads not designed for heavy goods vehicle (HGV) traffic and where there are conflicts between heavy goods vehicles (HGVs) and pedestrians. Concern is also raised regarding odour and general environmental impacts resulting from the chicken manure that is used as a feedstock. The resident also comments that whilst these plants are labelled as 'green energy', they are not quite so green when the feedstock is being imported using diesel powered heavy goods vehicles (HGVs).

The second resident is concerned that the consultation process undertaken on the planning application is flawed as it did not include residents on Greenhalgh Lane near to where the digestate is spread.

Advice: The issues raised by the first resident are addressed in the report. With regard to the second resident, the County Council wrote to approximately 25 residents near to the site as well as advertising the application by site and press notice which exceeds the legal requirements. The application is for the anaerobic digestion plant and not for the spreading of digestate and therefore the residents that were consulted were the ones closest to the actual application site and to the route used by the majority of traffic to the site.



Lancashire County Council

Development Control Committee

Minutes of the Meeting held on Wednesday, 8th November, 2023 at 10.30 am in Committee Room 'D' - The Henry Bolingbroke Room, County Hall, Preston

Present:

County Councillor Matthew Maxwell-Scott (Chair)

County Councillors

B Yates	S Holgate
J Berry	M Pattison
S Clarke	E Pope
M Salter	P Rigby
A Hindle	D Westley

1. Apologies for absence

Apologies were received from County Councillor Dad.

Temporary replacement

County Councillor Salter replaced County Councillor Cullens.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

No pecuniary or non-pecuniary interests were disclosed.

3. Update Sheet

The update sheet was circulated prior to the meeting (copy attached).

4. Burnley Borough: application number LCC/2023/0024 Demolition of existing building and construction and operation of an embedded waste fuel gasification and combined heat and power generation facility, utilising densified waste derived fuels at Hapton Valley Transfer Station, Hapton Valley Estate, Accrington Road, Burnley

The Chair referred to the site visit to Hapton Valley which had taken place on 3rd November and reminded Committee about the regulations on site visits, contained within the Protocol of Good Practice on Development Control Matters, which was part of the county council's Constitution. The Chair quoted the following:

'Site visits should be the exception not the rule. They should not be used as an excuse to delay the determination of a planning application. They are expensive and time-consuming and excessive use of the detracts from their true value.'

Where Members of the Committee pass a resolution in favour of undertaking a site visit, it is expected that those Members so voting attend the visit.'

A report was presented on an application for the demolition of the existing building, and construction and operation of an embedded waste fuel gasification and combined heat and power generation facility, utilising densified waste derived fuels at Hapton Valley Transfer Station, Hapton Valley Estate, Accrington Road, Burnley.

The report included the views of Burnley Borough Council and their Environmental Health Department, Hapton Parish Council, LCC Lead Local Flood Authority, the Environment Agency, LCC Highways Development Control, the Coal Authority, United Utilities and LCC Ecology Service. Forty representations objecting to the application had been received, which were detailed in the Committee report.

Committee's attention was drawn to the Update Sheet which provided a further representation from a neighbouring resident.

The Principal Planner presented a Powerpoint presentation showing the site location plan and nearest residential properties, aerial view of the application site, proposed site layout diagrams, 3D visual illustration, elevations, and photographs showing access to the A679, site entrance, existing building to be demolished and building B in front of the application site.

County Councillor Holgate raised concern that the construction of the development would create noise and stated that the fence should be installed, prior to the works taking place.

Committee were informed that a noise assessment had been carried out and that there would be a further noise scrutiny assessment as required through the Environmental Permit. There was no suggestion there would be a noise impact from this proposed development; the noise issue was in relation to the vehicle movements which already came to the site. The fencing application was as a result of the noise assessment carried out and this application would also be brought to Committee. The noise assessment looked at solutions in improving the noise environment which primarily came from the HGVs on the access road. Planning permission was already in place for the previous application relating to the buildings on the wider site that noise assessments had been carried out for. The developers were required to install a 3m high fence as a requirement of that previous planning permission and if the fence was not installed, then the county council had the powers to take enforcement action.



Committee were reminded of the distinction between the planning system and the permitting system. Committee were required to consider whether there was acceptable land use for this development proposal. Burnley Council had received an application for an Environmental Permit which would scrutinise air quality emissions, noise, etc.

County Councillor Pope pointed out that there were no time restrictions set out within the conditions for vehicles entering and leaving the site on Mondays to Fridays. Committee noted that conditions for the existing, wider site already specified these working times. However, details of the times would be replicated within the conditions for this proposed development.

After a discussion, it was:

Resolved: That planning permission be **granted** subject to conditions controlling time limits, working programme, site operations, noise and lighting, as set out in the Committee report.

5. Urgent Business

There were no items of Urgent Business.

6. Date of Next Meeting

Resolved: That the next meeting of the Committee be held on Wednesday 6th December 2023 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 – 8 November 2023

Update Sheet

Item 4 - Planning Application LCC/2023/0024 – Hapton

Background

This application was first presented to the Development Control Committee meeting on 18 October 2023. At that meeting the committee resolved to defer the determination of the application until after visiting the application site and surrounding area. The site visit took place on Friday 3 November 2023.

Representations

A further representation has been received from a neighbouring resident, which re-emphasises concerns about the existing arrangements at the site and states that the current operations and HGV movements have drastically changed since the waste management site was first established. The resident asks that all previous planning conditions be reviewed to reflect current day time operations before further determination of the current planning application takes place. This should include a robust traffic management plan that now recognises the size and weight of the heavy HGV's, the condition and suitability of the road, and speed restrictions based on the size and weight of the HGV's. Since the last planning application was granted the HGV arrival pattern has dramatically changed and at 7.00am every weekday morning anything between 10 and 20 HGV's enter the site within a 5 minute period followed by further HGV's over a 20 minute period. Conditions should control vehicle speed and movement given residential property windows are 26ft from the road. It is no use leaving it to the operator to police themselves, they won't. The self-imposed 10mph signage just gets ignored by the drivers.

Advice

The existing site is subject to a number of planning permissions with conditions that were imposed at the time. The current planning application seeks to allow development that would provide an additional means of managing waste that is already delivered to the site. Conditions currently restrict daily vehicle numbers leaving the site and the maximum throughput of waste is controlled by the Environmental Permit. Condition 23 of permission 12/97/479 for the original waste transfer building utilising the former colliery access already requires that the access road is to be kept metalled, free from potholes, drained, and clear of debris. This condition remains in force.

With regard to the speed of vehicles on the access road, the road is relatively short and has a good surface. A condition limiting speeds on the access road is therefore not considered to be necessary and would also present several issues in relation to the ability to monitor speeds and enforce the condition. The condition would therefore not meet the tests in paragraph 56 of the National Planning Policy Framework.



Planning permission reference LCC/2022/0050 for the construction of three additional waste processing/storage buildings and an office building at the site includes a condition requiring details of further noise attenuation measures to be employed between properties at Valley Gardens and the access road. The site operator, in conjunction with a noise specialist, has been investigating this requirement and has concluded that a 3m high acoustic fence would be the best solution to deliver a significant noise reduction for neighbouring residents. However, as this is a substantial development in its own right, a separate planning application has been submitted and is currently being validated. When valid it will be advertised in due course.



Development Control Committee
Meeting to be held on 6 December 2023

Electoral Division affected:
Moss Side and Farington

South Ribble Borough: application number LCC/2022/0044

Application for outline planning permission (with all matters reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage. Cuerden Strategic Site, east of Stanifield Lane, north of Clayton Farm, west of Wigan Road, Lostock Hall

Contact for further information:
Robert Hope, 01772 534159, Principal Planner
DevCon@lancashire.gov.uk

Brief Summary

Application for outline planning permission (with all matters reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) and strategic infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage. Cuerden Strategic Site, east of Stanifield Lane, north of Clayton Farm, west of Wigan Road, Lostock Hall.

The proposed development is subject to Environmental Impact Assessment and the application is accompanied by an Environmental Statement.

Recommendation – Summary

That, after first taking into consideration the environmental information, as defined in

the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, planning permission be granted subject to conditions controlling time limits (full permission and reserved matters), working programme, development parameters, phasing, affordable housing, building materials, landscape and ecology, pollution control, highways and transport, and surface and foul water management.

Applicant's Proposal

Outline planning permission is sought for a strategic employment site featuring a mixed use development and associated car parking, access, public open space, landscaping, and other works. All matters would be reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road, and Stanifield Lane respectively) and strategic infrastructure and landscaping. The application includes parameter plans, to establish a framework for the nature, size and scale of the proposed development including development zones; land use & quantum; maximum building heights within each zone; vehicle, pedestrian and cycle access; and strategic landscaping and green space. The application also includes a design code document to provide a framework for future reserved matters submissions should permission be granted.

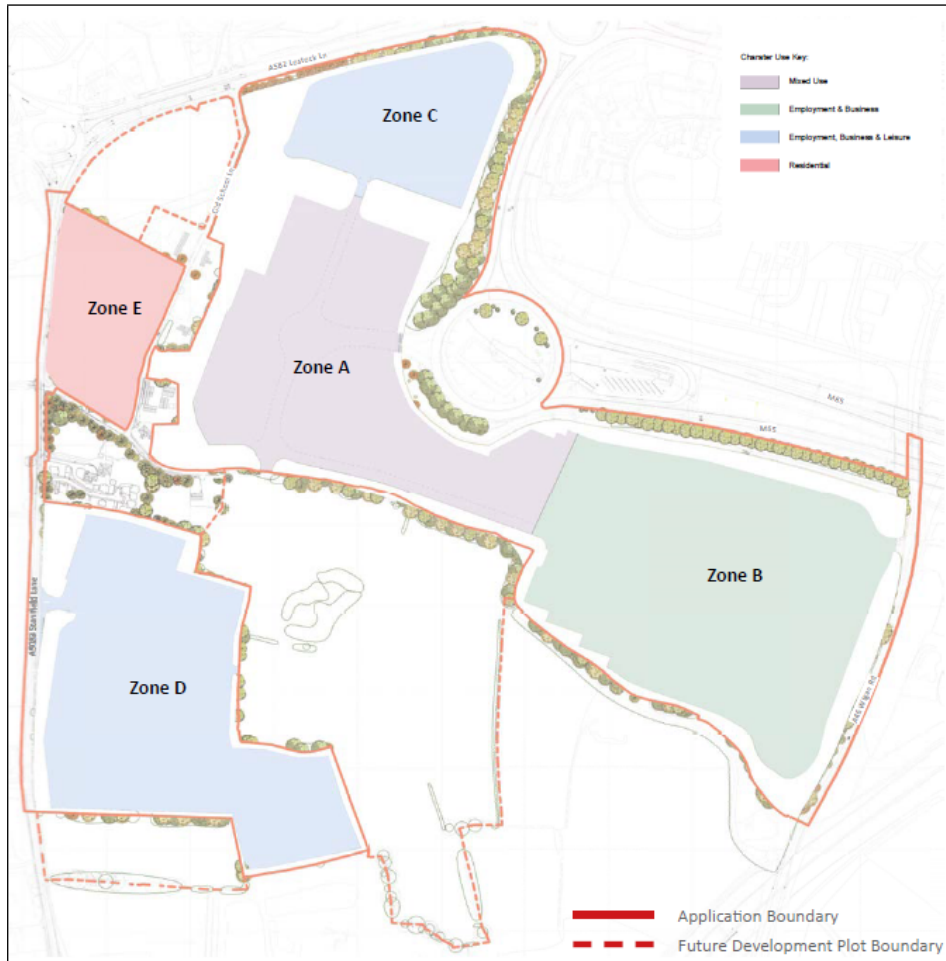
In more detail, the parameter plan defines the total maximum floorspace that could come forward as reserved matters proposals for different use classes within each zone (gross internal area in square metres) as shown in the table below.

Indicative Land Use and Quantum table:

	USE CLASS	MAX GIA (SQM)	MAX PLOT SIZE (SQM)	MAX BUILDING HEIGHT	MAX AOD HEIGHT
A	Retail (E(a))	4,000	30,000	20 m	64.09
	Hotel (C1)	2,500			
	Gym (E(d))	1,000			
	Food, Drink & Drive-Through Restaurant (E(b)/Sui Generis Drive-Through)	800			
	Car Sales (Sui Generis)	4,000			
	Creche (E(f))	500			
	Health Centre (E(e))	1,500			
	Employment (B2, B8)	25,000			
	Business (E(g)(i-iii))	4,000			
B	Employment (B2, B8)	65,000	65,000	25 m	77.00
	Business (E(g)(i-iii))	5,000			
C	Employment (B2, B8)	18,000	18,000	22.15 m	60.15
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
D	Employment (B2, B8)	47,000	47,000	24.7 m	74.00
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
E	Residential (C3)	116 homes	116 homes	13.7 m	51.10



The proposed development zones are shown on the plan below.



Within the parameter plans, there are further maximum height restrictions for areas of the site close to existing residential properties and to the frontage of Stanfield Lane. On the western edge of Development Zone A, the maximum height of buildings would be limited to 15m instead of 20m. On the western and northern edge of Development Zone D the maximum height of buildings would be reduced to 18.6m instead of 24.7m.

At the time the application was submitted the applicant anticipated that development would commence in 2023 and take approximately 7 years for the full build out as follows:



Zone	Duration (Years)	Construction	
		Start	Completion
A	3	2023	2026
B	4	2024	2028
C	2	2027	2029
D	2	2028	2030
E	2	2023	2025
Overall	7	2023	2030

Primary vehicular access would be provided into the site from four locations:

- Zone A from the M65 motorway via the existing terminus roundabout (full details provided).
- Wigan Road on the eastern boundary of the site via a four-arm signalised junction into Zone B (full details provided).
- Stanifield Lane on the south-western boundary into Zone D via a three-arm signalised junction (full details provided).
- Stanifield Lane into Zone E (residential only) at the north-western boundary via a four-arm staggered priority junction (outline only).

Full details have been submitted for the internal access arrangements into Zone A from the M65 terminus as part of the strategic infrastructure arrangements. Vehicles entering the site would approach an internal roundabout which would provide access to Zone C and the northern area of Zone A via a northern arm, and to the remainder of the site via a southern arm. The southern arm would lead on to a second internal roundabout, which is proposed as a 4-arm priority roundabout, with access to Zone A on the western arm, access to future development land to the south, and remaining Zone A units, and Zone B units to the east.

Pedestrian and cycle access would also be provided from the vehicular access points at Wigan Road and Stanifield Lane, and a separate access would be created parallel to Old School Lane from the north.

Description and Location of Site

The 51.3 hectares site is located at Cuerden, between Farington to the south and Lostock Hall and Bamber Bridge to the north. The main road access would be off the western end of the M65 terminus roundabout, approximately 250m to the west of the junction between the M65 and M6. The site is bound to the east and north-east by the M6, M65 and A49 Wigan Road, and to the north by the A582 Lostock Lane and the A6 South Ribble Way. Stanifield Lane forms much of the western boundary of the site, with agricultural land and scattered properties further to the west, and a railway and large warehouse developments beyond.

The site is largely composed of agricultural fields, with associated hedgerow field boundaries, trees, field drains, ponds and public rights of way. Old School Lane dissects the western part of the site running north-south and Stoney Lane dissects

part of the site running east-west. These roads, which lie outside the planning application boundary, feature several properties including the Grade II listed Old School House.

Lydiate Lane Quarry is located immediately to the south of the site and is the subject of mineral working and restoration through the deposit of inert waste materials.

Background

The application site is situated within the administrative area of South Ribble Borough Council. Ordinarily, the district council would be the determining authority for applications of this nature. However, in this case, in accordance with Regulation 3 of the Town and Country Planning (General Regulations) 1992, Lancashire County Council must act as the determining authority given that it is the interested planning authority seeking to jointly develop land of the authority.

Scoping opinion

The applicant requested an Environmental Impact Assessment scoping opinion under the provisions of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 to establish the extent of the information required for the Environmental Statement. Following consultation with statutory bodies and other interested parties, a scoping opinion was issued on 16 March 2022.

Environmental Statement

The proposed development is subject to environmental impact assessment and therefore the application is accompanied by an Environmental Statement and Non-Technical Summary. Additional Environmental Information has also been submitted in accordance with Regulation 25 of the Environmental Impact Assessment Regulations 2017 to supplement the Environmental Statement.

Community involvement

The application is accompanied by information to highlight that the proposed scheme has been through a number of stages of consultation with interested parties and local residents. This included letter drops, and media releases through 2022 and the establishment of a consultation website illustrating details of the proposal and providing an opportunity to submit feedback.

Application site visit

At the Development Control Committee meeting on 19 October 2022, the committee resolved to visit the application site before determining the planning application. The site visit took place on 24 November 2023.

Planning history

In April 2015, a Masterplan for the development of the whole Cuerden Strategic Site was adopted by South Ribble Borough Council.



Planning permission was granted in September 2016 by South Ribble Borough Council for the development of 9 dwellings at Brookhouse Farm off Stanfield Lane (see planning reference number 07/2016/0558/OUT). While this proposal is within the allocation for the Cuerden strategic site it is not within the boundaries of the application the subject of this report. This permission has been implemented and construction work is ongoing.

Hybrid planning permission (part outline and part full) was granted in December 2017 by South Ribble Borough Council for development similar to the current application at the same location albeit on a 65 hectares footprint (see planning reference number 07/2017/0211/ORM). Major retail elements along with the infrastructure necessary to deliver the site (relating to highways, utilities and drainage) and an area of strategic landscaping were submitted for full approval. All other elements of the application were submitted in outline form with matters reserved (save for some elements of site access which were shown in detail). This permission has now expired.

Brookhouse Group Limited, who own other land within the Cuerden Strategic Site but outside the boundary of the current application, have submitted two planning applications to South Ribble Borough Council for new independent accesses to serve the Cuerden Strategic Site. One application seeks permission for a new access off Stanifield Lane (A5083) and would be designed to serve a future planning application for development (see South Ribble Borough Council planning application number 07/2022/00245/FUL). The other application seeks planning permission for a new access off Old School Lane, the realignment of Old School Lane and alterations to the junction of Old School Lane and Lostock Lane (A582) and would be designed to serve a future application for residential development (see South Ribble Borough Council planning application number 07/2022/00251/FUL). At the time of writing neither application has been determined.

On 21 March 2023 planning permission was granted for a new cricket facility comprising 2 cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works at Woodcock Estate, Stanifield Lane, Farington (see planning reference number LCC/2022/0048). This application is for land to the west of the Cuerden Strategic Site.

Footpath Orders

On 21 December 2022 Lancashire County Council's Development Control Committee resolved to allow Orders to be made under Section 257 of the Town and Country Planning Act 1990 as amended by the Growth and Infrastructure Act 2013 to divert public rights of way 9-12-FP12 and 9-12-FP8 to enable development to be carried out in accordance with the planning application subject of this report and provided that no objections are received following advertisement of the Orders, the Orders be confirmed should planning permission be granted for the proposed development.

Should permission be granted for the proposal, there would be a need to divert public right of way numbers 9-12-FP12 and 9-12-FP8 that cross the site. The following diversions and PROW upgrade are proposed:



Public Right of Way 9-12-FP12

Description of site of existing path or way

The entire width of that part of Footpath 9-12-FP12 running from the western boundary of the adopted highway of South Ribble Way (A6) in Farington at point A (SD 5555 2504), generally west for 310 metres to an unmarked point in the field, 30 metres east of Old School Lane at point B (SD 5526 2499).

Description of site of alternative highway

A bridleway running from the southern boundary of the adopted highway of Lostock Lane (A582) in Lostock Hall (SD 5527 2513), generally south for 150 metres then continuing generally south for 465 metres to join Stoney Lane (SD 5521 2466). The surfaced bridleway would be a width of 3 metres.

Public Right of Way 9-12-FP8

Description of site of existing path or way

The entire width of that part of Footpath 9-12-FP8 from a point 10 metres south of the boundary of the M65 Motorway in Farington (SD 5566 2471) running south south-west for 155 metres to the junction with bridleway 9-12-BW11 (SD 5560 2457).

Description of site of alternative highway

A bridleway running from the western boundary of the adopted highway of Wigan Road (A49) in Farington (SD 5605 2458), generally west north-west for 435 metres to a point near the boundary of the M65 Motorway in Farington (SD 5566 2471) then generally south south-west for 180 metres to a junction with bridleway 9-12-BW11 (SD 5560 2457). The surfaced bridleway would have a width of 3 metres.

Planning Policy

National Planning Policy Framework

Joint Lancashire Mineral and Waste Development Framework Core Strategy DPD - Managing our Waste and Natural Resources

Policy CS1 Safeguarding Lancashire's Mineral Resources

Joint Lancashire Minerals and Waste Local Plan - Site Allocations and Development Management Policies – Part One

Policy M2 Safeguarding Minerals

Central Lancashire Adopted Core Strategy



Policy 1	Locating Growth
Policy 2	Infrastructure
Policy 3	Travel
Policy 4	Housing Delivery
Policy 7	Affordable and Special Needs Housing
Policy 9	Economic Growth and Employment
Policy 16	Heritage Assets
Policy 17	Design of new buildings
Policy 18	Green Infrastructure
Policy 21	Landscape Character Areas
Policy 22	Biodiversity and Geodiversity
Policy 24	Sport and recreation
Policy 27	Sustainable resources and new developments
Policy 29	Water Management
Policy 31	Agricultural Land

South Ribble Local Plan

Policy A1	Developer Contributions
Policy C4	Cuerden Strategic Site
Policy F1	Parking Standards
Policy G7	Green Infrastructure
Policy G8	Green Infrastructure and Networks- Future provision
Policy G10	Green Infrastructure in residential developments
Policy G11	Playing pitch provision
Policy G13	Trees Woodlands and Development
Policy G16	Biodiversity and nature conservation
Policy G17	Design Criteria for new development

South Ribble Supplementary Planning Documents

- *Affordable Housing*
- *Design Guide*
- *Open Space and Playing Pitch*
- *Renewable and Low Carbon Energy*
- *Biodiversity and Nature Conservation*
- *Employment and Skills SPD*

Emerging local plan

The emerging plan comprises the Central Lancashire Joint Local Plan for the local authorities of Preston City Council, South Ribble Borough Council and Chorley Council. Consultation on the 'Preferred Options Part 1' took place between 19 December 2022 and 26 February 2023. Paragraph 48 of the National Planning Policy Framework states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to relevant policies in the emerging plan, and the degree of consistency of relevant policies to the policies in the National Planning Policy Framework. The emerging plan has not yet been submitted for



independent examination. Therefore, given its early stage, it is considered that little weight can be attached to the emerging plan.

Consultations (key summary of responses)

South Ribble Borough Council – Initially raised objection on the following grounds:

- That an independent viability assessment is required to be undertaken prior to determination to ascertain if the “enabling development” (i.e. retail, leisure and housing) is the minimum required to fund essential infrastructure in line with the requirements of Policy C4 of the South Ribble Local Plan.
- That a detailed review of sequential alternative sites is requested from the applicant which considers the merits of the application in terms of compliance with retail and town centre planning policy. Policy C4 requires that any main town centre uses must satisfy the sequential and impact tests in the NPPF. In respect of this, the Council commissioned Nexus Planning, consultant retail planning specialists, to provide advice in respect of the acceptability of proposed town centre uses. Nexus Planning advised that they are not satisfied with the assertion that there is no requirement to undertake a detailed sequential test assessment, considering the proposal’s compliance with retail and town centre planning policy.
- That additional information is provided for assessment in respect of retail impact which addresses trade diversion from Bamber Bridge and consideration of a scenario to take account of permitted convenience floorspace at the B&Q store in Bamber Bridge not coming forward.

South Ribble Borough Council also requested that:

- The submitted application only relates to part of the allocated site and the proposal should not prejudice the development of the other parcels of the allocated site (owned by Brookhouse Group Limited),
- Due consideration must be given to the 2015 adopted masterplan and for it to be determined if the application under consideration accords with the broad principles set out in the adopted masterplan together with the policy requirements are met in relation to phasing, a delivery schedule and an agreed programme of implementation.
- The Design Code stipulations for high quality design and built environments are secured by a suitably worded condition and strictly applied to the consideration of future reserved matters applications.
- The impact of the additional traffic and the impact on highway capacity/junction safety requires full and careful consideration together with the control of HGV routeing to safeguard the amenities of residents.
- Consideration should be given to the removal of proposed accesses to the site from Stanifield Lane.
- Consideration should be given to the application of a weight limit to Stanifield Lane to restrict usage by HGVs.

Following the applicant's response to the points raised above, South Ribble Borough Council request that in assessing the additional information provided by the



applicant, and in the determination of the planning application, the points raised in the original response are given due consideration.

Blackburn with Darwen Borough Council – No comments received.

Chorley Borough Council – No objection. However, it is recommended that determination of the application includes: a rigorous assessment of highway safety and capacity with any necessary mitigation measures identified and secured; private car parks on the site should be controlled to prevent public use and free access with a scheme agreed to secure this; and any biodiversity loss should be mitigated on site and where this is not possible, a financial offset contribution should be made to the neighbouring Cuerden Valley Park.

Preston City Council - Considers that the proposed scale and type of employment use at the Cuerden Strategic Site would not significantly adversely impact on the take up of employment land allocations in Preston, subject to market demand. It is considered that the phasing and scale of office development proposed at the Cuerden Strategic Site has scope to significantly adversely impact on investment, and occupier demand for office development, within both the Station Quarter Regeneration Framework (SQRF) area and the city centre as a whole in advance of the provision and occupation of office development in the SQRF area. Should planning permission be granted by LCC, it is recommended that a condition be attached to such a permission to secure a phasing schedule in connection with the delivery of office floorspace, to ensure such floorspace be delivered at the end of the construction/delivery programme of the strategic site, to accord with South Ribble Local Plan Policy C4 and paragraph 90 of the Framework, regarding investor confidence and planned office investment in the SQRF area. It is considered that the convenience goods cumulative impact of the proposed development would not significantly affect Preston city centre.

Overall, no objection and recommend the following condition:

- Phasing schedule in connection with the delivery of office floorspace, to ensure such floorspace be delivered at the end of the construction/delivery programme of the strategic site, to accord with South Ribble Local Plan Policy C4 and paragraph 90 of the Framework, regarding investor confidence and planned office investment in the Station Quarter Regeneration Framework area.

Lancaster City Council – No objection.

Farington Parish Council – Highlight the issue of additional congestion on the surrounding roads, in particular the A582, which it is suggested should be dualled to cope with the additional traffic. Consideration also needs to be given to air quality, infrastructure to support the development, and the impact upon highways. Following re-consultation the Parish Council has objected to the application due to the impact on the highways of this development and also the proposed cricket ground and the Caddick developments [assumed to be major employment development at Lancashire Business Park, Farington]. Of major concern is the proposed access from Stanifield Lane.



Cuerden Parish Council – No comments received.

Clayton-Le-Woods Parish Council – Object due to the ongoing traffic and congestion issues at the Wigan Road (A49) - Lancaster Lane junction.

Environment Agency – No objection subject to a condition relating to water pollution control. It should also be noted that that site is next to an existing waste facility at Lydiate Lane Sand Quarry that is regulated by the Environment Agency. Policy 187 of the National Planning Policy Framework states that new development should integrate effectively with existing businesses and not place unreasonable restrictions upon them.

Natural England - No objection. Natural England considers that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

National Highways – No objection subject to recommended conditions in relation to a highway mitigation scheme for the interface of the M65 terminus, including roundabout and site access; a highway mitigation scheme for the M6 Junction 29a roundabout; a highway mitigation scheme for the interface of the southbound link road and the M6 Junction 29 roundabout; a travel plan; boundary motorway fencing; geotechnical assessments for site works affecting the motorway; drainage assessment; and a construction traffic management plan.

National Highways has provided extensive commentary to support its position and this highlights that they have sought to ensure that (prior to determination of the planning application) the applicant both demonstrates how the network would function effectively through traffic impact modelling and evidences that the offsite proposed highway mitigation works on the strategic road network have a reasonable prospect of delivery. This approach also accords with Paragraph 25 of the governing DfT Policy Circular 01/2022 'The strategic road network and the delivery of sustainable development'.

As part of the transport assessment, traffic modelling was provided to National Highways for review and traffic modelling was undertaken by National Highways to address identified modelling concerns. Local junction models (LinSig) and microsimulation models (Vissim) have been produced in support of the planning application. The local junction models provided include the M6 Junction 29 (north and south), the M65 Terminus Junction, and the A6/A582 Roundabout. The microsimulation model covers these junctions in addition to wider extents on the local road network.

In conclusion, National Highways has completed a review of the traffic modelling to support the proposed development. The review has culminated in National Highways carrying out traffic modelling using available tools to understand the predicted highway operation of the development's proposed access strategy and highway mitigation proposals. The traffic modelling work has predicted that the proposed development, with its highway mitigation package, and access proposals, would not have a severe impact upon the strategic road network. National Highways note however that the performance of the M65 terminus roundabout is reliant on the improvements to the A6 / A582 junction to the north being implemented as proposed



by the applicant (i.e. with a two-lane freeflow left-turn link from A6 northbound to A582 westbound).

National Highways also comment that during the course of discussions with the applicant about establishing outline design compliance with the Design Manual for Roads and Bridges (DMRB) for the M65 terminus merge option scheme, National Highways have indicated that they would not be satisfied with the retention of the current arrangement where the freeflow left-turn link road from the M6 northbound at Junction 29 merges with traffic heading west towards the terminus from the Junction 29 roundabout. The concern is centred on the weaving distance between this merge point and the point where this combined traffic merges onto the M65 westbound mainline before the terminus itself. National Highways has suggested a solution to this that involves amending the road layout. However, the applicant has taken a decision not to pursue efforts to establish agreement of this option at this time, which leaves the pulse / segregated option as being the only scheme that National Highways could agree to based upon modelling outputs and the outcome of their consideration of the general layout against Design Manual for Roads and Bridges (DMRB).

There are other aspects of the M65 terminus and site access scheme proposal outside of the strategic road network boundary that National Highways note should be considered by Lancashire County Council Highways. National Highways consider that a ban on cyclists and pedestrians should be introduced to the M65 terminus roundabout for safety reasons. They are aware that alternative access to the application site is to be provided for sustainable modes and so there is no reason why access for vulnerable users via this part of the network should be maintained. All traffic signals at the M65 terminus roundabout (including those governing the M65 / M6 slip road approach to the terminus) would be outside of the strategic road network and therefore are the maintenance responsibility of Lancashire County Council Highways. National Highways advise that Lancashire County Council Highways should consider whether the design junction would be able to operate safely in the event of traffic signal failure / power outage. Lastly, a severed section of public right of way (PROW) currently exists that crosses the path of traffic leaving the motorway that originates from within the application site that is a remnant of the historical land uses in the area. National Highways welcome the intention to seek removal of this PROW and instead both secure and restrict use of the path for employees of the Driver and Vehicle Standards Agency (DVSA) Cuerden site. At this stage it is not clear as to how discussions between the applicant and the Driver and Vehicle Standards Agency (DVSA) have concluded. National Highways' opinion is that if PROW status is deleted, the pathway and crossing point should be removed completely and made safe.

Historic England – No comments to make.

Lancashire County Council Highways Development Control – Satisfied with the proposed application. However, this is subject to planning conditions to ensure that all necessary mitigation is delivered in advance of it being needed and that the development phasing delivers the integral spine road that connects two existing highway corridors as per the assessment. This, together with the delivery of all sustainable changes would ensure that the local and wider environment with development, suitably integrates, is accessible, and is permeable for non-motorised



modes. The planning conditions would also ensure that the impacts of construction are safely and suitably managed, minimising impact on the wider network for all users. The proposed highway measures, when delivered, would provide the necessary additional capacity to mitigate the impact of the development throughout both morning and afternoon peaks and negate a quantity of network pressure in the future.

It must be noted that the level of congestion that would be experienced with this development in the future would be higher than that currently experienced at a number of locations. Queuing and hence delays would also increase. However, with the additional link capacity that would be provided, it would benefit corridor reliability and support lane discipline and better driver behaviour prior to junctions, which is a current issue at a number of locations. The influence of sustainable transport to meet movement needs would be important and this site benefits from being close to existing sustainable transport hubs, corridor and the built environment. This development (and others in the area) supports the use of sustainable transport and is in line with the principles of the National Policy Planning Framework (NPPF).

County Archaeology Service - As has been correctly stated in Salford Archaeology's *Summary of Previous Archaeological Investigations (2022)*, the site was both evaluated and subject to further archaeological investigation and recording by Salford Archaeology in 2018, the results of which were then written up into a final report in March 2020. No further archaeological investigation of the site is considered necessary.

County Landscape Service - Detailed advice has been provided in relation to landscape and visual issues while also noting that as the use of the application site for employment purposes has long standing planning policy support, no attempt has been made to challenge the proposed land use in principle. Advice has been provided on the following summarised matters:

- The design code is too generic and requires amending to include more site specific details including landscaping and biodiversity net gain.
- Many comments made in relation to details shown on the illustrative framework plan including insufficient landscape layout, buildings too large for the local landscape, plot layout, unacceptable car parking design etc, insufficient space for meaningful public realm, disproportionate contrast in scale with existing structures, incompatibility with the existing landscape scale and greater visibility especially in views from the south, west and east, lack of true reference to local vernacular in design code. The illustrative 3D design code appears to under represent the likely vertical scale of development and this should always be avoided to ensure transparency.
- Many discrepancies highlighted on illustrative layout drawings.
- Insufficient strategic landscaping.
- Impacts on tree root zones not fully accounted for.
- Insufficient landscaping and habitat connectivity within the development zones.
- Impact of proposed high buildings on Green Belt to the south.
- More replacement hedgerow planting required.
- Insufficient open space provision within zone E.

- It is not clear from the Landscape and Visual Impact Assessment (LVIA) what form of the proposed development has been used as the baseline for determining likely landscape and visual impacts. The applicant should have provided an explanation of the limitations of the Landscape and Visual Impact Assessment (LVIA) at the outset to ensure transparency.
- The Zone of Theoretical Visibility (ZTV) has not been adequately defined.
- Assessment was undertaken in February 2022, when the majority of deciduous trees and shrubs had shed their leaves. Site assessment should also have been undertaken sometime during summer to, amongst other things, facilitate an evaluation of the likely extent of mitigation that existing vegetation could provide.
- The applicant has considered the effects of the proposed development on just 15 visual receptor locations which is simply not enough. Good practice for visual impact assessment requires consideration of likely effects of development proposals on all of the visual receptors within the Landscape and Visual Impact Assessment (LVIA)'s study area. No viewpoints have been selected to represent likely impacts on views from PRoW's 6, 7, 8 and 12, and Woodcock Estate, and there are distinct locational issues with other selections. Consequently, there is likely to be underscoring of the likely visual impact.
- Appendix 7.9 showing proposed landscape mitigation has no key, greatly diminishing its use as a tool for providing details of the applicant's proposals.
- The assessment of residual landscape effects is based upon the site and its immediate setting. No explanation is provided as to why the assessment is confined to just the limited area of the site and immediate setting and not the whole of the Landscape and Visual Impact Assessment (LVIA) study area as required by good practice.
- The development proposals involve completely changing the landscape character of the area, which is predominantly open pasture with scattered trees and hedgerows to one characterised by large modern industrial/service buildings, housing and associated infrastructure. Such a change would according to the applicant's methodology indicate a high level of landscape susceptibility.
- Insufficient assessment of likely cumulative landscape impacts.
- The sensitivity of visual receptors on public rights of way should be classed as high.
- The proposed landscape mitigation would only reduce the level of effect to moderate adverse. The aim should be to achieve below moderate adverse effects. The applicant should design landscape mitigation which achieves this, and if it is not possible, explain why in the Landscape and Visual Impact Assessment (LVIA).
- It is recommended that little reliance is placed on the applicant's Landscape and Visual Impact Assessment (LVIA) as a tool for assisting with determining the landscape impacts of the Cuerden Strategic Site. The applicant should formally withdraw the Landscape and Visual Impact Assessment (LVIA) and resubmit a version which addresses the weaknesses and omissions discussed above.
- Parameter Plan 1 – Zone D – Why is the maximum building height step down at 18.6m near residential properties not the same as Zone A to 15m? Additionally, the stand-off is much narrower for Zone D. For Zones B and C a

maximum building height of 25m and 22.5m respectively is proposed. In landscape and visual terms, this is too large a scale for the buildings fronting boundaries. There would also be insufficient space for landscaping. Separation distances between buildings and boundaries need to be increased, or building heights need to 'step-down' towards zone boundaries – a transition zone like that proposed for Zone A.

- Parameter Plan 3 – There is insufficient detail of strategic landscaping proposals. Separate landscape drawings add confusion as it is not clear what is for full detail submission and what is for reserved matters purposes.
- Numerous issues, inconsistencies and discrepancies are highlighted in relation to submitted detailed landscaping drawings and the illustrative Development Framework Plan.
- Landscape features lost as part of site preparation works under permission 07/2017/0211/ORM need to be addressed.
- The planning statement confirms that "*Existing trees and hedgerows will be retained*" but as there is a dearth of and at times conflicting information generally in the applicant's documentation concerning tree losses, it is difficult to see what target in percentage terms was set for them. Given the generally scattered distribution of trees across the application site, there seems few if any obstacles to ensuring that no trees would have to be removed to facilitate development. No evidence has been provided which demonstrates that the tree and hedgerow losses are unavoidable.
- Site cross-sections are needed to demonstrate building scale and mass.
- There is insufficient habitat connectivity across the site.
- No tree survey has been provided [this was subsequently rectified in January 2023].

Following the receipt of the above comments the applicant submitted further documents and information to address and/or respond to the points raised.

LCC ecology consultancy comments – Initially provided comments on this application on 14/10/2022 and further comments on 26/01/2023. The latter response concluded that the Biodiversity Net Gain (BNG) report prepared in support of the application contained some issues where further information was required from the applicant prior to determination. These related to missing information in the Biodiversity Net Gain (BNG) assessment. Further documents relating to biodiversity and ecology have been submitted to address these concerns and all outstanding issues have now been satisfactorily addressed. A number of requirements will need to be secured as a condition as part of any planning permission including:

- A Construction Environmental Management Plan,
- Landscape and Ecology Masterplan,
- Provision of at least 30 bird boxes installed across the site to include a combination of models suitable for colonial, semi-colonial and territorial species.
- Provision of artificial bat roost boxes on retained trees prior to development.
- Updated wildlife surveys primarily to account for the time lag prior to the start of construction for later phases.
- New hedgerows and existing tree retention.
- Bat sensitive lighting scheme.



- Vegetation clearance outside bird breeding season.

National Grid Gas and Electricity – No comments received.

Public Rights of Way Team – No comments received.

Lead Local Flood Authority – No objection subject to conditions controlling flood risk assessment and surface water sustainable drainage strategy, construction surface water management plan, and sustainable drainage system operation and maintenance.

The Wildlife Trust for Lancashire, Manchester and North Merseyside – No objection in principle. However, concerns are raised regarding clarity over the provision of full and reserved details for strategic landscaping/other landscaping. Full details of strategic landscaping must be provided before development commences. Existing trees and hedges must be protected. A construction environmental management plan should be controlled by planning condition. How would the requirements of the Environment Act 2021 and Biodiversity Net Gain be incorporated and managed? Built development should feature 'Building with Nature' design features.

United Utilities –the submitted drainage documents; Drainage Strategy and Flood Risk Assessment, July 2022, ref: WIE11556-104-R-2.1.2-FRA&DS Issue 3, have been reviewed and are not acceptable. This is because UU has not seen robust evidence that that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. Consequently, should planning permission be granted it should be subject to a pre-commencement condition for details of a sustainable surface water drainage scheme and a foul water drainage scheme.

Ramblers' Association – No comments received.

Lancashire County Council School Planning - The current position is that no education contribution is required at this stage. However, this may change as other applications come forward and are approved, so a final assessment should be requested a week before the application is presented for determination. Should an education contribution be required this would be provided through a s106 agreement.

The School Planning Team has been reconsulted and comments are awaited.

Representations – The application has been advertised in the local newspaper, by site notices, and neighbouring residents have been informed in writing. 8 representations have been received objecting to the application for the following summarised reasons:

- There is already significant traffic congestion on Stanifield Lane and the surrounding highway network especially given the existing industrial area at Leyland Business Park.
- The development would result in unacceptable increases in traffic.
- There is a lack of demand for more commercial units.



- The statement of community involvement confirms that very few people in the community want the development.
- Heavy goods vehicles would generate air pollution.
- The development takes no account of the climate emergency.
- The plans include no 'green measures' such as wind turbines, solar panels and electric vehicle charging.
- The plans would effectively create urban sprawl from Preston City Centre to Euxton.
- Previous plans included a through route to Stanifield Lane to help alleviate traffic congestion on the A582 Lostock Lane.
- Todd Lane South would be used as a rat run to avoid the traffic congestion. What will be done to stop that? Lostock Hall, Bamber Bridge and Leyland are already bottlenecks, even more so when there's an incident on the M6/M61 or M65.
- Traffic pollution impacts on school children using Todd Lane South.
- The site wouldn't be sustainable given the number of neighbouring estates.
- The application is outline. How can councillors approve this without the full picture?
- The developers should fund improvements to Lostock Hall village centre and St Catherine's Park/Dandy Brook, and perhaps even build an EV charging station that is free to use for local residents to help off-set the massive increase in pollution and carbon emissions that this development would bring.
- May be a need for traffic calming on Stanifield Lane.
- Extra traffic would affect road safety.
- Impact of the development in the Green Belt.
- The development along with the proposed cricket facility would have a significant combined impact.
- There should be no access to the site from Stanifield Lane.
- Object to any proposed vehicle access to the site via Wigan Road. Wigan Road is not a suitable access for large vehicles and access from the motorway from junctions 28 and 29 are not ideal. Cycle and pedestrian access is supported from Wigan Road and this would tie in well to the cycle route through Cuerden Valley Park.
- Object to large structures being directly adjacent to Wigan Road as the rural nature of that side of the site would be destroyed if tall warehouses are to be built.
- Some of the current and proposed footpath information from the site is out of date. Under 5.4 Public Transport Information, a path is shown in green which goes through the grounds of Cuerden Hall. Unfortunately the new owners of the property have blocked this access since 2021 so the walk would actually involve travelling on the unlit, single track road, Shady Lane to access the park. A recent application to make the previous permissive path into a PROW was dismissed by LCC in 2022. There is also reference to the Park Run in this area and this ceased to exist in 2020. The only existing path through this area is therefore the no. 55 cycle route which travels through the park on a largely unmade path with no lighting, making it unsuitable for pedestrians. The lack of sustainable infrastructure in this area is a significant problem.
- There are too many industrial/retail sites in the area already. Many older sites are not maintained and are not full so why aren't these sites maintained and occupied rather than developing vital greenfield farming land which is in

decline. Also, the air, rivers and light pollution needs monitoring independently as this area is heavily polluted already. Countryside is needed for fauna and flora and for health and wellbeing. There is no need for any more retail/industrial parks.

British Horse Society (BHS) - The BHS objects to the application on the grounds that it does not meet the tests of National Planning Policy Paragraph 100 on the grounds that equestrians are being marginalised in the scheme with walkers and cyclists being favoured. The BHS would be willing to withdraw the objection if definitive bridleways are provided. The BHS note that nationally equestrians have just 22% of the rights of way network. There are 51,106 horses registered in Lancashire with 577 in the PR5 postcode area. In Lancashire, riders have just 8.8% of the rights of way network and carriage drivers a mere 0.5%, increasingly disjointed by roads which were once quiet and are now heavily used by traffic resulting from development within the County. It is therefore important that these public rights are protected.

In order to maximise opportunities within Lancashire to help provide more off-road links for equestrians this development should support the automatic inclusion of horse riders on shared off-road routes, unless there are cogent reasons why this is not possible. The key to a successful shared route is the design: for example, rather than positioning a cycle path down the centre of a route with verges either side, the cycle path should be positioned to one side and the two verges combined to provide a soft surface for walkers, runners and horses on the other. (This also addresses the issue of horse droppings which, as research has confirmed, represent no danger to health and disperse quickly, particularly on unsurfaced paths.)

The Society suggests S278 funding is used to create multi-user routes within the site for pedestrians, cyclists, and equestrians which could be achieved with a public bridleway around the periphery of the site. The Society suggests S106 funding is used to improve and extend the equestrian access network surrounding the site upgrading connecting footpaths to at least bridleway status and providing multi user routes alongside the A582, A5083 and A49. S106 funding should also be used to increase equestrian access to Cuerden Valley Park.

Neighbouring landowner Brookhouse Group Ltd who own land immediately south of the application site, has made several representations on the planning application from the initial advertisement through the submission of additional information. Their key objections/concerns raised are summarised as follows:

- Procedural concern over the appropriateness of this application being determined by Lancashire County Council pursuant to regulation 3 of the Town and Country Planning General Regulations 1992.
- The proposals do not accord with the local plan which requires a comprehensive approach to development of the Cuerden strategic site, particularly as the application sets out no commitment that they would not be ransomed when it brings forward the remaining elements of the allocation. Without prejudice to their wider objections to the application, Brookhouse Group request that the County Planning Authority ensure that comprehensive development of the overall site would not be prejudiced, without any possibility for ransoming using a section 106 planning obligation.



- The piecemeal approach to development within the Cuerden strategic site is unnecessarily wasteful in terms of land-use and compromises the ability of the strategic site to accommodate larger space requirements. To illustrate this point, without a collaborative approach to the remaining land within the strategic site, 76% less development might be achieved (circa 91,000m²). One of the consequences of this is that in order to meet South Ribble's employment land needs, then additional pressure would be placed on green belt areas within the borough and beyond.
- The viability case for the enabling use proposed is not made out, contrary to the requirements of policy C4. When assessing the previous planning application for the site, the local planning authority in that instance, South Ribble Borough Council, appointed independent assessors to evaluate the applicant's viability claims, in order to be clear that the entire site could be delivered, and to be clear that the enabling development was proportionate. Even if the applicant's site-wide (i.e. including neighbouring land) viability case were to be proven, there is no commitment from the applicant to deliver infrastructure for the remainder of the strategic site area. The clear consequence is that enabling uses on the applicant's land would not relate to the delivery of employment uses on the remaining strategic site area. As such, excess enabling uses would be permitted on the applicant's land and further enabling uses would likely be needed on the remainder of the strategic site; in effect funding the same infrastructure.
- There are significant flaws in the technical assessments submitted. For example, the approach to the Transport Assessment (TA) has been to assess the strategic site as a whole, entirely relying on a link road connecting the M65 to Stanifield Lane. The flaw in this approach is that a link road has not been applied for by the applicant. In another example, the Transport Assessment (TA) appears to rely on 'trip-rates' that have been manipulated to suit the applicant's objectives, rather than objectively assess the development and its impacts. Similarly, flaws are identified by Brookhouse's agency Jones Lang Lassalle (JLL), who advise that the site being developed in the piecemeal manner proposed by the applicant ensures that either a) the site's unique market potential for very large units is missed, or b) considerable floorspace potential is lost through layout inefficiencies. In addition, Jones Lang Lassalle (JLL) advise that piecemeal development costs are higher (services must be re-routed to avoid Brookhouse land, adding cost), necessitating more enabling development and therefore less of the Strategic Site delivering employment uses; all of which is contrary to the applicant's agent's claims.
- The application does not make best use of the site contrary to planning policy imperatives and it stops the strategic site being able to accommodate large units for which it is uniquely suited. Paragraph 125 of the National Planning Policy Framework states that local planning authorities should refuse applications which fail to make efficient use of land. The application does not make efficient use of land.
- The 2017 planning permission (reference 07/2017/0211/ORM) for the allocation included within condition 3 ("phasing") the specific requirement that the "highways infrastructure for Phase 1 shall provide unfettered access to the remaining development phases." For the avoidance of doubt, in addition to the planning obligation referred to above, it is expected that an equivalent

condition to be imposed on any planning permission, to the effect that the approved highways infrastructure shall provide unfettered access to the remaining parts of the Cuerden allocation.

- The issue underlying the problems with this application is that the applicants have chosen to promote development alone, and solely on their land, despite commitments from neighbouring landowners to work fairly and openly in collaboration.
- It is noted that ecology surveys and reports have been undertaken by suitably qualified ecologists and that some previous comments made in the first and second version of the representation technical note have been addressed. However, there are still some discrepancies between the ecological reports provided to support the application, as well as concerns regarding justifications, which it is considered would need to be addressed prior to a planning determination. These concerns generally relate to biodiversity net gain, assessment methodology and protected species justifications.
- A design code was adopted as part of the 2017 permission at the site. As this application introduces a new design code this should also be presented to South Ribble Borough Council to seek adoption.

Advice

Introduction

This application is for outline planning permission for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) and the provision of associated car parking, access, public open space, landscaping and drainage. All matters are reserved with the exception of access details from the public highway to development Zone A (M65 Terminus Roundabout), Zone B (A49 Wigan Road) and D (Stanifield Lane), and for strategic green infrastructure/landscaping.

The layout, size and design of internal roads and buildings would be subject of future reserved matters applications in line with submitted maximum floorspace and building height parameters. A design code has also been submitted as part of this application to assist in the shaping of the development of the site.

Planning permission was granted by South Ribble Borough Council on this general site in 2017 for a large scale mixed use development. The application at that time included significant retail use elements. The current application is for a different mix of landuses of the site which are considered to be more viable in the current economic climate.

Planning policy context

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In considering the issues that arise from the proposed development, it is necessary to take into consideration the relevant



policies of the Development Plan and the planning history of the site and all other material planning considerations. Government policy including the National Planning Policy Framework is a material consideration that should be given appropriate weight in the decision-making process.

The Development Plan for the site comprises the Central Lancashire Core Strategy (2012) and the South Ribble Borough Local Plan (2015). The Central Lancashire Authorities have also recently published a draft replacement local plan covering the whole central Lancashire area. However, this plan has not yet reached a stage where any significant weight can be attached.

The National Planning Policy Framework affirms that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 55 of the National Planning Policy Framework advises that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Similarly, Paragraph 56 of the National Planning Policy Framework advises that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification. Paragraph 57 of the National Planning Policy Framework states that planning obligations must only be sought where they meet all of the following tests: necessary to make the

development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

The key development plan policy for this site is Policy C4 of the South Ribble Local Plan. This policy covers the application site and also the land owned by Brookhouse Group to the south. The policy reads as follows:

'Planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of:

a) an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include, employment, industrial and Green Infrastructure uses;

b) a phasing and infrastructure delivery schedule;

c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.

Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan.'

Commentary to Policy C4 highlights that while the Cuerden Strategic Site allocation will have an employment focus, there may be an opportunity for the provision of alternative uses such as retail, leisure and housing. These uses must support the comprehensive provision of infrastructure and strategic employment opportunities and must help create a more dynamic, vibrant and sustainable place with economic activity both during the day and the evening.

Masterplan

The first requirement of Policy C4 is for the submission of a masterplan for the comprehensive redevelopment of the site. Such a masterplan for the site was adopted by South Ribble Borough Council in April 2015 and provides a framework against which planning applications can be considered. Figure 1 below illustrates the land use arrangements within the adopted Masterplan.

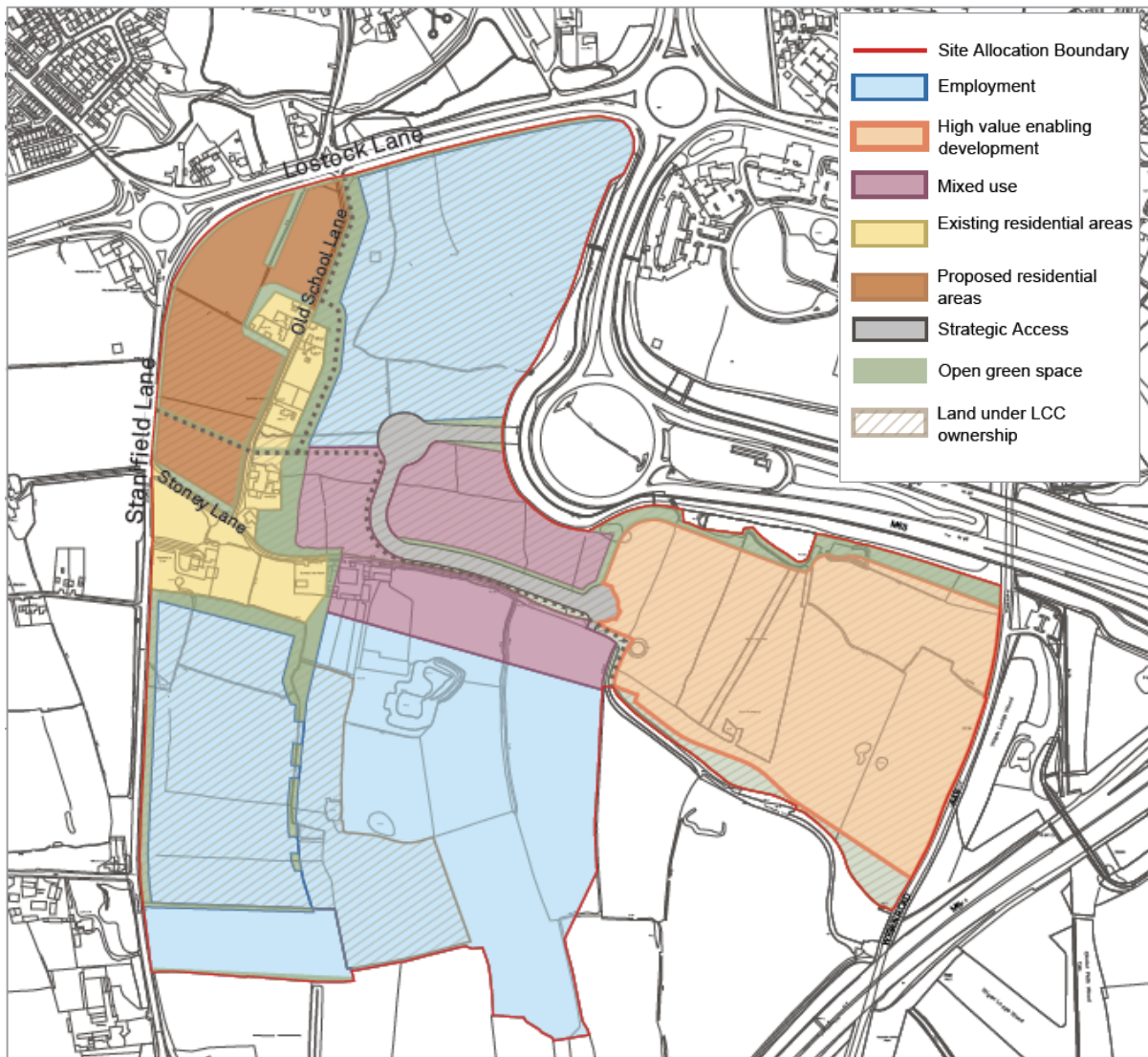


Figure 1: – Adopted Masterplan development landuse

Commentary within the adopted Masterplan document states that the framework has been generated through a comprehensive process of engagement and dialogue with a broad range of public and private sector stakeholders and it demonstrates how the overall vision can be achieved in a format that complies with planning policy requirements. The commentary adds that the evolution of the masterplan has at each stage been determined through a balanced approach that takes into account matters highlighted through scenario testing, viability studies and flexibility identified in the spatial framework. The resulting masterplan has the potential to integrate environmental, economic and social objectives within a strong spatial framework which has good design at its core.

Although no supporting information on the evolution of the adopted masterplan can be found, it is assumed that the master planning process assessed the viability and acceptability of including the employment specific and alternative uses (such as retail, housing, leisure) for the site that now form part of the adopted masterplan. For example, officer advice within a South Ribble Borough Council Planning Committee report for the Cuerden Strategic Site Masterplan, dated 22 April 2015 highlights that the north-west corner of the site was initially earmarked for employment uses, but

evolved through the process to be allocated for residential development. The reasoning being to provide a land-use more in keeping with the existing residential uses and with separate access from Stanifield Lane so that employment use related traffic would not impact on the existing residential lanes. Therefore, the masterplan clearly sets out that housing is the most appropriate use in the north-west corner of the site (Zone E) and any other use would not be in accordance with it.

The adopted masterplan sets out the mix and layout of uses considered appropriate for the site together with primary and secondary access arrangements and indicative locations for green space and strategic landscaping. The masterplan formed the basis for the hybrid planning permission that was granted by South Ribble Borough Council in 2017, which then included a significant area for retail space.

This application has relied on the approved masterplan as a framework to build upon a revised new focus for the site. The applicant has submitted an illustrative framework plan showing the smaller site boundary but based on the approved masterplan for the wider Cuerden strategic site. The plan illustrates one of a number of ways the site could be developed within the constraints of the accompanying parameter plans. Building layout and design would be subject to further scrutiny and assessment through any subsequent reserved matters applications should outline permission be granted. This could be guided by a need to protect valuable existing habitats and trees, provide buffer zones to neighbouring properties depending on building heights in relation to parameter restrictions, protection of a listed building, and adjustments for biodiversity net gain for example.

Concern has been raised by Brookhouse Group that the application would not facilitate the comprehensive development of the whole strategic site as envisaged by Policy C4 of the South Ribble Local Plan and the adopted Masterplan. However, this scenario could also occur if the application included the wider site given the different land ownerships. The applicant does not control all of the land within the Policy C4 allocation and cannot therefore influence whether the land outside the application site would be brought forward in the future. However, the design of the proposal still maintains the opportunity to link through to the wider site at a later date. Moreover, the proposed development would deliver significant off-site infrastructure necessary to facilitate future expansion and would also provide direct access into the additional development plots outside the application site.

The Planning Inspector's examination report for the South Ribble Local Plan 2015 states that '*...Whilst not necessary for soundness, I consider that the inclusion of a definition for the term 'comprehensive development' within the 'Glossary of Terms' would ensure clarity for potential developers. Such a definition could usefully explain that it is not necessary for different landowners to develop the Major Sites simultaneously or in conjunction with one another....'*

The term 'Comprehensive Development' is defined in the Glossary of Terms in the South Ribble Local Plan as follows:

'Reflects a strategic framework for the vision of a site's development. Individual parcels of land within a larger site may be delivered at varying times, however all development should take place in line with a wider strategic framework to avoid uncoordinated piecemeal development and ensure the proper planning of an area.'



Agreeing a strategic framework and vision for a site prior to any development taking place is essential. In many cases, the delivery of a comprehensive development would be achieved through an agreed masterplan for the wider site.'

Taking account of the above and given there is an adopted masterplan it is considered that the proposed development is in accordance with the masterplan requirement of Policy C4 of the South Ribble Local Plan.

Concern has been raised by Brookhouse Group regarding a lack of assurance and evidence of proposed linkages through to the other parts of the strategic site that lie within their ownership to the south of the current planning application boundary. However, it is clear from the submitted parameter plans that access could be provided into adjoining land beyond the planning application boundary. The intention is that access to the northern most housing plot on adjoining land would be provided via Development Zone E, which features access from Stanifield Lane. This approach would serve both plots of land via a single point of access. Access to the southern plot of adjoining land could be provided via Development Zone D. Access to the central plot of adjoining land could be provided via Development Zones A and D. These access principles are illustrated within the adopted masterplan as illustrated below in figure 2.

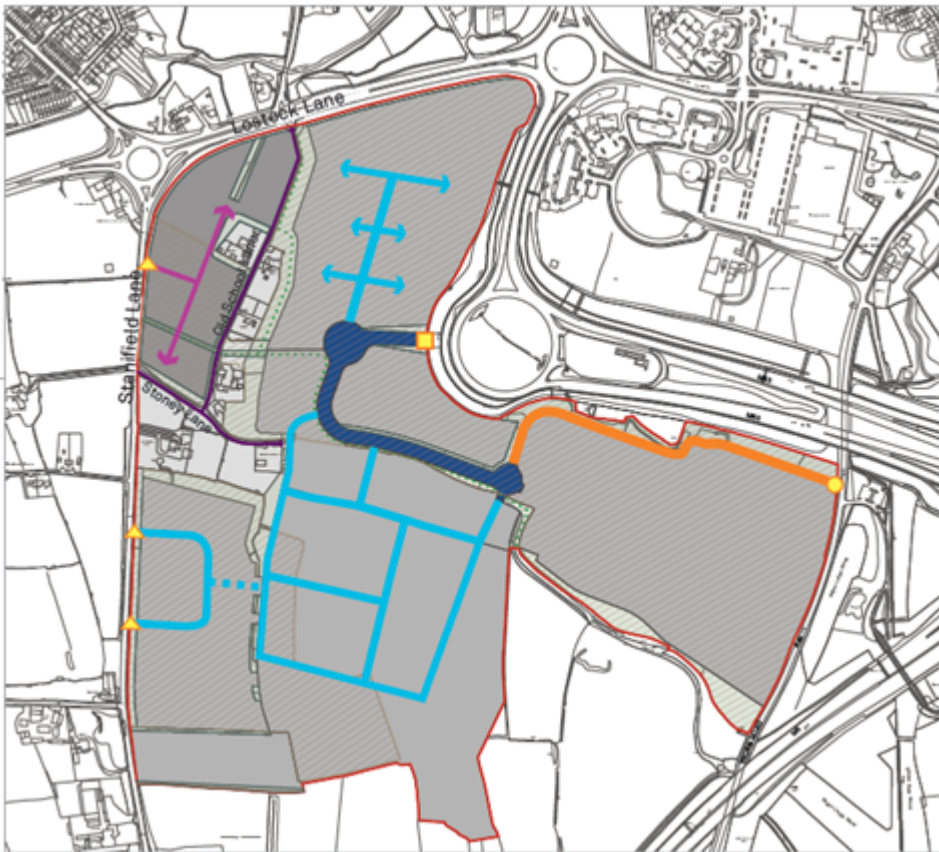


Figure 2: Adopted Masterplan proposed site access and internal movement.

Brookhouse Group Ltd has also requested that given the overriding requirement in the site allocation to ensure that comprehensive development of the overall site would not be prejudiced, they expect that any possibility for ransom be removed

through a s.106 planning obligation and additionally, that should permission be granted, a condition be imposed requiring that highways infrastructure for the first phase shall provide unfettered access to the remaining development phases of the Cuerden Strategic Site allocation as per an equivalent condition imposed on permission 07/2017/0211/ORM.

In the adopted masterplan, within a section on 'summary of viability issues' it notes that *'developers with land interest at Cuerden recognise the need to develop a mechanism to ultimately share the cost of the infrastructure on a basis that is proportionate to the scale and nature of their land. This mechanism will be formalised into appropriate agreements prior to commencing the first phase of development.'* With this in mind, it is clear this application would preserve the potential for the future development of the wider strategic site and that further discussions and agreements regarding third party access would be required beyond the reasonable scope of land-use planning control. It is considered that the requirement for comprehensive development does not equate with a policy obligation within Policy C4 of the South Ribble Local Plan or the Adopted Master Plan as placing a burden on the applicant, in its capacity as landowner, to grant rights over its own land. Furthermore, it is considered that requiring the applicant to enter into a section 106 planning obligation allowing an adjoining landowner access across the application site to land beyond the application site would not be directly related to the development subject of the application and therefore would fail the tests of paragraph 57 of the National Planning Policy Framework referred to above.

To provide sufficient control of the progression of development across the application site, a phasing condition is recommended and this would require details of the sequence in which zones of the development are to be commenced, details of the co-ordination of access and junction infrastructure into and through the site and footpath and cycle links within the site and connecting to the external network. Furthermore, a condition is recommended to require the construction of strategic infrastructure in Zone A shall prior to occupation. This condition is reasonable at this stage as details of major access arrangements have been provided within Zone A and C. Elsewhere, internal access arrangements for zone B, D and E would be subject of reserved matters and are not known at this stage beyond indications of potential linkages shown on submitted parameter plans.

Concern has been raised by Brookhouse Group that the proposed irregular shape of development plots and existing ground levels would compromise the scale and layout of employment buildings that could be constructed. The applicant has provided an illustrative development framework plan to provide an indication of how the site could be laid out with a range of building sizes, and to establish the most appropriate position for the access points, access roads, and strategic green infrastructure. However, only the parameters plans have been submitted for approval at this outline stage. The final design and layout of zonal development plots would be brought forward and assessed at reserved matters stage. It is considered that the proposals as governed by the submitted parameter plans would allow for the development of a wide variety of unit sizes that would take into account the physical and environmental constraints of the site.



Phasing and Infrastructure Delivery schedule

The requirements for a phasing and implementation schedule, as required by criteria b) and c) of Policy C4, are considered to be satisfied by the Phasing and Infrastructure Schedule set out at Appendix D of the Viability Statement and the Programme of Implementation at Appendix E of the Viability Statement, together with the Design Code which forms part of the application submission. A chart entitled 'Lancashire Central Overall Project Delivery sets out delivery programme phases from planning through infrastructure design and highway delivery to zonal construction works.

The indicative timeframe for construction through the various phases is set out in the 'applicant's proposal section' above. This timeframe was established at the time the application was submitted and therefore a phasing condition is recommended requiring confirmation of the details of the sequence in which zones of the development are to be commenced, details of the co-ordination of access and junction infrastructure into and through the site and footpath and cycle links within the site and connecting to the external network.

Preston City Council have raised no objection to the application subject to a condition requiring a phasing schedule in connection with the delivery of office floorspace, to ensure such floorspace be delivered at the end of the construction/delivery programme of the strategic site, to accord with South Ribble Local Plan Policy C4 and paragraph 90 of the Framework, regarding investor confidence and planned office investment in the Preston Station Quarter Regeneration Framework area. This request cannot be supported as the application site is allocated for employment uses (including offices) in the South Ribble Local Plan and there is no local or national policy requiring office impact assessment. The proposed condition would not meet the tests for conditions in this respect.

Programme of Implementation in accordance with the Masterplan and agreed design code

This is outlined above in more detail in the applicant's proposal and phasing and infrastructure sections of this report. The masterplan is covered in a section above and the design code is covered in a section below.

Alternative Uses as Enabling Development

Commentary within the adopted Masterplan advises that the site requires a certain mix of uses and an orderly approach to the delivery of individual development sites. The Masterplan provides a comprehensive strategy to seek to ensure an overall pattern and scale of development that is appropriate. The Masterplan identifies high value enabling development such as residential, retail and leisure. Such uses would not normally be appropriate on this site but are required at sufficient scale to generate the value to sustain and deliver the on and off-site strategic access infrastructure (roads and services); and to create a resultant platform to unlock viable development across the rest of the Cuerden site. The initial strategic access infrastructure investment would enable other parts of the site to be unlocked, potentially allowing other commercial development opportunities to move forward in parallel.



The high value enabling development is also essential if the site's comprehensive and early development is to occur. The Masterplan remarks that the scale of investment that is required before land can be made available to occupiers could not be sustained solely by employment uses (offices, manufacturing and logistics) on their own but once the strategic access and infrastructure is in place, the remainder of the site would be viable; including being capable of sustaining future secondary infrastructure (i.e. further roads and services to unlock parcel development). Moreover, with the strategic access and infrastructure in place, the site would be immediately available. This would significantly enhance the attractiveness of the site to occupiers that require serviced and unencumbered sites and therefore lead to an acceleration of take-up.

The Masterplan is underlined as a framework for future investment that recognises realistic development opportunities and the importance of the role of enabling development to fund and deliver infrastructure that would unlock further long-term prosperity in Central Lancashire.

Notwithstanding the mix of uses that have been approved in the adopted masterplan, the applicant has nonetheless provided supporting information to seek to demonstrate the scale of the alternative enabling development would be the minimum necessary to fund essential infrastructure and would not prejudice the delivery and maintenance of the primary employment function of the site. Similarly, supporting information is provided in relation to main town centre uses to provide further support for the acceptability of this development type.

The applicant's financial viability assessment notes that approximately 20% of the developable area of the application site would be assigned to alternative uses. Taking these uses into account, the statement concludes that the viability of the scheme remains marginal and would generate the minimum level of acceptable return of around 8.5% profit on total development costs. Total expected income for the scheme (including residential land sale) is estimated to be round £194 million and total costs somewhere in the region of £179 million. The latter includes a benchmark land value costing approaching £3 million and infrastructure costs over £59 million. Given that the financial viability appraisal was undertaken in July 2022 it is expected that inflation will now have further increased costs and returns across the board.

Further scrutiny of the assessment indicates that developing the application site with 'employment uses' and the proposed 'alternative uses' rather than just 'employment uses' would provide an additional £3 million of potential income and therefore the difference would only contribute to a small proportion of the overall infrastructure costs.

To ensure that the applicant's financial viability assessment was undertaken following a reasonable approach with fair assumptions, the County Planning Authority instructed a specialist consultant to undertake an independent review. The review also covered a viability addendum from the applicant's consultant CBRE, dated 26 June 2023, which provides further evidence to support the need for the proposed level of alternative, non-employment, or business uses, including a more



detailed breakdown of infrastructure costs and a test of the impact of reducing the amount of non-employment uses.

The review includes an infrastructure costs assessment to demonstrate that the costings are fair and an overall conclusion that that proposed development could generate a profit which, whilst at the lower end of the spectrum of acceptable profit generation, is regarded as deliverable and that there would be a reduction in profit to 7.46% if there was a partial reduction in non-employment uses and increase in employment uses.

Main Town Centre Uses

The National Planning Policy Framework glossary defines main town centre uses as: *Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).*

Paragraph 87 of the National Planning Policy Framework states that the sequential test should be applied to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Clearly there is provision within Policy C4 of the South Ribble Local Plan to allow for alternative uses, such as retail, leisure and housing to come forward where it can be demonstrated that they help deliver employment uses on this strategic site. This is a discrete policy test which requires the local planning authority to form a judgement on the extent to which alternative uses are necessary to deliver employment uses, noting that the delivery of employment uses on this site is the principal objective of the policy and has been carried forward to the adopted masterplan.

Notwithstanding the position, the applicant has submitted a retail and leisure impact assessment, which considers the appropriateness of the proposed retail (use Class E(a)), food, drink and drive-through restaurant use (Use Classes E(b)/Sui Generis); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)), creche/nursery (Class E(f)), and car showroom use (Sui Generis) which form part of the proposed development and sets out the full justification for the scheme in retail and leisure terms.

The assessment notes that the retail component of the scheme, at 4,000sqm of convenience goods floorspace, marks a significant reduction from the 66,765sqm of floorspace which was found to be acceptable as part of the 2017 permission. In applying the sequential test in paragraph 87, the assessment concludes that there is a locationally specific need for the main town centre uses proposed, in that they form an integral part of the delivery strategy for the employment uses proposed on this allocated site, and therefore serve to meet the objectives of Policy C4. Given that the potential acceptability for retail and leisure uses is acknowledged within the policy and adopted masterplan, compliance with the sequential test has been demonstrated.



As further supporting evidence, the applicant has undertaken a sequential test of the elements of the scheme that could come forward as 'main town centre uses' and sought to consider possible alternative sites. The assessment was undertaken on the basis of identifying sites capable of accommodating half the quantum of town centre uses (i.e. 17,150m²). Notwithstanding that there would be associated requirements for parking, servicing and landscaping, the applicant has excluded the additional 'land take' required by these elements and assessed sites based on a minimum site area of 1.7ha which is considered a robust and sufficiently flexible approach. The assessment found no potential sites in Leyland, Chorley, Lostock Hall, Penwortham, Clayton Green, Walton-le-Dale or Longton. One site at Bamber Bridge was concluded to represent a town centre opportunity but it is not suitable or available for the proposed development. As a consequence, it does not represent a sequentially preferable alternative to the application site. Additionally, the applicant's Retail and Leisure Assessment and supplementary studies indicate that the impact of the proposed floorspace uses at the application site on other convenience goods business would be within acceptable levels.

Overall, it is concluded that the mix of uses within the proposed development is acceptable and that the alternative 'town centre' uses are the minimum required to ensure the overall viability of the site. The proposal therefore complies with paragraph 87 of the National Planning Policy Framework and, in turn, relevant Development Plan policies including Policy C4 of the South Ribble Local Plan. Additionally, South Ribble Borough Council's request for this assessment has been addressed.

Design and Design Code

Paragraph 125 of the National Planning Policy Framework highlights that area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Meanwhile, paragraphs 126-136 of the National Planning Policy Framework stress that the design of the proposed development has a major bearing on how successfully it can be integrated into the landscape and that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

Paragraph 129 of the National Planning Policy Framework advises that design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, in order to carry weight in decision-making they should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Paragraph 130 of the National Planning Policy Framework requires that developments should a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) be visually

attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policy 17 of the Central Lancashire Core Strategy requires that the design of new buildings will be expected to take account of the character and appearance of the local area including siting, layout, scale, materials and landscaping, being sympathetic to surrounding land uses and occupiers and avoiding demonstrable harm to local amenity, providing appropriate landscaping and promoting designs that will be adaptable to climate change including sustainable drainage.

Policy G17 of the South Ribble Local Plan states that any proposal should not have a detrimental impact on existing buildings, neighbouring buildings or on the street scene by virtue of design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect. This latter point would need detailed assessment, particularly in relation to existing properties on Old School Lane, Stanifield Lane and any approved developments, as part of any reserved matters applications and/or other conditional requirements should permission be granted.

Finally, of relevance here, Policy G17 of the South Ribble Local Plan states that proposals should not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. The development should be designed to ensure that existing landscape and habitat features are retained within the development. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s would be required either on or off-site.

Policy C4 of the South Ribble Local Plan states that planning permission will be granted for the development of the Cuerden Strategic Site subject to the submission of, *inter alia*, an agreed programme of implementation in accordance with the Masterplan and agreed design code.

National Planning Policy Guidance states that design codes are a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by National Design Guide, and the National Model Design Code.

The applicant has submitted a design code with the application. However, as the planning application is largely in outline, the design code needs to provide a degree of flexibility to support a range of development opportunities that could come forward as part of any reserved matters applications. The design code provides a set of design rules and principles, to instruct and advise on the physical development of the Cuerden masterplan site in accordance with the requirements of Policy C4. The components of the code build upon the design vision set out in the adopted masterplan and the submitted parameter plans. The code includes the following main themes:

- Masterplan
- Outline Planning
- Design Principles
- Green Infrastructure & Ecology
- Accessibility
- Health & Well-being
- Legibility, Sense of Place & Urban Form
- A Sustainable Approach
- Development Framework
- Character area descriptions for each zone.

Brookhouse Group Limited have submitted a representation questioning the validity and content of the applicant's design code. It is noted that a design code was adopted as part of the 2017 permission at the site and that as this application introduces a new design code this should also be presented to South Ribble Borough Council to seek adoption. It is suggested that it would be outside the county council's powers for it to be adopting a revised design code. On this point, it is clear from Paragraph 129 of the National Planning Policy Framework that design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale and that landowners and developers may choose to prepare design codes in support of a planning application for sites they wish to develop. Brookhouse Group's representations on this point are therefore not supported.

In terms of content of the design code, Brookhouse Group Limited contend that as the application excludes a third of the land in the Local Plan allocation there is no possibility of delivering a cohesive design for such a key site. They assert that the removal of all land not belonging to Lancashire County Council has created an awkward shape and pattern of development, essentially splitting the site into two separate areas and removing the key frontage to the north adjacent to the roundabout. This touches on the issues regarding comprehensive development of the strategic site that have already been addressed in the 'Masterplan' section above.

Brookhouse Group Limited also claim that the design code is far too generic to provide any kind of real placemaking or set any future standards for development to adhere to. They suggest there is no sense of place in and around the site, with many areas looking very generic or repetitive and that the code provides little by way of design evolution, character area assessment and landscape assessment. In response it is noted that the applicant's design code when viewed alongside the proposed parameter plans, the adopted masterplan, and recommended conditions

concerning reserved matters for building scale, layout, highway matters and landscaping etc would provide sufficient control of future development while also ensuring there would be sufficient opportunity to adapt to changing market conditions, design trends and sustainability initiatives.

The adopted masterplan notes that the environmental components of the site and surroundings create a distinctive situation and that these features provide an excellent basis for structuring the spatial configuration of the development framework, and would be a valuable place-making influence. Trees / woodland, hedgerows and ponds are ecological assets and where appropriate, should be retained, helping to create a distinctive place that is in tune with its environmental context. Importantly, the masterplan continues by adding that the approach would need to be reflected in the design of streets, spaces and buildings created across the site and that this could include structured / formal building plots or a more informal, free-standing arrangement that blends with the landscape around the buildings. The latter could be an important consideration for areas of the site, particularly Zone D, which has a number of irreplaceable trees. Further scrutiny on this issue could be addressed at the reserved matters stage in response to any proposed site layout.

To ensure that buildings would be constructed with sound environmental sustainability conditions could be imposed requiring compliance with appropriate standards. The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability assessment method that is commonly used to masterplan projects, infrastructure and buildings. It sets standards for the environmental performance of buildings through the design, specification, construction and operation phases. Conditions are recommended accordingly requiring satisfactory compliance with these standards. As the application is in outline in terms of building design and layout, it is important to stress that building layout and proximity to neighbouring existing uses and buildings would require further scrutiny as part of reserved matters applications.

Minerals safeguarding

A further key policy is Policy M2 of the Joint Lancashire Minerals and Waste Local Plan, which relates to mineral safeguarding. The proposed application site falls within a mineral safeguarding area in recognition of its sand and gravel reserves. The purposes of the policy is to ensure that important mineral reserves are not sterilized by other development which would prevent such resources from being worked in future. The policy states that within mineral safeguarding areas, planning permission will not be supported for any form of development that is incompatible by reason of scale, proximity and permanence with working the minerals, unless the applicant can demonstrate to the satisfaction of the local planning authority that the mineral concerned is no longer of any value or has been fully extracted; that the full extent of the mineral can be extracted satisfactorily prior to the incompatible development taking place; that the incompatible development is of a temporary nature and can be completed and the site returned to its original condition prior to the minerals being worked; that there is an overarching need for the incompatible development that outweighs the need to avoid the sterilisation of the mineral resource; that prior extraction of minerals is not feasible due to the depth of the deposit; or that extraction would lead to land stability problems.

The applicant has submitted a Minerals Resource Assessment report to consider the proposed development against the above policy requirements. The report states that with data gathered from previous geo-technical assessments, the volume of mineral within the application boundary to a depth of 8m below ground level is 1,440,000m³. Of this volume, approximately 450,000m³ of mineral would be lost as overburden (2.5m across the whole site area), and at least an additional 129,000m³ of material would be lost in the sidewalls of the quarry to maintain stable slopes. Therefore, it is estimated that at least 40% of the material present beneath the application site would not be viable as a resource due to the presence of overburden and the small size and geometry of the site. This leaves an approximate total volume of 861,000m³ economically extractable sand and gravel.

The report continues by adding that the Mineral Safeguarding Area does not cover the whole of the area where sand and gravel deposits are present. Approximately 450,000m³ of the extractable material is present beneath the Minerals Safeguarding Area and the volume that could be extracted from the site is considered to be negligible due to the split between the area where extraction is possible between the south-east corner of Zone D and the south-eastern area of Zone A. This is considered a best-case scenario, based on the assumption that all minerals at the site between 2.5m below ground level and 8m below ground level being of a suitable quality to be economically extracted. However, exploratory hole logs indicate that bands of clay are present within the main sand deposit, which would further impact on viability of extraction and volume of minerals that could be won.

The report adds that based on a 150,000 tonnes/annum output rate it is anticipated that it would take approximately 11 years to extract all of the available sand and gravel at the Cuerden Strategic Site. Along with site preparation/restoration, a time-frame of 16 years could be considered reasonable. If prior extraction were required, this would significantly postpone the delivery of the Cuerden Strategic Site and the associated economic benefits.

As a further argument against prior extraction, the report argues that the extraction of sand and gravel and subsequent restoration of the site would have an impact on site engineering. In terms of extracting mineral ahead of any development, the foundation design for any buildings would be dictated by the detailed design of the restoration works (which are unknown) following the extraction of the sand and gravel and could have a significant impact on construction costs, as the load bearing qualities of the restored materials would be likely to be lower than that of the sand and gravel should they be left in-situ.

A phased prior extraction alongside the delivery of the Lancashire Central Site is also considered by the assessment to be unfeasible and unworkable. Mineral extraction, to be undertaken 'on site' alongside the delivery of the development is likely to blight the development, affecting the attractiveness of the Lancashire Central site to the market. Moreover, the sheer difference in levels and setback areas that would result between the phased delivery of the Lancashire Central site and any mineral extraction would be significant.

Taking account of the applicant's rationale above, it is considered that sufficient justification has been demonstrated to show compliance with Policy M2 of the Joint Lancashire Minerals and Waste Local Plan on the basis that the full extent of the



mineral cannot be extracted satisfactorily prior to the incompatible development taking place, that there is an overarching need for the incompatible development that outweighs the need to avoid the sterilisation of the mineral resource and that extraction would lead to land stability problems.

Alternatives

Schedule 4 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 sets out information for inclusion in Environmental Statements. This includes a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

The Government's Planning Practice Guidance advises that the 2017 Regulations do not require an applicant to consider alternatives. However, where alternatives have been considered, paragraph 2 of Schedule 4 requires the applicant to include in their Environmental Statement a description of the reasonable alternatives studied (for example in terms of development design, technology, location, size and scale) and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

The applicant has stated that no alternative locations or uses have been considered as the site is allocated under Policy C4 of the South Ribble Local Plan for employment led development. The site is also subject to an approved masterplan. The form of the overarching development principle has been influenced by a range of factors, including surrounding uses and landscape character, previous planning permission for the site in 2017, environmental impact assessment and input from consultees and stakeholders. The applicant has provided an illustrative layout of how the site could be developed based on submitted parameter plans but ultimately the majority of the matters concerning building form and layout would be subject of reserved matters.

Housing

As part of the development proposal, outline permission is sought for up to 116 residential properties within Zone E via a dedicated access off Stanifield Lane. Within the Local Plan, part of the Cuerden Strategic Site in this general location is identified for housing and an associated access. Therefore, the proposal is accords with the Local Plan and is acceptable in principle. Further support for the housing is provided within the financial viability statement as set out in the section above entitled '*Alternative Uses as Enabling Development*'. Specific detail of the final number, type, layout, and design of housing along with open space, landscaping and drainage would be provided as part of reserved matters applications and other recommended conditional requirements.

Paragraph 60 of the National Planning Policy Framework states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that

land with permission is developed without unnecessary delay. The housing subject of this allocation and application would satisfy this aim.

Policy 65 of the National Planning Policy Framework states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. An affordable housing condition is recommended in this respect.

Policy G10 of the South Ribble Local Plan states that all new residential development resulting in a net gain of five dwellings or more will be required to provide sufficient green infrastructure to meet the recreational needs of the development and that green infrastructure will normally be provided on-site. Off-site provision is at the Council's discretion delivered by developer contributions. The Open Space and Playing Pitch Supplementary Planning Document (SPD) offers guidance on Local Areas for Play (LAP) and Local Equipped Areas for Play (LEAP) provision in new developments.

The Central Lancashire Supplementary Planning Document Open Space and Playing Pitch Final Version: August 2013 sets out the requirements for open space and playing pitches in new development. For the proposed residential development (assuming over 100 houses as part of any reserved matters application) there would be a requirement to provide on-site amenity greenspace and play provision for children/young people. Play provision for children/young people should include areas designed primarily for play and social interaction such as equipped play areas, ball courts, skateboard areas and teenage shelters. Given the rather isolated location for the housing at the proposed location away from existing recreational areas it would be important to ensure that this requirement is addressed through any reserved matters application for residential development. Conditions are recommended accordingly.

Policy G11 of the South Ribble Local Plan relates to playing pitch provision and states that all new residential development resulting in a net gain of five dwellings or more will be required to provide playing pitches in South Ribble, at a standard provision of 1.14 ha per 1000 population. Contributions will also be sought to fund or improve associated facilities (eg changing rooms). These standards are to be both flexible and appropriate for each individual development, dependent on whether it is for on or off-site playing pitch provision or for the improvement of existing facilities. This matter can also be addressed as part of any reserved matters application for residential development.

Highway matters and access

Primary vehicular access would be provided into the site from four locations:

- Zone A from the M65 motorway via the existing terminus roundabout.
- Wigan Road on the eastern boundary of the site via a four-arm signalised junction into Zone B.
- Stanifield Lane on the south-western boundary into Zone D via a three-arm signalised junction.



- Stanifield Lane into Zone E (residential only) at the north-western boundary via a four arm staggered priority junction (outline only).

Pedestrian and cycle access would be provided from the vehicular access points at Wigan Road and Stanifield Lane, and a separate pedestrian and cycle access would be created parallel to Old School Lane from the north.

The M65 terminus is currently a two-arm roundabout, with the M65 as the eastern arm and the link between the M65 and the A6/A582 roundabout as the northern arm. There are two circulating lanes. However, traversing the northern circulating carriageway is prohibited except for access to a Driver and Vehicle Standards Agency site.

The M65 reduces to one lane westbound approximately 700m from its terminus and merges with the M6 northbound off-slip from J29 approximately 170m from the roundabout entry. The speed limit on the approach to the terminus roundabout is 50 mph. National Highways has ownership of the M65 and M6 slip up to the giveaway line of the roundabout, after which the highway is under the control of Lancashire County Council. Eastbound, the M65 has a two lane exit from the terminus and leads to the slips to the M65/M6 roundabout, which is a partially signalised, grade separated junction below the M65 main carriageway.

Stanifield Lane is a two-way single lane carriageway with a speed limit of 60mph. The lane runs on a north-south orientation linking Farington and Leyland to the south with the A582 and Lostock Hall to the north. Adjacent to the site, Stanifield Lane has a carriageway width of approximately 7.5m and has a footway along its eastern carriageway.

The A49 Wigan Road is a single carriageway road linking the A6 to the north with the B6258 Lancaster Lane to the south leading towards Euxton and Chorley. It passes under the M65 and the M6. The speed limit varies between 30 to 50 mph.

Old School Lane is access only and is a single-track lane. It serves as an access to residential properties and is approximately 450m in length. At its northern end it meets the A582 at a priority controlled left-in-left-out junction and at its southern extent meets Stoney Lane.

Stoney Lane is a single-track lane approximately 250m in length and runs from Stanifield Lane at its western extent, providing an access route to Old School Lane and terminates at properties to the east of Old School Lane.

Full details have been submitted for the internal access arrangements into Zone A from the M65 terminus. Vehicles entering the site would approach an internal roundabout which provides access to the Zone C and the northern units of Zone A via a northern arm, and to the remainder of the site via a southern arm. The southern arm leads on to a second internal roundabout, which is proposed as a 4-arm priority roundabout, with access to Zone A units on the western arm, access to Future Phase zone and Zone D development land to the south, and remaining Zone A units, and Zone B units to the east.



Paragraph 100 of the National Planning Policy Framework states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Paragraph 110 of the National Planning Policy Framework states that planning applications should be assessed to ensure that appropriate opportunities have been taken to promote sustainable transport; safe and suitable access to the site can be achieved for all users; and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 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.

Paragraph 112 states that within the above context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Development of the application site would inevitably lead to increased traffic levels and a busier road network in the vicinity including on the local motorway network and associated junctions. The applicant has submitted a Transport Assessment and Framework Travel Plan and there has been extensive consultation with Lancashire County Council Highways Development Control and National Highways both before and during the planning application process.

The transport assessment evaluates the impact of the proposed development through trip generation exercises based on defined use class and floor space parameters, junction capacity modelling and microsimulation modelling in relation to the performance of the local and strategic highway network and identifies highway mitigation/improvements where necessary.

Local highway network mitigation is proposed as follows:



Location	Description of Key Elements of Mitigation.
Stanifield Lane (including site access).	Proposed traffic signal access junction from Stanifield Lane to development site. 3m shared footway / cycleway to east of Stanifield Lane. Proposed footway and traffic calming on Stoney Lane.
Extent of internal highway layout being delivered within Phase A and C.	Proposed road network including 3m wide footway/cycleways, crossing locations, traffic calming measures, indicative bus layby locations.
Wigan Road (including site access)	Proposed traffic signal access junction from Wigan Road to development site. Including pedestrian and cycle crossings. Links to existing cycle lane towards A6. Links to diverted public right of way through northern section of site.
Stanifield Lane – A582	Widening at several locations including on A582 westbound approach, A582 eastbound approach and Stanifield Lane approach. Co-ordination with Farington Cricket facility access shown.
A582 between Stanifield Lane and A6	Widening of A582 westbound to three lanes. Signalled pedestrian and cycle crossing between Old School Lane and Todd Lane South.
A582 / A6 roundabout	Additional left turn lane from A6 northbound to A582 westbound. Signalisation of left turn. Widening of A6 northbound to three lanes. Fourth lane on A6 westbound approach at roundabout entry.
A6 / Wigan Road signal junction	Additional lane on A6 westbound approach. Left turn lane for A6 eastbound traffic. Additional left turn lane for B6258 traffic. Pedestrian / cycle crossings retained.
Stoney Lane	Traffic calming on Stoney Lane, and footway along Stoney Lane.

Proposed strategic road network (Motorway) mitigation is as follows:

Location	Description of Key Elements of Mitigation.
M65 Terminus roundabout (scheme extents split between National Highways and Lancashire County Council responsibility)	Separation of existing M65 terminus approach into two approaches, for M65 traffic and M6 traffic. Traffic signals on all approaches to roundabout and corresponding circulatory carriageways. Addition of new arm to west of roundabout providing access to Lancashire Central.
M6 Junction 29 North	Traffic signal installation at the M6 southbound



Location	Description of Key Elements of Mitigation.
roundabout (scheme extents split between National Highways and Lancashire County Council responsibility)	off-slip and corresponding circulatory carriageway. Widening of M6 southbound off-slip to three lanes at the approach to the roundabout. Signal crossing for pedestrians/cycles at the M6 northbound on-slip and M6 southbound off-slip. Increase in parapet height adjacent to pedestrian / cycle route. Free flow left turn lane from A6 westbound to M6 southbound. Additional lane on A6 eastbound approach.
M6 Junction 29 South roundabout	Traffic signal installation at the approach to the roundabout from the M6 Junction 29 North, and on the corresponding circulatory carriageway.

The transport assessment concludes that the residual cumulative impacts of development are not severe and are acceptable in transport terms.

Concern has been raised in relation to traffic congestion that could be generated by the proposed development on the Stanifield Lane / Centurion Way / Stanley Road junction. However, the transport assessment notes that the impact would be insignificant. It is maintained that given the traffic distribution forecasts no formal capacity assessment for the junction would be required. The modelling suggests that only 6% of the overall traffic from the residential, employment, retail and leisure uses, and 0% from the logistics and manufacturing uses would be anticipated to pass through the junction. Overall, the development is expected to result in a very minimal and insignificant impact upon this junction.

A planning application for a cricket facility on land west of Stanifield Lane has recently been approved by Lancashire County Council (see planning ref LCC/2022/0048). It should be noted that this development has been factored into the transport assessment from the outset albeit the current version of the Environmental Statement refers to it as a form of 'expected' development rather than 'committed'. Nevertheless, the potential impact has still been included in the traffic flow assessment as part of the sensitivity testing and the results identify that the cumulative impact would not be unacceptable or severe.

The access from Stanifield Lane has been subject of several representations. There is a concern that a new access from Stanifield Lane would generate local traffic congestion and that without a through-route to connect Stanifield Lane with the M65 link there would be unnecessary traffic congestion at the junction of Stanifield Lane and Lostock Lane and also a reduction in site connectivity particularly with the remainder of the allocated land outside the scope of this planning permission. It should be noted that the proposed access to Stanifield Lane for Zone D and the residential area at Zone E is consistent with the access and movement strategy set out within the adopted Masterplan. Furthermore, the Masterplan makes no specific provision for a vehicular through-route other than indicating a possible public transport connection into future development phases along with pedestrian and cycling access. Any deviation from the adopted masterplan would have to be considered on its merits in response to any future proposals.



On 21 December 2022 Lancashire County Council's Development Control Committee resolved to allow Orders to be made under Section 257 of the Town and Country Planning Act 1990 as amended by the Growth and Infrastructure Act 2013 to divert public rights of way 9-12-FP12 and 9-12-FP8 to enable the proposed development to be carried out in accordance with the planning application submission. The diversion of public right of way no. 9-12-FP12 would allow for the construction of a new spine road into the site from the M65 motorway and adjoining proposed development plots. The diverted route would align roughly north-south towards the west of the site through an area of proposed green infrastructure allowing safe access into different areas beyond. The diversion of public right of way no. 9-12-FP8 would involve re-alignment and extension of the route to avoid proposed development plots and create better connectivity for members of the public to the east of the site and access to Wigan Land and Cuerden Valley Park. Both diversions of existing public rights of way are considered necessary in order for the development included within the outline planning application to proceed at the site. The diversions have been designed to avoid cul-de-sacs in the site and create enhanced accessibility and connectivity with the wider public rights of way network.

The public rights of way order is currently proceeding and specifies the provision of 3m wide shared use tracks upgraded to bridleway. Planning conditions are also recommended to require further details of shared access provision and construction including use of part metalled /part unmetalled surfacing to provide a choice of surfaces for safer horse access and use by those who prefer a more forgiving surface. It is considered that these proposals and conditional requirements satisfactorily address the concerns of the British Horse Society. As the public rights of way improvement requirements would be part of the development proposals and controlled by conditions and public path orders it is not necessary to require the applicant to enter into a s.106 agreement planning obligation for this purpose.

Overall on highway matters, the proposal broadly accords with the adopted masterplan in relation to site access and internal movement. National Highways and Lancashire County Council Development Control Highways have concluded that the proposed development can be made acceptable with the imposition of a range of conditions requiring further details relating to on and off-site highways works. Conditions are recommended accordingly and on this basis highway impacts could be mitigated to acceptable levels bearing in mind the strategic employment site allocation within the South Ribble Local Plan.

Landscape, open space and visual impact

The planning application is for outline planning permission for the majority of built development and landscaping across all zones of the application site. Landscaping details for these areas would be required as part of any reserved matters applications and other related recommended conditions. Full planning permission is sought at this stage for strategic landscaping, which primarily relates to site perimeter areas as illustrated in the adopted masterplan. Strategic landscaping is set out on submitted Parameter Plan 3 and accompanying detailed drawings illustrating planting mixes, grassland areas, and path networks. The proposed strategic landscaping layout is in broad compliance with the adopted masterplan and is therefore acceptable in principle.



The landscape character type for the site is undulating lowland farmland surrounded largely by suburban areas. The site slopes gradually from the south-east at a high point of approximately 56m metres above ordnance datum (AOD) along the boundary with Wigan Road towards the north-west at a low point of approximately 34m above ordnance datum (AOD) along the boundary adjacent to the Stanifield Lane and Lostock Lane roundabout. Locally the surrounding motorway infrastructure presents engineered steep slopes and retaining features that are out of character with the historical pre-development surrounding topography. The section of M65 Motorway along the northern site boundary rises approximately 7m higher than site levels at the Wigan Road Bridge.

In determining planning applications, paragraph 130 of the National Planning Policy Framework requires the decision maker to ensure that developments are sympathetic to local character, including the surrounding built environment and landscape setting while not preventing appropriate innovation or change. Developments should function well and be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

Paragraph 131 of the National Planning Policy Framework advises that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Policy G8 of the South Ribble Local Plan 2015 encourages the future provision of additional green infrastructure and green infrastructure networks to extend existing provision. All developments are expected to provide appropriate landscape enhancements; conservation of important environmental assets, natural resources, biodiversity and geodiversity; long-term use and management of these areas; and access to well-designed cycleways, bridleways and footpaths (both off and on road) to help link local services and facilities.

Policy G13 of South Ribble Local Plan 2015 in relation to trees, woodlands and development states that planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are protected by a Tree Preservation Order (TPO); Ancient Woodlands including individual ancient and veteran trees; in a Conservation Area; or within a recognised nature conservation site. Additionally, there is a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site and where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost. Furthermore, appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.



The adopted masterplan highlights that trees / woodland, hedgerows and ponds are ecological assets and where appropriate, should be retained, helping to create a distinctive place that is in tune with its environmental context. It continues by adding that this approach will need to be reflected in the design of streets, spaces and buildings created across the site. This could include structured / formal building plots or a more informal, free-standing arrangement that blends with the landscape around the buildings. This approach is likely to be important at reserved matters stage particularly in relation to Zone D, where there are currently many high quality mature trees forming rows and historic field boundaries.

The Environmental Statement accompanying the planning application includes an assessment of landscape and visual impact including details of baseline conditions and likely significant effects of the development on the environment, based on parameter plan scenarios. The landscape and visual impact assessment has been undertaken in accordance with relevant best practice guidance. The main likely landscape and visual effects associated with the development are the replacement of predominantly open agricultural land with buildings and associated infrastructure, mainly hard surfaced roads and pavements; new planting; and changes to the skyline within available views. Even with careful retention of existing vegetation including veteran trees, proposed strategic landscaping and opportunities for further landscaping as part of zonal development, overall landscape character and visual impacts would be moderate to major adverse. However, this is to be expected given the allocation of this large site for strategic employment and non-employment uses. Further scrutiny of built development proposals within reserved matters applications along with recommended conditions for landscaping and tree retention should help to minimise landscape and visual effects.

The County Council's Landscape advisor provided detailed advice in relation to the initial submission and the applicant provided revised details to address the points raised. Many of the comments related to information that had been submitted for illustrative purposes and on this point the applicant has subsequently removed all reference to illustrative information that was previously included on revised landscape drawings. Detailed information in relation to tree survey and assessment was also provided.

Discussion on trees and tree protection is also referred to in the ecology section below and in relation to the masterplan and design sections above.

Ecology and biodiversity

Policy 174 of National Planning Policy Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by, inter alia, protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures, and preventing new and existing development from contributing to, being put at unacceptable risk from, or being

adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 180 of the National Planning Policy Framework advises that when determining planning applications, local planning authorities should apply a number of principles. Of relevance, if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Furthermore, development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Finally, opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Policy 22 of the Central Lancashire Core Strategy requires that planning decisions conserve, protect and seek opportunities to enhance and manage biological assets by promoting the conservation and enhancement of biological diversity and seeking opportunities to conserve, enhance and expand ecological networks. Policy G16 of the South Ribble Local Plan contains similar requirements in relation to the protection of statutory sites, protected species, the need to avoid impacts and to provide sufficient mitigation if impacts cannot be avoided.

Biodiversity net gain (BNG) is a strategy to contribute to the recovery of nature. It is a way of making sure the habitat for wildlife is in a better state than it was before development. Fundamentally, developers must try to avoid loss of habitat on land where development is proposed. If that cannot be achieved, new habitat must be created either on-site or off-site. Failing that and as a last resort, statutory credits could be purchased from the government so that habitat creation can be invested in elsewhere in England. A combination of the above measures may be employed to achieve the required level of gain.

Under the provisions of the Environment Act 2021, developers in England will be required to deliver 10% “Biodiversity Net Gain”. However, this requirement will only apply to new applications for planning permission for major development made after January 2024. As the current application was submitted in 2022, the mandatory net gain requirement will not apply to this development. For this development, the only net gain requirement is that referred to in paragraph 180 of the National Planning Policy Framework above which requires that opportunities to improve biodiversity in and around development should be integrated as part of their design especially where it can secure measurable net gains for biodiversity.

The site largely comprises semi-improved agricultural grassland with hedgerows and scattered trees which divide the site into numerous fields. The field boundaries within the site are associated with many trees which are present as single standards or as a near-continuous over-storey along the hedgerows. The scattered trees are present in all parts of the site except the north where the boundaries to the M65 and the A582 have been modified and re-planted. This pattern of mature hedge trees across most of the site was evident in mapping from 1848 and is evidence that hedgerow and scattered trees have been part of the local landscape for many years.



Over the years some additional loss of scattered trees has occurred as fields have been expanded through boundary hedgerow removal. The most abundant tree species are pedunculate oak and sycamore, with these two species comprising virtually all trees recorded except for the occasional alder and holly. There are several veteran and pre-veteran specimens. The Environmental Statement notes that many of the trees collectively make an important contribution to the overall biodiversity of the site and it also states that mature and veteran trees cannot be compensated for within normal timeframes and therefore would be considered irreplaceable habitat. It is anticipated that, in the absence of mitigation there would be a negative impact upon scattered trees, which would be significant at the borough level as mature and veteran trees cannot be compensated. Full development of the site without avoidance would result in the loss of several hundred trees.

The applicant has submitted an arboricultural survey that identifies trees and tree groups across the site and their condition. The survey identifies the trees that would be removed as part of access road construction and site infrastructure that are subject to full planning permission assessment. Replacement planting would be provided as part of strategic landscaping or future reserved matters applications. Should outline permission be granted it would be important to ensure that other trees are not removed prematurely prior to any further fully approved reserved matters development and therefore conditions are recommended for tree protection accordingly. In relation to outline details, the tree survey states that as the layout of the building zones within the site is currently unknown, identification of tree loss cannot be stated. The tree survey identifies trees in relation to the illustrative framework layout and it is clear that significant numbers of trees would be removed to facilitate this. However, to comply with the requirements of the National Planning Policy Framework in relation to avoidance objectives and protection of irreplaceable habitat further scrutiny of acceptable site layout would be required at reserved matters stage. Conditions are recommended accordingly.

The site supports a range of birds, amphibians and bats but limited other mammal activity due to the nature of the habitat and limited connectivity elsewhere. The species afforded highest conservation status that are found within the site are Common Toad, bats and breeding birds. The site is not considered to be of significance for any other rare, priority or protected species.

Full development of the site in accordance with the applicant's illustrative framework layout would result in the permanent loss of all ponds which are classed as priority habitat due to the presence of Common Toad and therefore there would be a significant permanent negative impact. However, the pond loss would be effectively mitigated and compensated for through a series of new pond creation and it is anticipated that the favourable conservation status of this species at the parish level would be maintained.

No bat roosts have been identified on site. However, there are many trees with bat roost potential. With the proposed tree loss as part of strategic access and landscaping, 20 artificial tree bat roosts would be provided prior to the commencement of development to mitigate for loss of any potential bat roosts which were identified in natural tree features, thus there should be little or no residual impact on bat roosting potential at the outline stage. Further scrutiny and assessment would be required at reserved matters stage.



Below is a summary of notable habitats and potential impacts across the site based on the applicant's illustrative layout plan:

Habitat subject to loss due to land-take	Area existing (Ha)	Area Lost during construction (Ha)
Species-poor semi improved grassland	33.05	33.05
Marshy grassland	4.69	4.69
Woodland	0.13	0.13
Scrub	2.63	Zero
Scattered trees	Within hedges	Within hedges
Hedge	4487 linear m	1370 linear m
Ponds	0.07	0.07

The scheme does include the provision of similar habitat to that lost, including ponds, woodland, hedgerows, standard trees, and grassland. The provision of wildflower areas and shrubs and would partially mitigate the losses. However, although overall habitat creation and landscaping would be built into the scheme as part of a full build out shown on the illustrative masterplan it would not fully compensate for the direct loss of this habitat in either quality or area. Therefore, a residual overall negative impact upon wider biodiversity could arise as a consequence. The applicant has applied for full permission for strategic landscaping and habitat creation and this would contribute to the overall biodiversity provision at the early stages. The strategic landscaping scheme is considered acceptable and accords with the extent illustrated in the adopted masterplan. Finer details for the establishment and management of strategic landscaping are the subject of a recommended condition. Likewise, a condition is recommended for details of landscape and habitat establishment and management for the zonal landscaping areas, along with conditions for tree removal and protection restrictions, nesting bird protection, and a construction environmental management plan.

Due to uncertainties around the full extent of development across the zones, the imposition of a reserved matters condition seeks to ensure that the scheme avoids notable habitats wherever possible and that the need for impacts and losses are demonstrated including details of alternatives. Mitigation and compensation details are required where avoidance is not reasonably feasible. Control and further assessment of this matter is especially important bearing in mind Paragraph 180a of the National Planning Policy Framework which requires that development resulting in the loss or deterioration of irreplaceable habitats should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.



A condition is also recommended in relation to biodiversity net gain delivery and assessment for any reserved matters applications that come forward should outline permission be granted. The outcome of this may ultimately require the retention of additional areas of the site for the purposes of Biodiversity Net Gain (to a level above no net loss) or the provision of off-site mitigation.

There are no designated nature conservation sites within the site. There are two designated sites within 2km of the site which are within the zone of influence for potential impacts. These are Cuerden Valley Park and the River Lostock, which is a designated Biological Heritage Site (BHS) and Preston Junction Local Nature Reserve (LNR). Cuerden Valley Park and River Lostock BHS lies approximately 500m to the north and east of the site at its closest point and is separated by the M6 and M65 motorways. Preston Junction LNR lies 600m to the north of the site beyond many roads and urban areas. Given the distances and barriers between it is considered that direct impacts would be insignificant. However, the Environmental Statement notes that even if only a very small percentage of visitors to the new Cuerden site decide to cross the A59 to visit Cuerden Valley there could be a considerable increase in footfall within it and therefore there could be an adverse impact, which would be significant at the local level. On this point it is considered that any direct impact would be very difficult to attribute to the proposed development given the existing extensive use of the Cuerden Valley site and therefore it would be unreasonable to assign any level of mitigation or compensation requirement to the determination of the application.

Water Management

Paragraph 169 of the National Planning Policy Framework states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should take account of advice from the Lead Local Flood Authority; have appropriate proposed minimum operational standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and where possible, provide multifunctional benefits.

Planning Practice Guidance accompanying the National Planning Policy Framework promotes the employment of sustainable drainage systems that are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable. Firstly, into the ground (infiltration); secondly, to a surface water body then to a surface water sewer, highway drain, or another drainage system and finally to a combined sewer. Particular types of sustainable drainage systems may not be practicable in all locations.

Policy 29 of the Central Lancashire Core Strategy aims to improve water quality, water management and risk of flooding by, amongst other things, appraising, managing and reducing flood risk in all new developments, managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity, encouraging the adoption of sustainable drainage systems and by seeking to maximise the potential of green infrastructure to contribute to flood relief.



The applicant's drainage strategy and flood risk assessment report identifies that the site is located within Flood Zone 1 and is therefore considered to be at a low risk of tidal and fluvial flooding. There are a number of drainage ditches within the site that allow drainage of the fields from east to west towards the culverts beneath Lostock Lane and into the River Lostock. The underlying geology suggests that there is potential for groundwater flooding to occur. However, it is expected that any flood risk associated with groundwater could be mitigated against by ensuring appropriate threshold levels for buildings above the adjacent ground level.

It is proposed that post development run-off would replicate the existing greenfield run off rate. The residential component of the site located immediately east of Stanifield Lane would drain via the existing piped network that flows in a northerly direction adjacent to Stanifield Lane and ultimately outfalls into the River Lostock. These surface water flows would be attenuated to greenfield runoff rate via an attenuation pond. Foul water flows would be conveyed to an adoptable foul pumping station located on site.

Flows from Zone D east of Stanifield Lane would be attenuated on site via a combination of above and below ground attenuation. Attenuated flows would discharge into an existing drainage pipe location alongside Stanifield Lane, ultimately discharging to the River Lostock.

The remaining development Zones A to C would similarly incorporate attenuation measures to limit surface water runoff to the equivalent greenfield runoff rate. These attenuated flows would then discharge into an on-site ditch, which becomes culverted under Lostock Lane and discharges to the River Lostock.

The drainage strategy and flood risk assessment report concludes that the proposed Development would be at a low risk of flooding and that surface water run-off from the development could be drained sustainably, ensuring that flood risk is not increased elsewhere. Further details could be secured by conditions and these are recommended accordingly.

The Environment Agency has raised no objection subject to a condition relating to water pollution control. The Lead Local Flood Authority has raised no objection subject to conditions controlling flood risk assessment and surface water sustainable drainage strategy, construction surface water management plan, and sustainable drainage system operation and maintenance, which are recommended as requested. Lancashire County Council Highways Development Control similarly request conditions requiring further details of the drainage strategy.

United Utilities have commented that the submitted drainage documents; drainage strategy and flood risk assessment are not acceptable. This is because UU have not seen robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. However, they state that should planning permission be granted it should be subject to a pre-commencement condition for details of a sustainable surface water drainage scheme and a foul water drainage scheme. This approach is reasonable given the largely outline nature of the planning application.



Socio-economics

Paragraph 81 of the National Planning Policy Framework explains that both planning policies and decisions should help create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity which takes into account local business needs and wider opportunities for development.

Paragraph 83 of the National Planning Policy Framework requires that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

The applicant has submitted an assessment of the potential economic benefits of the proposed development and identifies the following key features:

- Between 2,200 and 5,600 Full time equivalent jobs following full development and occupation.
- Once developed and fully occupied, the site could generate between £95m and £390m of gross value added (GVA) per annum. This is the value of goods and services produced.
- The residential development could make a positive contribution towards the housing needs of the Borough.
- The completion and occupation of the site could lead to four main sources of revenue for South Ribble Borough Council and the Preston, South Ribble and Lancashire City Deal area. These are: Total annual Business Rates revenue of between £3.1m and £3.3m once the site is fully developed and occupied; the construction of 116 homes would, when fully constructed and occupied, provide an income of £0.22m per annum in Council Tax for South Ribble Borough Council; New Homes Bonus payments of approximately £0.63m to South Ribble Borough Council and approximately £0.16m to Lancashire County Council; and Community Infrastructure Levy (CIL) in the region of £1.8m.
- It is estimated that an average of around 300 temporary construction jobs per annum could be supported by the development. Construction jobs would be on-site roles, but also off-site pre-fabrication and supply chain roles through the various tiers of the construction supply chain. Given construction activity is likely to take place over multiple, overlapping phases, there would be some periods where construction related activity is more intensive and hence a greater level of employment would arise.

Pollution control

Paragraph 185 of the National Planning Policy Framework states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site



or the wider area to impacts that could arise from the development. New development should mitigate and reduce to a minimum the potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life.

The planning application is largely in outline form so many issues relating to pollution assessment and control cannot be determined until reserved matters stage.

The likely noise and vibration effects of the proposed development have been established in accordance with published guidelines and best-practice. The assessment has used baseline noise and vibration monitoring surveys, together with the identification of local receptors which would be sensitive to noise and vibration. The dominant noise sources at the site are road traffic associated with the surrounding local highway network. Given this, noise from an increase in vehicle movements to and from the site is unlikely to have a significant effect. Other potential noise sources include plant, machinery and equipment associated with any development on the site particularly in relation to existing and future residential development that would be adjacent or close to commercial development areas. To seek to ensure that noise would be restricted to acceptable levels, a prescriptive condition is recommended that would limit noise to existing background levels in relation to industrial and manufacturing processes, fixed plant and equipment (mechanical and electrical), loading and unloading of goods, mobile plant and vehicles, extraction/ventilation systems and, and external plant.

Construction works could result in a temporary increase in noise and vibration levels at and adjacent to the site. A number of measures could be employed to minimise the impacts including selection of modern and quiet plant and machinery; the erection of suitable hoardings and restricted construction working hours. Conditions are recommended accordingly.

The applicant has submitted a report that considers the potential impact of ambient noise on future inhabitants of proposed residential development adjacent to Stanifield Lane. Where required, suitable mitigation measures are recommended along with noise limiting criteria. The report concludes that the development site is predominantly 'medium' risk, with 'low' risk areas occurring towards the centre of the residential zone at a greater distance from Stanifield Lane and the A582. Without further mitigation the predicted noise levels across the residential zone indicate that the external areas are likely to exceed the 55dB LAeq,16h guideline level. The report recommends that a 3m acoustic barrier may be required along the north and western boundary of Development Zone E. At this stage given the outline nature of application a condition is recommended setting internal and external noise limits in accordance with guideline recommendations.

The applicant has provided an assessment of the potential effects of the proposed development on air quality, including reference to existing sensitive receptors and future residents once the development is operational. The assessment considers the effects of dust from construction activities, as well as the effect of emissions from road traffic with operational development. Atmospheric dispersion modelling has been carried out to predict the effect of future traffic-related exhaust emissions and the likely changes in local air quality following the completion of the development. The assessment reports that the site is not within an existing air quality management

area and there would be no exceedance of relevant air quality objectives in the vicinity of the site.

Should any future development proposal involve emissions to air then it is likely that separate Environmental Permitting requirements would be applicable.

From a construction perspective there is the potential for dust generation but mitigation measures could be employed to minimise the likelihood of any unacceptable impact. This aspect could be incorporated into a recommended condition relating to a construction management plan.

Given the outline status of the majority of the application, lighting details are not known at this stage. Therefore, a condition is recommended to require the details of any proposed external lighting and an assessment to demonstrate that light levels would be acceptable to neighbouring land users and bats.

Sustainability and climate change

There are no planning policies to seek to specifically limit greenhouse gases from individual development proposals of this nature in relation to climate change. The key focus of overarching policy is to provide opportunities for holistic change by promoting a reduction in the reliance on primary won fossil fuels such as oil, coal and gas.

Paragraph 154 of the National Planning Policy Framework includes a reference that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

Policy 27 of the Central Lancashire Core Strategy sets a number of requirements in relation to sustainable resources and new developments including requirements for Building Research Establishment Environmental Assessment Method (BREEAM) standards, adoption of low carbon technologies and climate change adaptability. Additionally, South Ribble Borough Council has a supplementary planning document entitled 'Renewable and Low Carbon Energy' that was adopted in May 2014, which provides general advice and guidance on this subject.

There will clearly be carbon emissions associated with construction works and use of the site and there would be opportunities for the developer to explore the adoption of low carbon initiatives and practices. The applicant has submitted energy and sustainability statements along with the design code, which include an overview of potential sustainable and renewable energy generation measures. These matters would be pursued further as part of any future reserved matters applications. Conditions regarding compliance with the Building Research Establishment Environmental Assessment Method (BREEAM) referred to earlier in the report would also seek to promote sustainable construction along with reserved matters and building material conditional requirements in relation to design, layout and landscaping.

Cultural heritage



Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a statutory duty for the decision maker in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard for the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. This statutory duty needs to be given considerable importance and weight in the decision making process.

Paragraph 199 of the National Planning Policy Framework states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 of the National Planning Policy Framework states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of, in this case a Grade II listed building, should be exceptional.

Paragraph 202 of the National Planning Policy Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

In the National Planning Policy Framework 'Glossary of Terms' the 'setting of a heritage asset' is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. 'Significance' (for heritage policy) is defined as the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Policy G17 of the South Ribble Local Plan states that any proposal should sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset.

Of significance locally, is a Grade II listed old school house building on Old School Lane, dated 1690, but said to have been built 1673, which is now a residential

property. Parameter plans indicate that there could be a building of up to 20m high to the east and housing up to 13.7m to the south-west. There would be no direct impacts but development could potentially impact on the setting of the listed building.

The applicant's environmental statement identifies the potential effects of site development on the 'The Old School House'. The effects have been assessed to be of moderate adverse. Strategic landscaping would provide a substantial buffer between the listed building and employment zones to the east and further mitigation could be explored further through any subsequent reserved matters applications to seek to ensure that building design and plot layout take into account this asset. This approach would also apply in relation to the residential plot at Zone E where the incorporation of strategically placed landscaping and open green space along with thoughtful building design could minimise impacts on the setting. Overall on this issues, it is considered that the proposed development would lead to less than substantial harm to the significance of the designated heritage asset given that there would be further assessment and scrutiny through reserved matters and that impacts would be controlled through other recommended conditions regarding building design, construction working, and pollution control. The level of harm which is considered to be less than substantial would be also be outweighed by the public benefits of developing the neighbouring land that is allocated as a strategic employment site. Historic England have raised no concerns.

In respect of other cultural heritage assessment, Lancashire County Council's Archaeology Service has remarked the site was both evaluated and subject to further archaeological investigation and recording in 2018 and consequently no further archaeological investigation of the site is necessary.

Human Rights

Article 1 of the 1st Protocol and Article 8 of the Human Rights Act 1998 refers to protection of amenity and property.

Rights under Article 1 of the 1st Protocol concern the protection of property and state that everyone is entitled to the enjoyment of possessions and that no one should be deprived of possessions except in the public interest.

Article 8 provides that everyone has the right to respect for family and private life. Interference in this Right can only be justified where it is in accordance with the law and is necessary in a democratic society for the economic wellbeing of the country or for the protection of the rights and freedoms of others.

In terms of the proposed development, there could be potential impacts on neighbouring landowners/land users in the vicinity of the site as referred to in the report above. However, it is considered that in view of the site allocation in the south Ribble Local Plan and recommended conditions that seek to control the nature and extent of the development, there would be no unacceptable infringement of any Human Rights identified under these articles.

Other matters

An adjoining landowner Brookhouse Ltd Group identified that the applicant does not control all of the land within the redline boundary of the planning application and that there were inconsistencies with the red line boundary shown on various documents within the application documents and Environmental Statement. The applicant subsequently updated the application form, served notice on other landowners and removed inconsistencies between drawings accordingly. The difference between the red lines shown on different drawings was largely due to inclusion or exclusion of works within the public highway depending on the nature and purpose of the drawing.

Planning balance and overall conclusion

This application seeks outline planning permission for a strategic employment site featuring a mixed use development and associated car parking, access, public open space, landscaping, and other works. All matters would be reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road, and Stanifield Lane respectively) and strategic infrastructure and landscaping. The application includes parameter plans, to establish a framework for the nature, size and scale of the proposed development including development zones; land use & quantum; maximum building heights; vehicle, pedestrian and cycle access; and strategic landscaping and green space. The application also includes a design code document to provide a basis for future reserved matters submissions should permission be granted.

The application site is allocated in the South Ribble Local Plan as a strategic employment site. Development is supported under the provisions of Policy C4 of the South Ribble Local Plan subject to the provision of an agreed Masterplan for the comprehensive development of the site, a phasing and infrastructure delivery schedule; and an agreed programme of implementation in accordance with the Masterplan and agreed design code. A masterplan for the site was adopted in 2015 and is applicable. The application is accompanied by a logical phasing and infrastructure delivery schedule, programme of implementation and design code that give sufficient overarching control and flexibility. It is considered that these requirements of the policy have been satisfied.

Policy C4 of the South Ribble Local Plan also stipulates that alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on the strategic site. The scale of any alternative enabling development has to be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Additionally, any proposed main town centre uses must satisfy the sequential and impact tests set out in the National Planning Policy Framework, relevant policies of the Central Lancashire Core Strategy and the South Ribble Local Plan.

The application includes provision for retail, leisure and housing so the applicant is required to demonstrate compliance with the policy requirements set out above. A viability assessment has been provided and was subjected to independent review. Following a reasoned judgement, the review concludes that the proposed

development would only feature the minimum quantity of 'non-employment' uses to ensure the site's viability. Furthermore, it has been demonstrated that an element of town centre uses would form an integral part of the delivery strategy for the employment uses as accepted by the aims of Policy C4.

The adopted masterplan provides a spatial framework to guide the nature of planning applications and identifies potentially developable areas, strategic landscaping and potential access arrangements. It is considered that this planning application includes sufficient detail to comply with the framework and Policy C4 of the South Ribble Local Plan, including opportunities for other landowners to consider development on the remainder of the strategic site beyond the application site. The application is therefore considered acceptable in this respect.

The application site is substantial in area and it is inevitable that there will be adverse landscape and visual impacts associated with the development of an allocated strategic employment site. The extent to which would depend on how development is ultimately brought forward in relation to the submitted parameter plans through reserved matters applications. However, there are opportunities to assimilate development into the existing environment through retention of existing vegetation including mature and veteran trees, careful attention to building design and layout, and over time through the establishment of strategic landscaping, additional zonal landscaping, and ecological enhancements.

Significant attention has been paid to the potential highway implications of the proposed development. National Highways and Lancashire County Council Highways Development Control have scrutinised that applicant's assessments, traffic modelling, safety audits, and proposed mitigation measures, which has guided multiple revisions and updates of highway improvement works including those relating to pedestrian, horse, and cycle accessibility. A position has been reached whereby it is considered that the proposed development could be satisfactorily delivered subject to assessment of detailed design and delivery of the required works/schemes. Conditions have been recommended accordingly.

It is considered that the proposed development would lead to less than substantial harm to the significance of the Old School House Grade II listed building subject to further assessment and scrutiny through recommended conditions and that the less than substantial harm would be outweighed by the public benefits of developing the neighbouring land that is allocated as a strategic employment site.

As set out in the report above, other conditions to control reserved matters details, phasing, building materials, housing, construction working, landscape establishment and management, lighting, ecology, pollution control measures, and water management would give sufficient control over other aspects of the development.

Overall, it is considered that the proposed development strikes a balance between economic, social and environmental objectives of the National Planning Policy Framework and accords with the policies of the development plan.

Recommendation

That, after first taking into consideration the environmental information, as defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, planning permission be **granted** subject to the following conditions:

Time Limits

1. The full permission elements of the development shall commence not later than 5 years from the date of this permission.

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

2. The outline elements as identified as Development Zones A, B, C, D and E on Parameter Plan 1 Drawing Number 21017-FRA-XX-ZZ-DR-A-9111-P13 are approved subject to the following:

i) Written approval of the details of the following reserved matters in relation to each phase of the development shall be obtained from the County Planning Authority prior to any works in respect of such development phase taking place on site:

a) the layout of buildings and siting of associated infrastructure including highway infrastructure.

b) the scale and design of buildings, having regard to the development parameters identified on Parameter Plan 1 Drawing Number 21017-FRA-XX-ZZ-DR-A-9111-P13.

c) Where development would result in any additional loss of habitats including trees, hedgerows or ponds beyond that already identified and agreed via the approved Arboricultural drawing numbers SF3236 AIA01 – 1 of 4 – Rev H – Phase A Green Infrastructure SF3236 AIA01 – 2 of 4 – Rev H – Phase A Green Corridor, SF3236 AIA01 – 3 of 4 – Rev H – Wigan Road Junction, and SF3236 AIA01 – 4 of 4 – Rev H – Stanifield Lane Junction there shall be a statement (including survey data and where relevant, tree, hedgerow and pond removal plans) setting out the nature and extent of the proposed impacts or losses, alternatives explored to avoid or minimise those impacts or losses, and a demonstration of why those alternatives were not feasible.

d) Where habitat impacts and/or losses are unavoidable in (c) above, details shall be provided of mitigation/compensation measures relevant to each development phase, which shall be carried out before the occupation of that phase.

e) the external appearance of the buildings (including structures, plant and machinery)



- f) details of the existing and proposed ground levels including spot heights, cross sections and finished floor levels of all buildings and structures.
 - g) All landscaping beyond that identified as strategic landscaping in condition 3 specifying both the hard and soft treatments and means of enclosure.
 - h) the remaining means of access specifying vehicular, cycle and pedestrian routes.
- ii) Any application for the approval of the reserved matters shall be made in writing to the County Planning Authority before the expiration of 15 years beginning from the date of this permission.
 - iii) Any development subject to reserved matters approval shall be implemented before the expiration of 5 years from the date of the reserved matters approval.

Reason: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 and to ensure the developer has sufficient time to deliver this large and complex strategic development site.

Working Programme

- 3. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following:
 - a) Submitted documents/drawings:

Parameter Plans

21017-FRA-XX-ZZ-DR-A-9111, rev P13 - Parameter Plan 1: Development Zones, Land Use, Quantum and Building Heights
 21017-FRA-XX-ZZ-DR-A-9112, rev P20 - Parameter Plan 2: Highways and Access
 21017-FRA-XX-ZZ-DR-A-9113, rev P14 - Parameter Plan 3: Strategic Landscape

Design Code - Rev P12

Local highway network drawings

84465-WSP-XX-DR-003, rev P02 - Stanifield Lane Access Junction to Residential Phase
 84465-WSP-XX-DR-010, rev P04 - Stanifield Lane Access Junction to Phase D Extent of Detailed Application
 84465-WSP-XX-DR-011, rev P05 - Highways Layout Extent of Detailed Application
 84465-WSP-XX-DR-012, rev P02 - Wigan Road Access Junction Extent of Detailed Application
 84465-WSP-XX-DR-014, rev P03 - J1 Stanifield Lane – A582 Sheet 1 of 3
 84465-WSP-XX-DR-015, rev P03 - J1 Stanifield Lane – A582 Sheet 2 of 3



84465-WSP-XX-DR-016, rev P02 - J1 Stanifield Lane – A582 Sheet 3 of 3
84465-WSP-XX-DR-017, rev P02 - J4 Wigan Road
84465-WSP-XX-DR-018, rev P01 - Highways Layout Stoney Lane Traffic Calming

Strategic Road Network Drawings

84465-WSP-XX-DR-004, rev P08 - M65 Terminus roundabout
84465-WSP-XX-DR-013A, rev P02 - M6 J 29
84465-WSP-XX-DR-020, rev P02 - M6 Junction 29 Proposed Traffic Signals

On-Site Infrastructure Plans

21017-FRA-Z1-GF-DR-A-20-1001, rev P1 – Proposed GA Pump House Plan
21017-FRA-Z1-GF-DR-A-20-1003, rev P1 – Proposed GA Substation Plan
21017-FRA-Z1-GF-DR-A-20-1004, rev P1 – Proposed GA Substation Elevations
21017-FRA-Z1-GF-DR-A-20-1002, rev P1 – Proposed GA Pump House Elevations
21017-FRA-Z1-GF-DR-A-20-1005, rev P1 – Pump House Boundary Line Section
21017-FRA-Z1-GF-DR-A-20-1006, rev P1 – Substation Boundary Line Section

Strategic Landscaping Plans

SF 3236 LL08, rev H – Green Infrastructure Masterplan
SF 3236 LL04, rev J – Green Infrastructure Zone A
SF 3236 LL05, rev J – Green Infrastructure Zone B
SF 3236 LL06, rev K – Green Infrastructure Zone C
SF 3236 LL07, rev H – Green Infrastructure Zone D
SF 3236 LL09, rev E – Green Infrastructure Zone E

Arboricultural Plans

SF3236 TS01, Rev B – Tree Survey Plan
SF3236 ASR, Rev H – Arboricultural Survey Report
SF3236 AIA01 – 1 of 4 , rev H – Phase A Green Infrastructure
SF3236 AIA01 – 2 of 4 , rev H – Phase A Green Corridor
SF3236 AIA01 – 3 of 4, rev H – Wigan Road Junction
SF3236 AIA01 – 4 of 4 , rev H – Stanifield Lane Junction

b) All details approved in accordance with this permission.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

4. The details of the reserved matters submitted pursuant to this permission shall accord with the principles established by the approved Parameter Plans



and the Design Code (Revision P12 – February 2023). No part of the development shall exceed the approved development parameters.

Reason: To ensure the satisfactory development of the site to ensure high quality design and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

5. The gross internal area of the commercial development constructed under the outline element of the application site shall not exceed 160,000 sq. m. The residential development hereby approved shall not exceed 116 dwellings. The uses and maximum areas permitted within this floorspace cap shall be:

Retail (E(a)) – 4,000sqm
Hotel (C1) – 2,500sqm
Gym (E(d)) – 1,000sqm
Food and Drink and Drive Thru (E(b)/Sui Generis) – 800sqm
Car Sales (Sui Generis) – 4,000sqm
Creche (E(f)) – 500sqm
Health Centre (E(e)) – 1,500sqm
Employment (B2, B8)- 155,000sqm
Business (E(g)(i-iii)) – 19,000sqm
Leisure Centre ((E(d), F1(e), F2(b))) – 26,000sqm

Reason: To control the development and to comply with Policy C4 of the South Ribble Local Plan.

6. No development shall take place until a Phasing Strategy has been submitted to and approved in writing by the County Planning Authority.

The Phasing Strategy shall include:

- i) The sequence in which phases of the development are to be commenced.
- ii) Details of the phased provision of access and junction infrastructure, drainage, landscaping, and services into and through the site in relation to commencement of development of each phase of the site.
- iii) Details of phased provision of footpath and cycle links including unmetalled multi-use surface track provision for horses and other users, and connections to the external network.

The development shall be carried out in accordance with the Phasing Strategy approved pursuant to this condition.

Reason: To provide order to the development and comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

7. As part of any Reserved Matters application relating to residential development, details of the provision of affordable housing shall be submitted to and approved in writing by the County Planning Authority. The affordable housing shall meet the definition of affordable housing in Annex 2 of the

National Planning Policy Framework (dated September 2023) and shall remain affordable in perpetuity. The scheme shall include:

- a) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 30% of housing units, unless demonstrated otherwise on the basis of viability evidence;
- b) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- c) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The development shall proceed in full accordance with the approved affordable housing details.

Reason: To ensure the provision of affordable housing on-site in accordance with Policy 7 of the Central Lancashire Core Strategy and the Affordable Housing Supplementary Planning Document.

Building Materials

8. 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 mitigate impacts to heritage assets and to comply with Policy 17 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

9. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to target a BREEAM rating of 'Very Good'. No phase of the development shall commence until a Design Stage Pre-Assessment Report showing that that phase of the development will achieve a BREEAM rating of 'Very Good' within that phase has been submitted to and approved by the County Planning Authority.

Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

10. Within 6 months of completion of each phase of development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the phase or development as a whole has achieved the BREEAM rating set out in the Design Stage Pre-Assessment Report approved by condition 9 shall be submitted to the County Planning Authority for approval.



Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

Landscape and Ecology

11. Only those trees and hedgerows identified for removal on Arboricultural drawing numbers SF3236 AIA01 – 1 of 4 – Rev H – Phase A Green Infrastructure SF3236 AIA01 – 2 of 4 – Rev H – Phase A Green Corridor, SF3236 AIA01 – 3 of 4 – Rev H – Wigan Road Junction, and SF3236 AIA01 – 4 of 4 – Rev H – Stanifield Lane Junction shall be removed as part of full permission infrastructure works. No further trees or hedgerows shall be removed unless approved under condition 2 in relation to reserved matters assessment and approval.

Reason: to ensure that tree and hedgerow retention is properly considered and assessed and to comply with policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

12. The development hereby approved shall deliver a Biodiversity Net Gain in habitat and hedgerow units on the site (to be calculated using the Biodiversity Metric 4.0 or any subsequent updates) against the 2017 baseline position. Each application for reserved matters shall be supported by an updated calculation to demonstrate the cumulative position across the site.

Reason: To safeguard the ecological interest of the site and comply with Policy 22 of the Central Lancashire Adopted Core Strategy and Policies G13 and G16 of the South Ribble Local Plan.

13. Prior to the commencement of any phase of the development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to:
- a) Plan showing the location of all the ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction
 - d) Location and timing of works to avoid harm to biodiversity features including ponds
 - e) Use of protective fences, exclusion barriers and warning signs

Development shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas and biodiversity, in the interests of visual amenity and the ecology of the site and to comply with Policy 22 of the Central Lancashire Adopted Core Strategy and Policies G13 and G16 of the South Ribble Local Plan.



14. No development shall commence until details of landscape and habitat establishment and management for the strategic landscaping areas shown on drawing numbers SF 3236 LL08 Rev H – Green Infrastructure Masterplan, SF 3236 LL04 Rev J – Green Infrastructure Zone A, SF 3236 LL05 Rev J – Green Infrastructure Zone B, SF 3236 LL06 Rev K – Green Infrastructure Zone C, SF 3236 LL07 Rev H – Green Infrastructure Zone D, and SF 3236 LL09 Rev E – Green Infrastructure Zone E have been submitted to and approved in writing by the County planning authority.

The submitted details shall include:

- a) The nature and depth of any soil materials.
- b) The design, construction and planting of waterbodies.
- c) Native tree/shrub planting and seed specification.
- d) Detail of habitat establishment (including seasonal timing), management, monitoring, and review and reporting methods.
- e) Details of hard surfacing materials including paths, and shared user tracks and their management.
- f) Details of the type, number and location of bird and bat boxes.
- g) The ongoing maintenance and management of the landscaping and habitats at the site while the development remains in place.

Thereafter, the development shall be carried out and managed in accordance with the approved details.

Reason: To ensure the mitigation of landscape and ecological impact and to preserve the local amenity and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

15. No tree felling, vegetation clearance works, or other works that may affect nesting birds shall take place during the period between 1 March and 31 August, unless the absence of nesting birds has been confirmed by a survey first submitted to and approved in writing by the County Planning Authority.

Reason: The site has the potential to support breeding birds. It is an offence under the Wildlife and Countryside Act 1981 (as amended) to disturb birds whilst they are breeding, and also to comply with Policy 22 of the Central Lancashire Core Strategy and Policy G16 of the South Ribble Local Plan.

16. No development shall commence in any phase of the development (construction or demolition), until a Tree Protection Plan associated with that phase has been submitted to, and approved in writing, by the County Planning Authority. The Tree Protection Plan shall be in accordance with Para 5.5 of BS5837: 2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.

Before any site activity (construction or demolition) commences in any phase of development, barrier fencing shall be erected around all trees to be retained in that phase as detailed in the approved Tree Protection Plan. Within these fenced areas no development, vehicle manoeuvring, storage of



materials or plant, removal or addition of soil (including ground disturbance for utilities) may take place.

The fencing shall remain in place until completion of all construction development works associated with that phase and removal of site vehicles, machinery, and materials in connection with that phase of development.

Reason: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan.

17. The reserved matters for each phase shall be accompanied by a landscaping and habitat establishment and management plan for each phase and shall be submitted to and approved in writing by the County Planning Authority.

The submitted details shall include:

- a) The nature and depth of any soil materials.
- b) The design, construction and planting of waterbodies.
- c) Native tree/shrub planting and seed specification.
- d) Detail of habitat establishment (including seasonal timing), management, monitoring, and review and reporting methods.
- e) Details of hard surfacing materials including paths, shared user tracks, car parking areas and vehicle manoeuvring areas.
- f) Details of the type, number and location of bird and bat boxes.
- g) The ongoing maintenance and management of the landscaping and habitats at the site while the development remains in place.

Thereafter, the development of that phase shall be carried out in accordance with the approved details. Car parking and vehicle manoeuvring areas shall be marked out in accordance with the approved plan prior to the commencement of use of any building within the phase.

Reason: To ensure the mitigation of landscape and ecological impact and to preserve the local amenity and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

18. No development shall take place in the residential zone (Zone E), until details of the layout, landscaping, maintenance and retention of formal and informal public open space within the residential zone have been submitted to and approved in writing by the County Planning Authority. Public open space provision shall be calculated in accordance with the requirements of Policy G10 of the South Ribble Local Plan.

Thereafter, the development shall proceed in accordance with the approved details.

Reason: In the interest of residential amenity and to comply with Policies G10 and G17 of the South Ribble Local Plan.



Pollution control

19. No development of any phase shall take place until a Construction Management Plan for that phase has been submitted to, and approved in writing by, the County Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
- a) the parking of vehicles of site operatives and visitors.
 - b) loading and unloading of plant and materials.
 - c) storage of plant and materials used in constructing the development. The location of the site compound.
 - d) suitable wheel washing/road sweeping measures.
 - e) appropriate measures to control the emission of dust and dirt during construction.
 - f) appropriate measures to control the emission of noise and vibration during 2009 +A1 2014 Code of practice for noise and vibration control on construction and open sites.
 - g) details of all external lighting to be used during the construction.
 - h) a scheme for recycling/disposing of waste resulting from construction works.
 - i) details of wheel washing facilities for the cleaning of wheels of vehicles leaving the site.
 - j) temporary lighting within compounds and on site.
 - k) security strategy including all access points to/from the compound and along the perimeter of the site and to/from each phase of development.
 - l) facilitate the needs of Driver and Vehicle Standards Agency and those phases open during site construction.

Reason: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties and to comply with Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan.

20. Any piling activities shall be limited to between the hours of 0800 and 1800 Monday to Friday and 0900 to 1300 on Saturdays, with no such activities permitted on Sundays and Bank Holidays.



Reason: To seek to minimise construction working impacts on the amenities of neighbouring properties and to comply with Policy G17 of the South Ribble Local Plan.

21. Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor.

Reason: To reduce the risk of pollution to the water environment and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

22. The rating level of noise emitted from any or all of the sources listed below located at the site shall not exceed the existing background level at the boundary of any premises used for residential purposes when assessed in accordance with British Standard BS 4142:2014+A1(2019).

- Industrial and manufacturing processes
- Fixed plant and equipment (mechanical and electrical)
- Loading and unloading of goods
- Mobile plant and vehicles
- extraction/ventilation systems
- external plant

Reason: In the interests of residential amenity and in accordance with Policy G17 of the South Ribble Local Plan.

23. As part of any reserved matters application relating to residential development, an acoustic assessment shall be submitted to and approved in writing by the County Planning Authority, which assesses the impact of ambient noise and includes, where necessary, mitigation measures to ensure that:

- a) external noise levels within external amenity spaces shall not exceed 55 dB LAeq,16hr (0700 – 2300).
- b) bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A), and an 8-hour LAeq (23:00 to 07:00) of 30dB(A), with individual noise events not exceeding 45dB LAFmax more than 10 times (23:00 to 07:00 hours)
- c) living rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
- d) dining rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 40dB(A)

All approved mitigation measures shall be carried out prior to the first occupation of housing development and shall be retained and maintained thereafter while the housing remains on the site.

Reason: In the interests of residential amenity and in accordance with Policy G17 of the South Ribble Local Plan.

24. Construction operations shall only take place between the hours of:

0730 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday

No construction operations shall take place on Sundays, Bank or Public Holidays.

Reason: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy G17 of the South Ribble Local Plan.

25. All mobile plant/vehicles retained on site to be used in connection with the construction phase of the development shall be fitted with broadband/non-audible reversing systems, which shall be employed at all times during the operation of the mobile plant/vehicles.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy G17 of the South Ribble Local Plan.

26. Prior to the occupation of any phase of the development, full details of the waste storage, refuse and recycling facilities within that phase shall be submitted to and approved in writing by the County Planning Authority. The approved facilities shall be provided prior to first occupation of any of the buildings within that phase and retained thereafter.

Reason: To provide effective storage facilities for domestic refuse and to safeguard the visual amenity of the area in accordance with Policies 17 and 27 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan.

27. Prior to any phase of development being first brought into use, a scheme for external lighting of that phase shall be submitted to and approved in writing by the County Planning Authority.

The external lighting details shall include the following:

- a) Location, type and intensity of lights
- b) Types of masking or baffle at head
- c) Type, height and colour of lighting columns
- d) Number and size of lighting units per column
- e) Light levels at the site and at nearby properties.
- f) Control of the times of illumination of the lighting.



- g) Assessment of light levels in relation to appropriate guidance to demonstrate that there would be no unacceptable impact on neighbouring landusers or bats.

The approved details shall be implemented in full before that phase of development is first brought into use and retained thereafter. No external lighting other than that shown in the approved scheme shall be installed thereafter.

Reason: To safeguard the character and appearance of the locality and to prevent light pollution and in order to comply with Policy G17 of the South Ribble Local Plan.

Highways and Transport

28. No development shall take place until full design details of a highway mitigation scheme at the interface of the M65 terminus, roundabout and site access, as shown in outline on drawing number 84465-WSP-XX-DR-004 P08 and that accords with the lane designations for the proposed highway mitigation to the A6 / A582 junction to the north, have been submitted to and approved in writing by the county planning authority in consultation with the highway authority for the M65 and M6 motorways.

The details to be submitted shall include:

- a) Final details of how the scheme interfaces with the existing highway alignment.
- b) Full carriageway surfacing and carriageway marking details.
- c) Full construction details.
- d) Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- e) An independent Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

29. No part of the development shall be brought into occupation unless and until the highway mitigation scheme referred to in Condition 28 has been carried out to the satisfaction of the highway authority for the M65 and M6 motorways in consultation with the county planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.



30. No direct vehicle access shall be permitted between the M65 terminus roundabout and the development unless and until the highway mitigation scheme referred to in Condition 28 has been carried out to the satisfaction of the highway authority for the M65 and M6 motorways in consultation with the county planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

31. No development shall take place until full design details of the highway mitigation scheme at the M6 Junction 29a roundabout, as shown in outline drawing reference 84465-WSP-XX-DR-013A P02, have been submitted to and approved in writing by the local planning authority in consultation with the highway authority for the M6 motorway.

The details to be submitted shall include:

- a) Final details of how the scheme interfaces with the existing highway alignment.
- b) Full carriageway surfacing and carriageway marking details.
- c) Full construction details.
- d) Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- e) An independent Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

32. No development shall be brought into occupation unless and until the highway mitigation scheme referred to in Condition 31 has been carried out to the satisfaction of the highway authority for the M65 and M6 motorways in consultation with the local planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.



33. No development shall take place until full design details of the highway mitigation scheme at the interface of the southbound link road and the M6 Junction 29 roundabout, as shown in outline on drawing reference 84465-WSP-XX-DR-020 P02, have been submitted to and approved in writing by the county planning authority in consultation with the highway authority for the M6 motorway.

The details to be submitted shall include:

- a) Final details of how the schemes interface with the existing highway alignment.
- b) Full carriageway surfacing and carriageway marking details.
- c) Full construction details.
- d) Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- e) An independent Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

34. No development shall be brought into occupation unless and until the highway mitigation scheme referred to in Condition 33 has been implemented to the satisfaction of the highway authority for the M6 motorway in consultation with the county planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

35. No development shall take place until; (a) a plan showing the alignment and design of a close-boarded fence of not less than two metres in height to be erected along the northern boundary of the development site (or at least one metre from any part of the existing Motorway fence where the boundary lies within one metre of this) including details of its future management and maintenance in perpetuity, has been submitted to and approved in writing by the county planning authority in consultation with the Highway authority for the M65 and M6 motorways; and (b) the fence approved by part (a) of this condition has been erected in accordance with the approved details.

Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the approved fencing design for this condition.

Reason: For reasons of safety, liability and maintenance in relation to the strategic road network and to comply with Policies 3 and 17 of the Central

Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

36. No excavation works and/or landscaping works adjacent to the M65 motorway shall take place until geotechnical submissions have been prepared in accordance with the requirements of the Design Manual for Roads and Bridges and submitted to and approved in writing by the County Planning Authority (in consultation with the highway authority for the M65 and M6 motorways).

Reason: To mitigate any adverse impact from the development on the motorway in accordance with DfT Circular 01/2022.

37. No surface water shall be permitted to run off from the development on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development may be made to any Strategic Road Network drainage systems.

Reason: In the interests of the safe and efficient operation of the Strategic Road Network, and to protect the integrity of the Trunk Road drainage asset in accordance with DfT Circular 01/2022.

38. No development shall commence until details for the construction of all highway works applied for including permanent, temporary and any remediation works post-delivery have been submitted to and approved in writing by the County Planning Authority. The details shall also include development phasing and reference to trigger points for construction work delivery and other advice in accordance with that set out in the planning application response letter from Lancashire County Council Highways Development Control dated 8 November 2023.

Thereafter, the site access construction and works for highway improvement shall be carried out in accordance with the approved details.

Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

39. No phase shall commence until details for the internal highway layout of that phase have been submitted to and approved in writing by the County Planning Authority. The submitted details for internal highway layout shall include reference to safety, visibility and manoeuvrability, servicing, Traffic Regulation Order requirements, and location and routing of all deliveries and waste collection, Public Rights of Ways, signing, bus stops, shelters, laybys, formal and informal crossings, that are in accordance with advice set out in the planning application response letter from Lancashire County Council Highways Development Control dated 8 November 2023.

Thereafter, the development shall be carried out in accordance with the approved details for that phase.



Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

40. Prior to first occupation of each phase of the development hereby approved a Car Park Management Strategy shall be submitted to and approved in writing by the County Planning Authority. The Strategy shall include all areas of development related parking, setting out the layout, means of access and egress to areas vehicle parking. The provision of electric vehicle charging points. Car park layouts shall include the appropriate number of spaces for motorised and non-motorised vehicles, including dedicated cycle storage areas, and user types in accordance with the local planning authority standards, swept path analysis, dedicated routeing within car parks for sustainable modes, sizes of parking bays satisfying intended vehicle types, other infrastructure to be located within car parks, having regard to their use, servicing and safety.

The approved strategy and layouts shall be implemented prior to the occupation of the unit to which the car park relates.

Reason: To allow for the effective and efficient use of the parking areas and maintain flow of traffic on local roads when the development is operational and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

41. No development shall take place in any phase until a Construction Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. The approved Plan for that phase shall be adhered to throughout the construction period. The Plan shall provide information on delivery routes, plant, abnormal loads; temporary road or footpath closures; signing and communication with the neighbouring residents.

Reason: To maintain the operation and safety of local streets and the routes in the area during site preparation and construction and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

42. Prior to first use of any phase of development a delivery, collections and servicing strategy shall be submitted to and approved in writing by the County Planning Authority. Thereafter, the approved strategy shall be adhered to for the phase of development.

Reason: In order to maintain flow of traffic on local roads when the development is operational and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

43. Prior to the first occupation of the development, a highway monitoring and management strategy shall be submitted to and approved in writing by the

County planning authority. The strategy shall include details of a programme of annual traffic surveys and observations commencing from the first occupation of any building and continuing for a period of 5 years. Thereafter, the approved strategy shall be employed.

Reason: To understand scheme impacts on local and wider network operation, to enable the efficient flow of traffic on local roads when the development is operational supporting changes to signal operation over time and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

44. There shall be no occupation of built development within Zone A until the Initial Site Infrastructure (within that Zone) has been constructed as shown on drawing no. 21017-FRA-XX-ZZ-DR-A-9112-P19 - Parameter Plan 2: Highways and Access.

Reason: to provide access to the wider Cuerden Strategic site as set out in the Adopted Masterplan and to comply with Policy C4 of the South Ribble Local Plan."

45. No building shall be occupied until a travel plan for that building has been submitted to and approved in writing by the County Planning Authority. The Travel Plan shall be developed in accordance with the Lancashire Central Framework Travel Plan dated July 2022.

Thereafter, the approved travel plan shall be complied with during occupation of the building.

Reason: To ensure that the development promotes greener, cleaner travel choices and reduces reliance on the car and to comply with Policy 3 of the Central Lancashire Adopted Core Strategy.

Surface and foul water management

46. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment and surface water sustainable drainage strategy WIE11556-104-R-2.1.2-FRA&DS produced by Waterman in July 2022.

The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be approved in writing by the County Planning Authority.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.



47. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the site-specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creepCalculations must be provided for the whole site, including all existing and proposed surface water drainage systems.
- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;



- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365.
- d) Evidence of an assessment of the existing on-site surface water drainage systems / sewer / watercourse / culverted watercourse to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.
- e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

48. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include for each phase, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.
- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework and to comply with Policies 17 and 29 of the



49. The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of sustainable drainage components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component (including watercourses);
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

50. The commencement of use of any phase of development shall not be permitted until a site-specific verification report for the phase, pertaining to the surface water sustainable drainage system, and prepared by a suitably

competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

51. As part of the first reserved matters application, and any subsequent reserved matters applications thereafter, a detailed scheme for the protection from damage of United Utilities water mains that are laid within the site boundary shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- (i) A survey that identifies the exact location of the water mains;
 - (ii) The potential impacts on the water mains from construction activities (including the construction compound);
 - (iii) Identification of mitigation measures, including a timetable for implementation, to protect and prevent any damage to the assets both during construction and post completion of the development; and
 - (iv) A pre-construction condition survey of water mains within the site boundary.

The approved scheme of mitigation measures shall be implemented in full prior to and throughout the construction period, with approved post-completion measures retained thereafter for the lifetime of the development.

In the event that the survey effort of the water mains identifies that any development shall be within a 3m standoff either side of the main (6m in total), no development shall take place until such time as details of the agreement with the relevant statutory undertakers for a diversion of the relevant infrastructure have been submitted to the County Planning Authority and approved in writing.

Reason: In the interest of public health and to ensure protection of the public water supply and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.



Notes

The grant of planning permission does not entitle a developer to obstruct any highway/right of way and any proposed stopping-up or diversion of an adopted public highway or right of way should be the subject of an Order under the appropriate Act.

The proposed highways works will require the developer to enter into an appropriate Legal Agreement with Lancashire County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the highway department in the first instance to ascertain the details of such an agreement and the information to be provided.

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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0044	November 2023	Rob Hope Planning and Environment 01772 534159

Reason for Inclusion in Part II, if appropriate

N/A



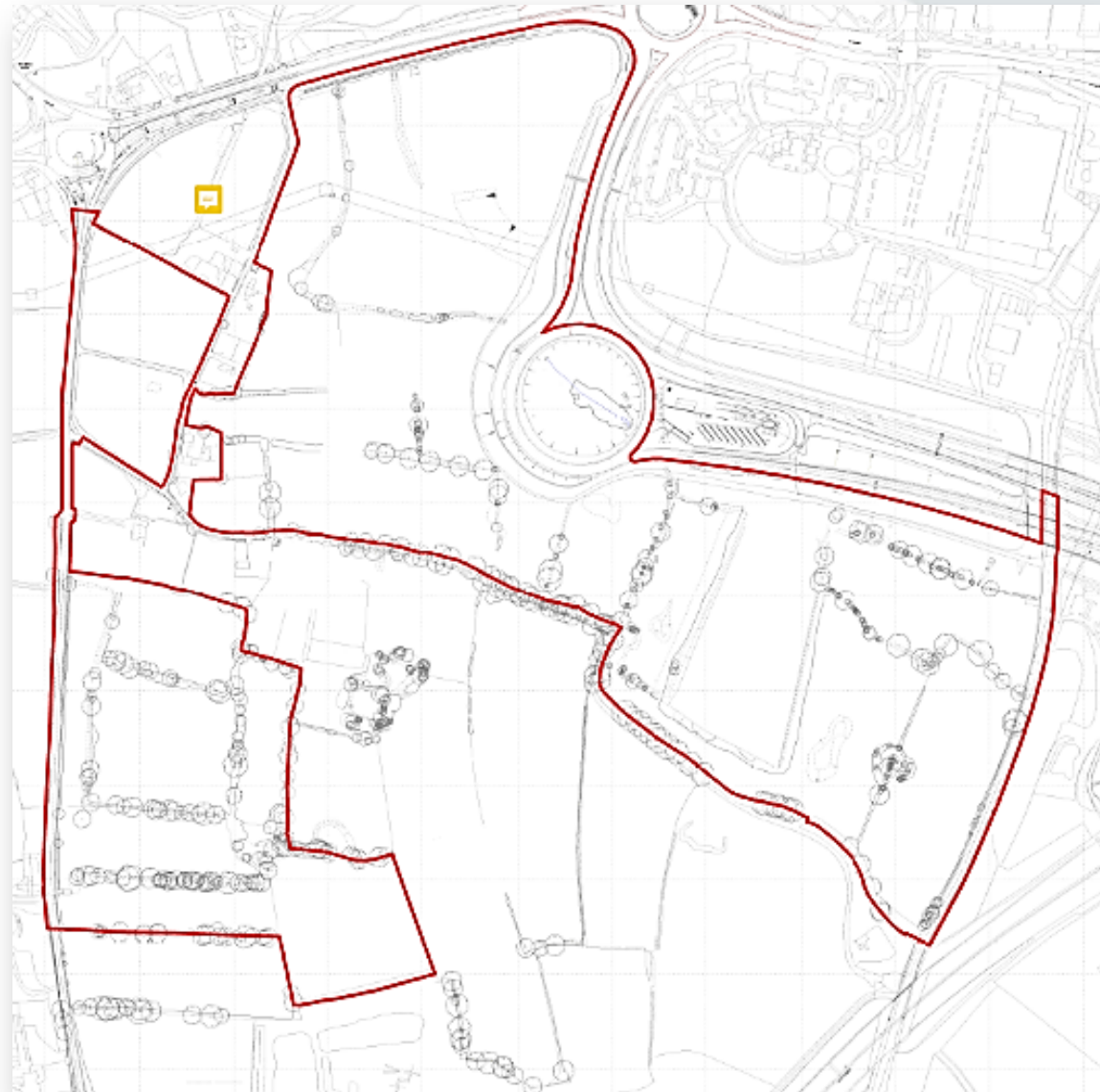


South Ribble Borough: application number LCC/2022/0044

Application for outline planning permission (with all matters reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage

**Cuerden Strategic Site, east of Stanifield Lane, north of Clayton Farm,
west of Wigan Road, Lostock Hall**

LCC/2022/0044
Application boundary



LCC/2022/0044

Site Location

A6 South Ribble Way

Old School Lane

Stoney Lane

Stanifield Lane
A5083

Lydiate Lane
Sand Quarry



A6 Lostock Lane
A582 Lostock Lane

M65
Motorway

A49 Wigan Road

M6 Motorway

LCC/2022/0044
Aerial View (2020)

A6 South Ribble Way

Old School Lane

Stoney Lane

Stanifield Lane
A5083

Lydiate Lane
Sand Quarry

A6 Lostock Lane

A582 Lostock Lane

M65
Motorway

A49 Wigan Road

M6 Motorway



LCC/2022/0044 Adopted Masterplan Land use

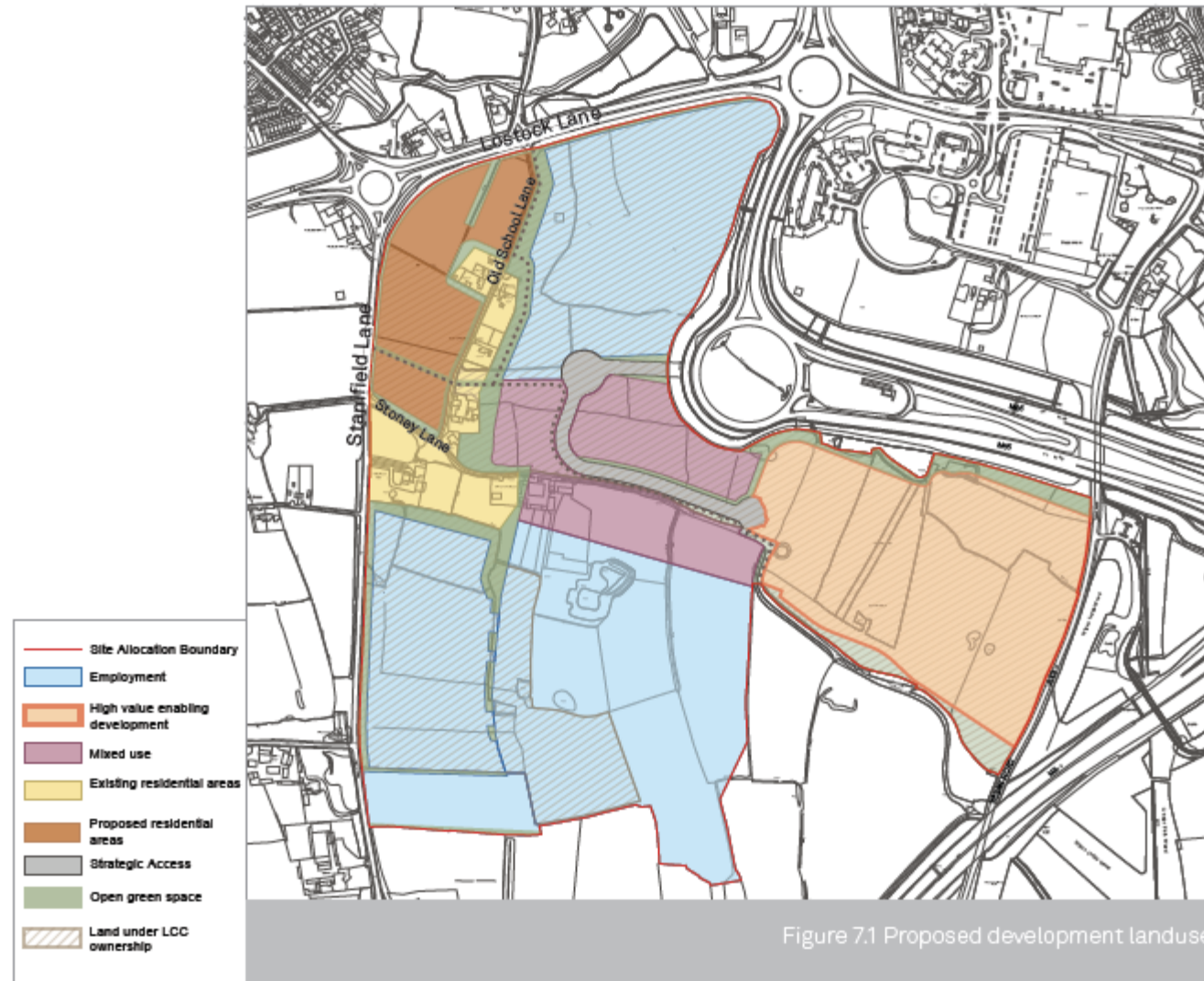
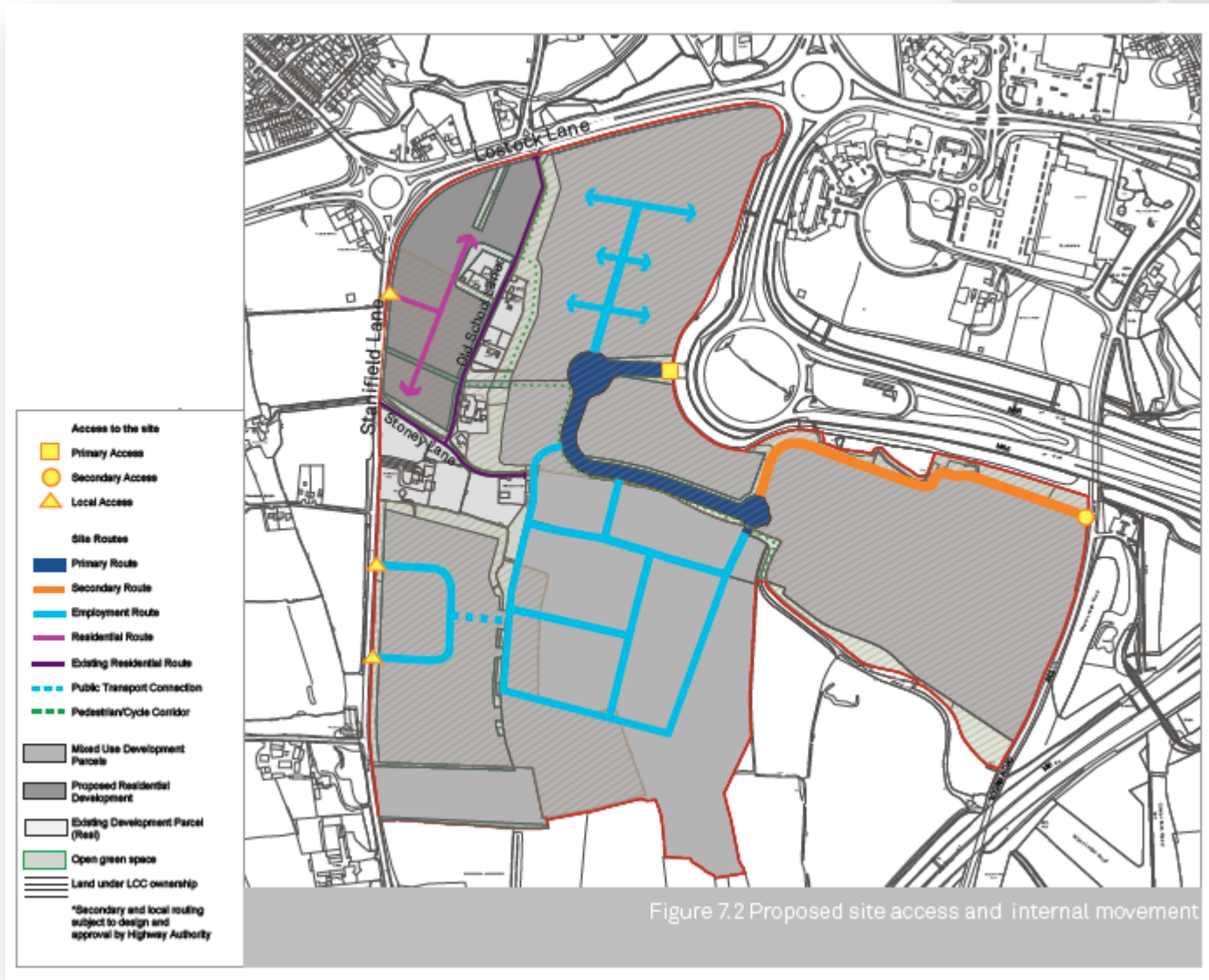
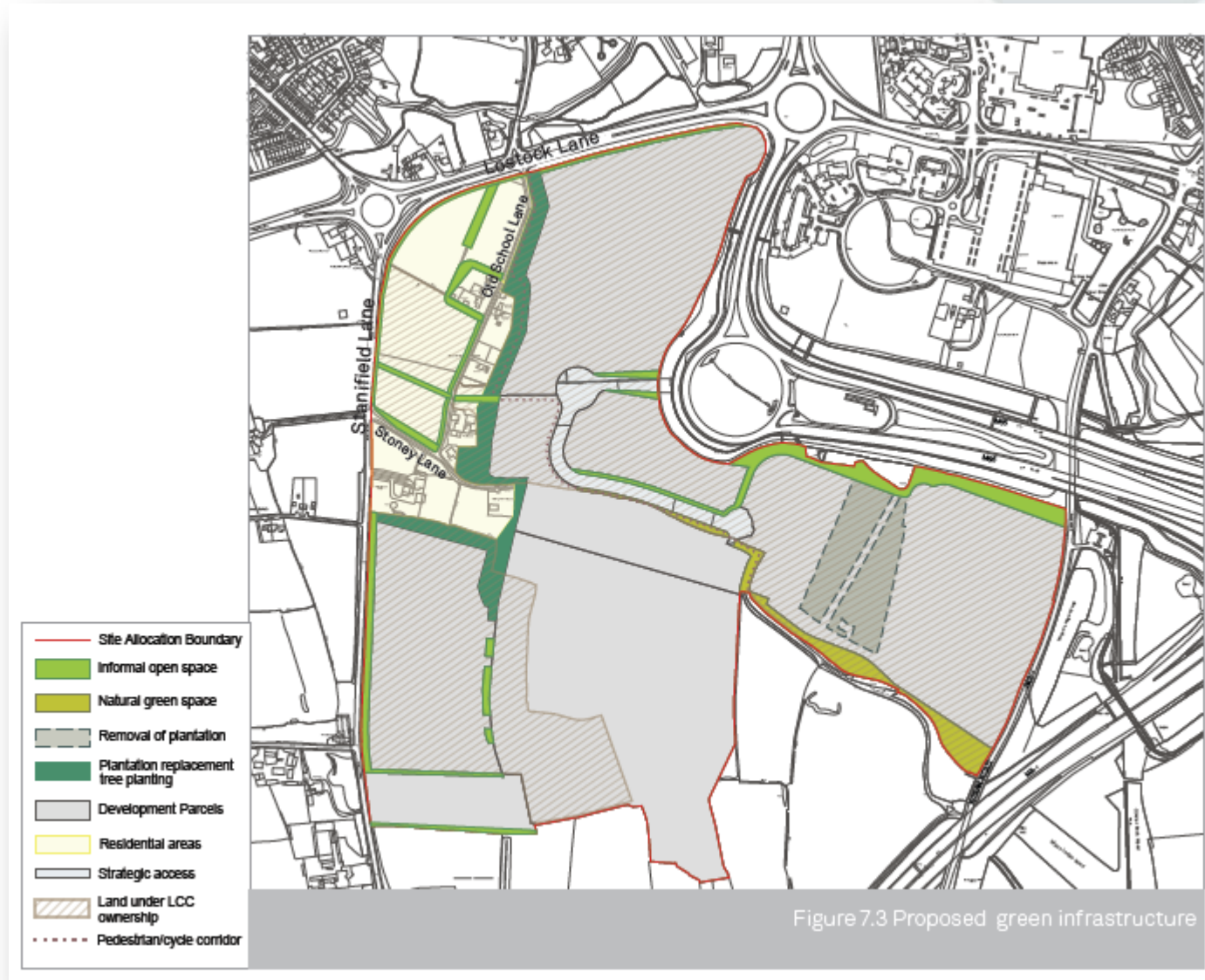


Figure 7.1 Proposed development landuse

LCC/2022/0044 Adopted Masterplan Proposed site access and internal movement



LCC/2022/0044 Adopted Masterplan Proposed green infrastructure



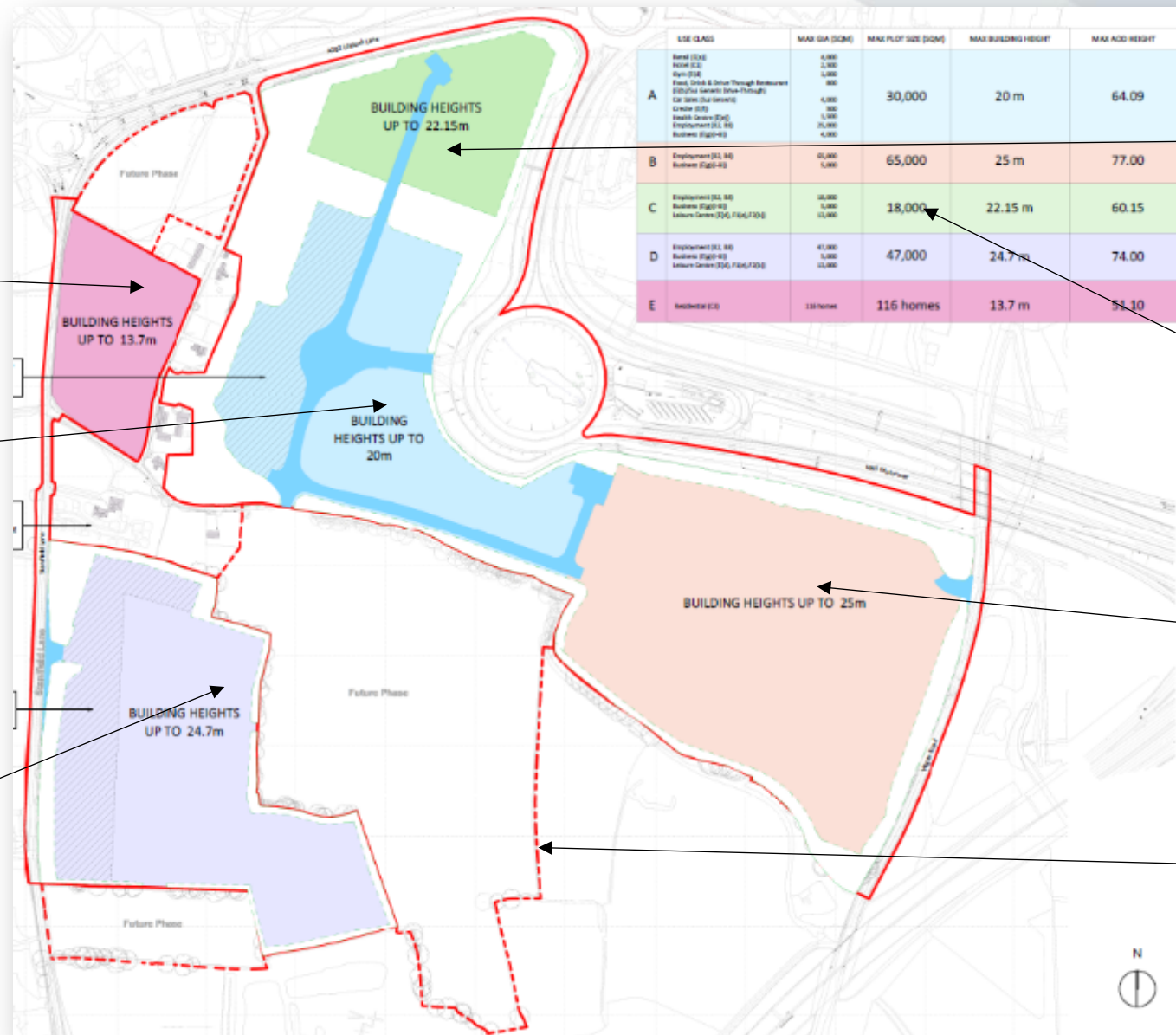
LCC/2022/0044

Parameter plan – Development Zones

Zone E -
Build height up to
13.7m

Zone A –
Build height up to
20m with western
restriction at 15m

Zone D –
Build height up to
24.7m with western
and northern
restriction at 18.6m



Zone C –
build
height up to
22.15m

Maximum
plot sizes for
different use
classes

Zone B – build
height up to
25m

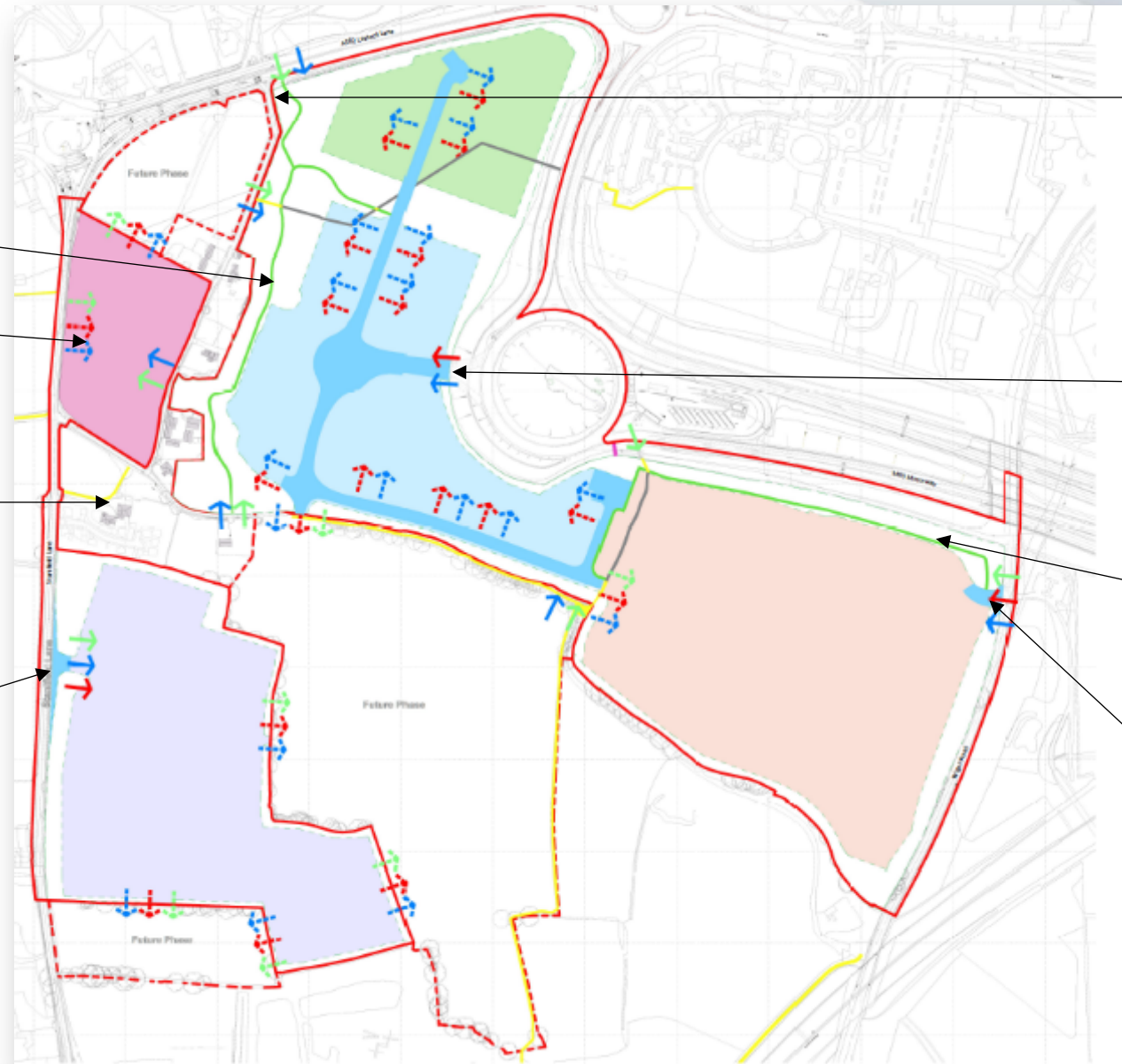
Dotted red line
denotes wider
area of
allocated
strategic site

LCC/2022/0044 Parameter Plan – Highways and Access

Public right of way
Zone E residential access –
outline only

Stoney Lane

Zone D Stanifield Lane



Dedicated
cycle/pedestrian
access from
Lostock Lane

Zone A M65
terminus
roundabout access

Public right of way

Zone B Wigan
Road access



LCC/2022/0044 Parameter Plan – Strategic landscaping

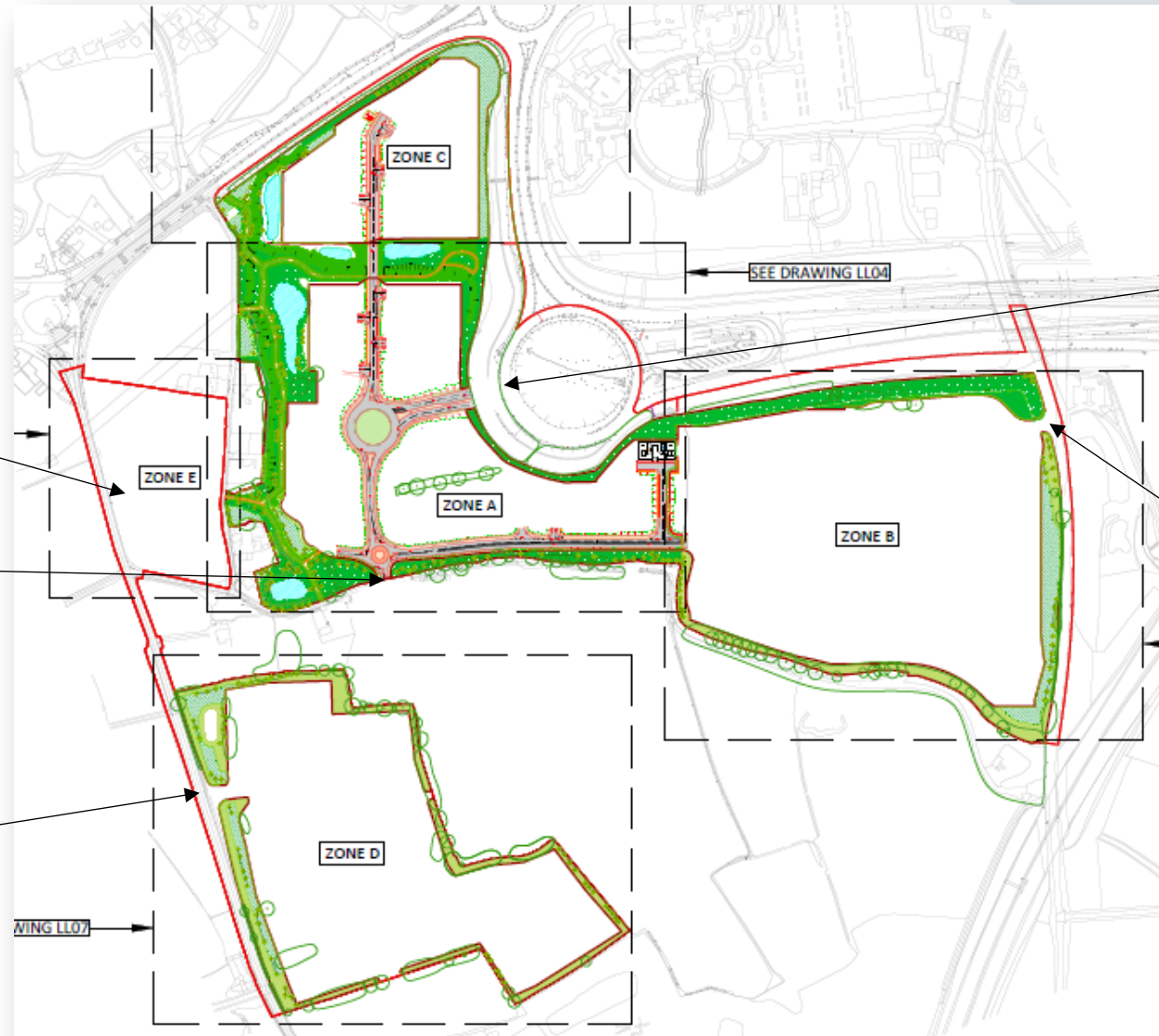


LCC/2022/0044 Strategic landscaping and infrastructure overview

Zone E residential –
outline only

Link to potential future
development phase

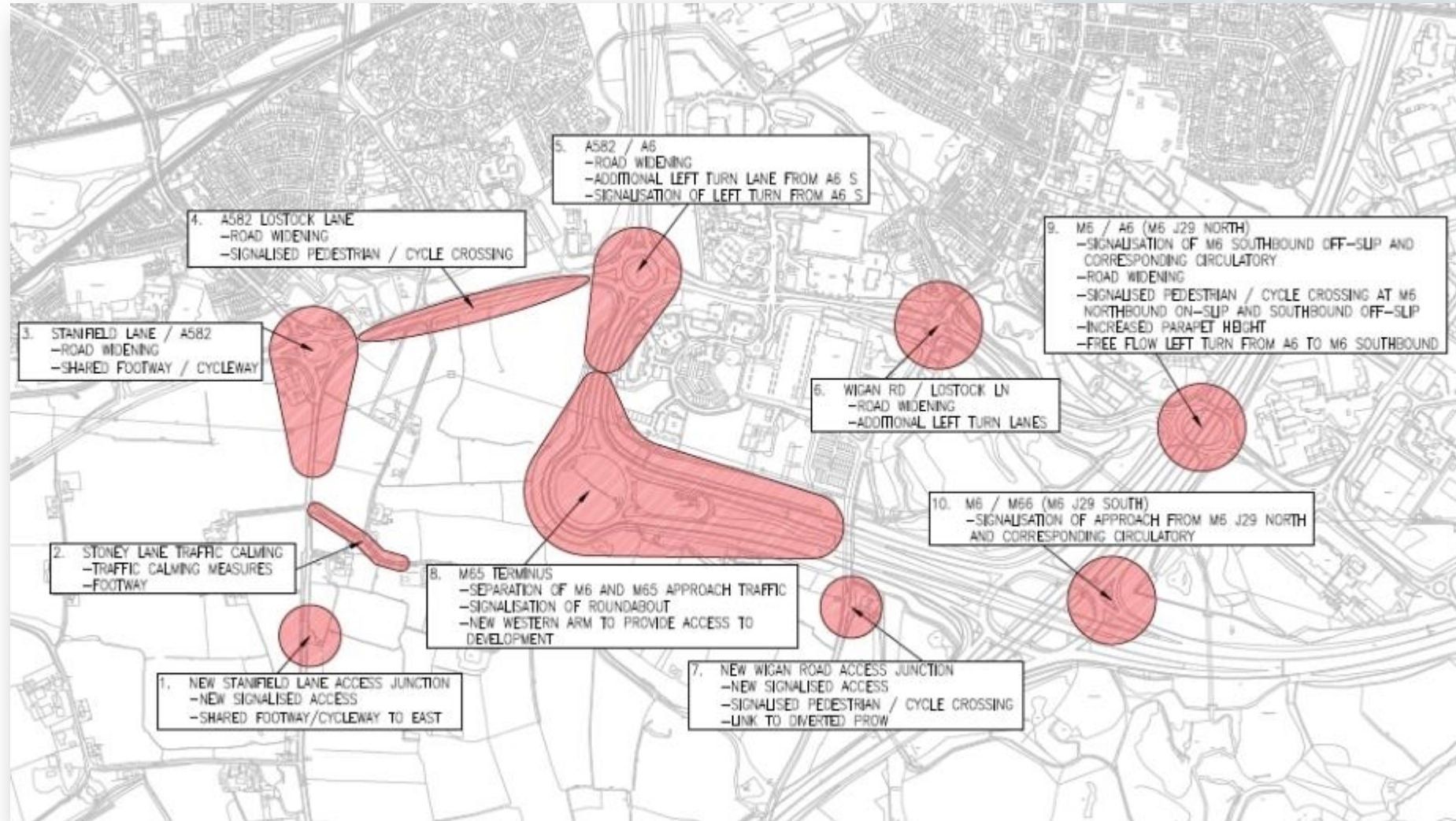
A5083 Stanifield
Lane access



M65 terminus
roundabout access

A49 Wigan
Road access

LCC/2022/0044 Highway improvement works





Zone A



Zone A looking north-east across Zone B



Zone A access off the M65 terminus roundabout



Approach to the M65 terminus roundabout





Wigan Road at the Zone B access



Lostock Lane A582 junction with Old School Lane



Old School Lane looking east to Zone C



Old School House Grade II Listed Building

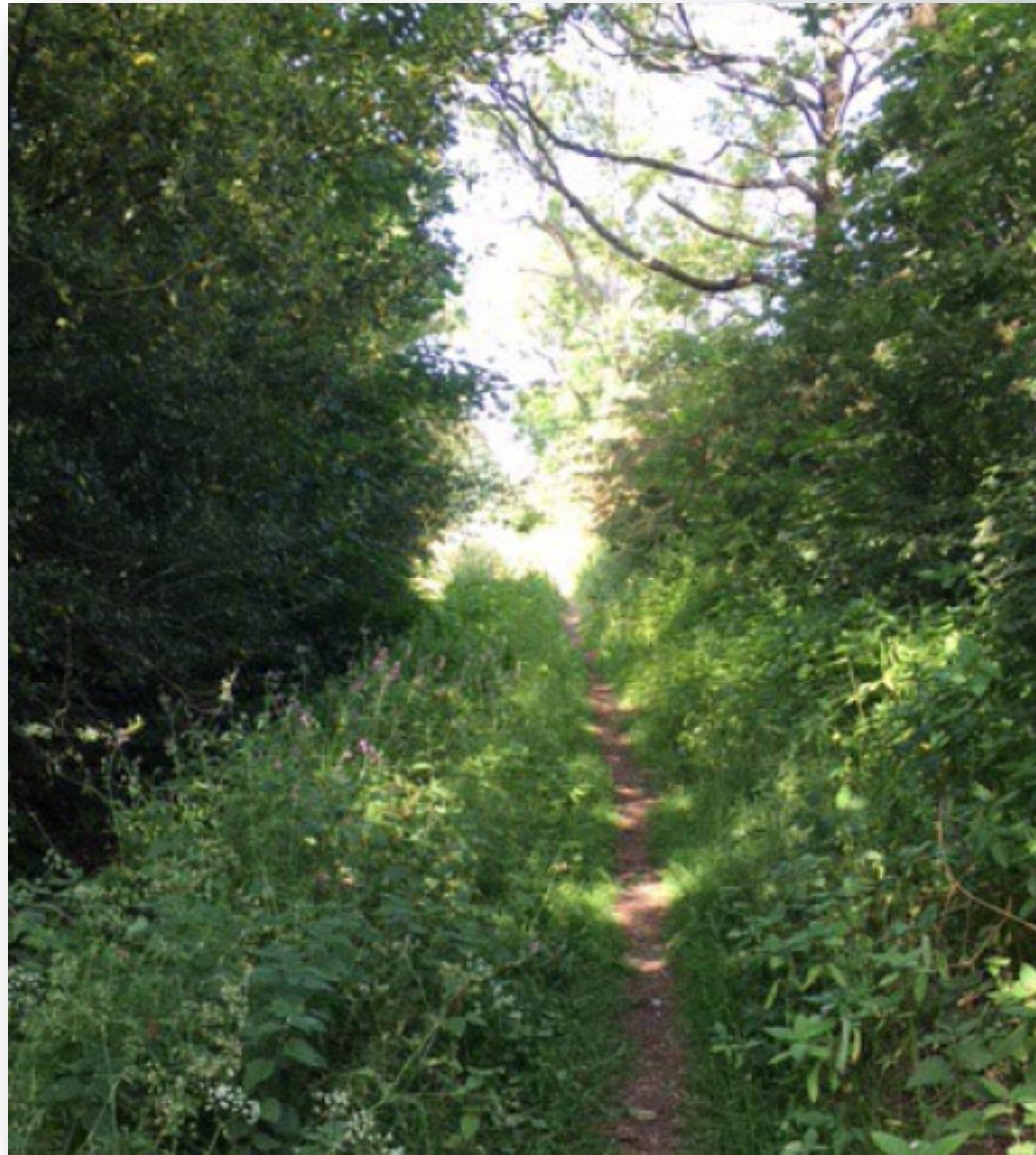


Stanifield Lane at Zone D



Stoney Lane





Stoney Lane (bridleway section)



Zone D



Zone D



Zone D





New housing to the north of Zone D





Zone E





Zone E from Old School Lane



Development Control Committee
Meeting to be held on 6 December 2023

Electoral Division affected:
Fylde West

Fylde Borough: Application number LCC/2022/0065

Proposed Anaerobic Digestion plant including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline. Stanley Villa Farm, Back Lane, Weeton with Preese
(Appendix 'A' refers)

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

Brief Summary

Application - Proposed Anaerobic Digestion plant including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline. Stanley Villa Farm, Back Lane, Weeton with Preese.

Recommendation - Summary

That planning permission be **granted** subject to conditions controlling time limits, working programme, design of the development, hours of construction, highways matters, drainage details and landscaping.

Background

This planning application was originally reported to the meeting of the Development Control Committee on 18 October 2023. A copy of the report to that meeting is attached as Appendix 'A'.

At that meeting, the Committee resolved to defer consideration of the application to allow the Committee to visit the site. The site visit was held on 21 November 2023.

Advice

The purpose of this report is to update the Committee on further representations that have been received since the report to the 18 October 2023 meeting was prepared

and also to respond to various issues that were raised during the debate on this planning application.

Further representations: At the 18 October 2023 Committee meeting, presentations were made under the public speaking provisions by two local residents. The content of these presentations is set out in the minutes of that meeting which have been provided with this agenda. One of the issues raised concerned the extent of public consultation that had been carried out on this planning application in particular relating to residents on Greenhalgh Lane to the south east of the application site. As set out in the update sheet to the previous meeting, the original consultation involved advertisement by press and site notice with letter to 25 no. addresses located close to the site and along Back Lane given that this is the route that would be used by most of the traffic generated by the proposed development. The extent of consultation exceeded that required by legislation.

However, in order to respond to the issues raised by the resident, a further consultation exercise has been carried out, writing to an additional 14 addresses on Greenhalgh Lane. In response five additional representations have been received raising objection to the application and summarised as follows:

- Greenhalgh Lane and Back Lane are not suitable to support the increase in heavy goods vehicle (HGV) traffic. Both highways are single track roads that are not designed for such large vehicles.
- The heavy goods vehicle (HGV) traffic is dangerous for pedestrians, horse riders and cyclists as there is no footpath along Back Lane.
- In other parts of the county, speed limits are being reduced even where the roads are much wider and where there are no houses.
- The heavy goods vehicle (HGV) traffic is damaging to the highway structure including the sections of Back Lane which have recently been resurfaced.
- The use of large volumes of chicken manure in the plant will lead to high releases of gases such as hydrogen sulphide which will lead to odour issues, loss of local amenity and health impacts including bacterial and respiratory infections.
- Anaerobic digestion plants are often considered to produce green energy, but this is not the case when the fuel source is imported using diesel powered heavy goods vehicles (HGVs).
- Biogas installations have been stopped in other countries due to their dangerous nature. There are risks of fire and explosion and/or gas leakage.
- The existing business at Stanley Villa Farm is of industrial scale and has outgrown the site.

One other letter has been received supporting the application. The resident comments:-

- That green renewable energy schemes should be supported.
- There have been no issues with the existing anaerobic digestion plant at the site.
- The traffic impacts are acceptable as no heavy goods vehicles (HGVs) from the site travel along Greenhalgh Lane.
- There will be no visual impact.
- The development will create job opportunities.

The main issue raised relates to the highway/traffic issues. Since the meeting of the Committee on 18 October 2023, the applicant has proposed additional improvements to Back Lane between the site entrance and the junction with Weeton Road. These improvements are comprised of a section of localised carriageway widening (approximately 70 metres in length) to provide a minimum road width on this section of 5.5 metres. These works can be carried out within the highway boundary using existing verge without the need to remove any hedgerows or trees. In addition, there is a blind summit on Back Lane approximately 140 metres from the Weeton Road junction and it is proposed to provide 'SLOW' road markings on the east and west bound approaches to this summit to provide an additional traffic calming measure. The applicant has developed these highway improvements with advice provided by Lancashire County Council Highways. The response of Lancashire County Council Highways to these proposals is awaited and will be reported on the update sheet.

In relation to the other issues raised in the further representations:

- Chicken manure is only one of the materials that would be used to fuel the anaerobic digestion plant (approximately 35% of total inputs). The use of chicken manure to fuel the anaerobic digestion plant would be an alternative to land spreading such material as a fertilizer which can generate much higher odour potential. Chicken manure imported to the site as fuel would be stored within a building and its storage would be regulated by the permit that would be required for the anaerobic digestion plant to operate. It is considered that the proposed anaerobic digestion plant is far enough from residential properties to not result in a risk of health impacts arising from the use of agricultural waste as a fuel.
- In relation to greenhouse gas issues, it is the case that the majority of the feed stock would be imported using heavy goods vehicles (HGVs) powered by diesel. However, if the crops and animal wastes to be used as feedstock are not transported to Stanley Villa Farm, it is likely that the materials would be transported by road to other sites either for use as fertilizer or animal feed. The applicant has indicated that the gas produced by the anaerobic digestion plant could be used in future as a fuel for the heavy goods vehicles (HGVs) associated with their food production business therefore replacing the use of diesel fuel.
- The biogas would be stored within a sealed vessel. There is a considerable separation to the nearest houses (at least 400 metres) and therefore it is considered very unlikely that there would be any unacceptable safety risks to local residents. There is no UK Government guidance that stipulates a minimum distance between such plants and other development.
- The other issues raised are similar to those that have been raised by other residents and which were addressed in the report to the 18 October 2023 Committee.

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

The proposal is considered acceptable in relation to the policies of the Development Plan and other material considerations.

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 documents:
 - a) The Planning Application and supporting statement received by the County Planning Authority on 20 September 2022
 - b) Submitted Plans and documents:
 - Drawing FFF.969.3116.01 - Location plan
 - Drawing FFF.969.3116.03 - Proposed site plan
 - Drawing FFF.871-01-BMDR-003 - rev B - Biomethane to grid plant site elevations
 - Drawing FFF.871-01-BMDR-004 - Rev C - Site elevations New BTG and AD
 - Drawing DR-C-0100 Rev P1 - Drainage Strategy
 - Drawing 6941.01 Rev B - Landscape proposal
 - 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 Lancashire Minerals and Waste Local Plan and policies GD4, GD7, CL1, CL2, CL3, ENV1 and ENV3 of the Fylde Local Plan.

3. No development shall commence until details of the level of the concrete slab forming the base of the anaerobic digestion plant have been submitted to and approved in writing by the County Planning Authority.

The concrete slab shall thereafter be constructed in accordance with the approved details.

Reason: In order to define the base levels of the development in the interests of visual amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.



4. The items of plant and equipment comprising the anaerobic digester and ancillary equipment shall be painted in the colours shown on drawing 871-01-BDMR-004 rev C within two months of completion of the construction of the development and thereafter retained in those colours.

Reason: In the interests of the visual amenities of the area and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

5. No development of the gas export pipeline shall take place until details of the following have been submitted to and approved in writing by the County Planning Authority:-
 - a) Details including location, design and landscaping of any kiosk buildings or other structures required where the gas export pipeline joins the local distribution network.
 - b) Details of any landscaping required to replace any hedges that are removed during construction of the gas export pipeline. The details shall include information on the numbers, species and sizes of replacement plants, planting techniques and protection measures.

Thereafter the gas export pipeline shall be constructed in accordance with the approved details. The landscaping works approved under b) shall be carried out in the first planting season following the completion of the development.

Reason: In the interests of the visual amenities of the area and to conform with Policy GD7 of the Fylde Borough Local Plan.

6. No development shall commence until a plan showing the contours and heights of the proposed mounding around the perimeter of the existing and proposed anaerobic digester site have been submitted to the County Planning Authority for approval in writing.

Thereafter no development shall take place until the perimeter mounding has been constructed according to the heights and contours shown on the approved details.

Reason: In the interests of the visual amenity of the area and to secure the adequate landscaping of the development and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

7. No construction development, delivery or removal of materials shall take place outside the hours of:

08.00 to 17.30 hours Monday to Friday (except Public Holidays)

08.30 to 13.00 hours on Saturday

No construction development, delivery or removal of materials 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/landowners and land users and to conform with Policy DM2 2 of the Lancashire Minerals and Waste Local Plan.

Highway Matters

8. No development shall commence until a scheme and programme of highway improvements has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall include details of the following:
 - a) Details of highway widening works and road signage on Back Lane between the site entrance and the junction with Weeton Road including details of the areas of carriageway to be widened and construction details.
 - b) Details of works to be carried out at the site entrance onto Back Lane to prevent heavy goods vehicles (HGVs) from the Stanley Villa Farm site from turning left out of the site onto Back Lane.
 - c) The measures to be taken to inform all hauliers and contractors that the site should only be approached via Weeton Road, and details of disciplinary measures should hauliers/contractors not comply with the approved heavy goods vehicle route.
 - d) Details of signage to be erected at the site exit informing all heavy goods vehicle drivers leaving the site to turn right.

The measures contained in the approved scheme shall be implemented prior to the anaerobic digestion plant being brought into use and thereafter retained for the duration of the development.

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

Site drainage

9. Notwithstanding the submitted details, no development shall commence until a surface water drainage strategy for the site has been submitted to an approved in writing by the County Planning Authority. The drainage strategy shall include details of the following:
 - a) Details of the areas that will be hard surfaced and from where surface water will be captured.
 - b) The measures to be taken to attenuate surface water drainage from the site. The measures shall ensure that surface water flows from the site are limited to the greenfield rate and shall provide an appropriate allowance for



climate change in accordance with national guidance. The submitted details shall include calculations to demonstrate that the attenuation measures will meet these standards.

- c) Details for the management of the drainage system including demonstration of why any pumping is necessary.
- d) Details of the outfall/discharge point to a surface watercourse.

The approved drainage measures shall be constructed as part of the development and maintained in working condition at all times thereafter.

Reason: In order to regulate the discharge of water to existing water courses in the interests of flooding prevention and to comply with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

Landscaping

- 10. Vegetation removal necessary to construct the gas export pipeline shall only be undertaken between 1 September and 1 March.

Reason: To protect nesting birds and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.

- 11. The landscaping proposals shown on drawing ref 6941.01 Rev B shall be implemented in the first planting season following the completion of the development and shall thereafter be maintained for a period of 10 years including replacement of failed plants, weed control maintenance of protection measures and thinning works.

Reason: To ensure the proper landscaping of the site in the interests of the visual amenities of the area and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.

Notes

The grant of planning permission does not remove the need to obtain the relevant statutory consents/licences from the Environment Agency.

This consent requires the improvement of the public highway. Under Section 184 of the Highways Act 1980, the County Council, as Highway Authority, must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Before any works to the access commence you should contact Lancashire County Council Highways quoting the planning permission reference.



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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0065	October 2023	Jonathan Haine Planning and Environment 01772 534130

Reason for Inclusion in Part II, if appropriate

N/A



Development Control Committee
Meeting to be held on 18 October 2023

Electoral Division affected:
Fylde West

Fylde Borough: application number LCC/2022/0065

Proposed Anaerobic Digestion plant including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline. Stanley Villa Farm, Back Lane, Weeton with Preese

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

Brief Summary

Application - Proposed Anaerobic Digestion including digester/gas holder and associated equipment, relocated flare, new earth banking/perimeter landscaping and underground gas export pipeline. Stanley Villa Farm, Back Lane, Weeton with Preese.

Recommendation – Summary

That planning permission be **granted** subject to conditions relating to time limits, working programme, design of plant, water management, highway matters and landscaping.

Applicant's Proposal

The application is for an anaerobic digestion plant to be fuelled by harvested crops and animal manures together with potato waste from the adjacent food processing factory. The plant would operate by biologically treating these materials in the absence of oxygen using naturally occurring microbes to produce a biogas which can be supplied into the local gas distribution network. The plant would produce 350m³ of biogas per hour that would be exported from the site, and which is sufficient to heat approximately 3000 homes.

The total area covered by the new plant would be 2.29 hectares.

The development would comprise of the following elements:

- A digester/gas holder tank. This would be in the form of a domed structure with a maximum height of 13 metres and a diameter of 31 metres.
- Desulphurisation unit in the form of a tank measuring 15.6 metres in height and 3 metres diameter.
- Biogas upgrading unit – maximum height of 10.5 metres.
- Grid entry unit – in the form of a kiosk type building with a height of 3.1 metres.
- CO₂ recovery plant - approximately 7.5 metres in height by 6 metres diameter.
- Gas flare – 11 metres high by 2 metres in diameter finished in galvanised steel. This would be relocated from the existing anaerobic digestion plant.
- 2 x CO₂ storage tanks measuring 3.8 metres in height. These would be steel cylindrical tanks finished in white.
- 3 x Propane tanks measuring 2.55 metres in height. These would be steel cylindrical tanks finished in white.
- Separated liquid tank - measuring 9 metres in height by 6 metres diameter.
- Electrical kiosk – maximum height of 3 metres.
- Liquid feed tank - measuring 9 metres in height by 6 metres diameter.
- Solids feed hopper – a steel structure measuring approximately 3 metres in height.
- Pasteurization tank – measuring 7 metres in height by 6 metres diameter.

All of this plant would be contained within an earth bund approximately 3 metres in height. With the exception of the propane and CO₂ tanks and flare, all the plant would be painted either in olive green or midnight green.

The feedstock for the plant would comprise of imported chicken manure, silage/crops together with vegetable peelings sourced from the adjacent factory. The plant would require approximately 18,000 tonnes of feedstock per year generating around 1607 heavy goods vehicle (HGV) movements per year. There would be a seasonable pattern to some of these movements particularly those relating to crops/silage. Imported feedstock would be stored within a number of agricultural buildings on the site.

The feedstock is fed into the anaerobic digestion plant which comprises several stages but basically the organic components are broken down by bacteria in an anaerobic environment within the digester/gas holder tank to produce gas, liquid and solid products. The biogas produced is comprised of methane and carbon dioxide. The biogas is passed through a biogas upgrading unit which strips out the CO₂ leaving a methane rich gas which is then subject to a gas conditioning process to meet specifications for direct injection into the gas distribution network. The planning application includes proposals for the laying of a new gas pipe from the site to link into a nearby gas main.

A flare would be incorporated into the plant in the event that the gas cannot be fed into the main.

The CO₂ is stored for use in industrial and food preparation processes.



The liquid and solid end products are collected and would be stored in the existing digestate lagoons at the site pending use as an agricultural fertilizer. The export of these materials would give rise to approximately 2000 heavy goods vehicle (HGV) movements per year in addition to those associated with the importation of feedstock.

Description and Location of Site

The application is at Stanley Villa Farm off Back Lane approximately 1.3km east of Weeton and 3km north of Kirkham. Stanley Villa Farm is a former agricultural complex which now operates as a food preparation factory primarily for the processing of potatoes into chips and ready meal ingredients. The site is comprised of a range of agricultural and semi-industrial buildings over a site of around 5 hectares that house the production process. At the northern side of the site is an existing anaerobic digestion plant that produces electricity from the potato waste. The application site is located immediately to the west of the existing anaerobic digester on an area of part farm land and part screen mounding around the existing digester plant.

The site is surrounded by agricultural land on all sides. A number of residential properties are located off Back Lane to the east and north of Stanley Villa Farm. These include Kirkby's Farm 400 metres to the north east where there is also a touring caravan/campsite. Other properties are located off Back Lane itself 300 metres to the east of the application site.

Back Lane can be followed to the west for around 1.5km to reach Weeton Road. There are also a number of other residential properties along this section of road. To the east of the site, Back Lane or Greenhalgh Lane can be followed to reach the A585 but both routes are generally lower in standard in this direction.

A public footpath runs in a generally east-west direction approximately 60 metres north of the application site.

History

Stanley Villa Farm has a complex history of planning applications relating to the food preparation business on the site. Planning permission for the existing anaerobic digestion plant was granted by Fylde Borough Council in 2014.

Planning Policy

National Planning Policy Framework

The following paragraphs are considered to be particularly relevant: 8-11 (definition of sustainable development), 84 (supporting a prosperous rural economy, 111 (highway considerations), 130 (design), 158 (planning applications for low carbon energy, 167 (flood risk), 180 (biodiversity), 188 (planning and pollution control).



National Planning Policy for Waste

Joint Lancashire Minerals and Waste Development Framework (JLMWDF) Core Strategy Development Plan Document (DPD) and Minerals and Waste Local Plan

The plan period for both of these documents ran from 2006 until the end of 2021. As both plans are time expired, the policies in these documents may not carry full weight depending upon the topic and wording of each policy. Further comment on the weight to be attached to these policies is provided in the advice section of this report.

Core Strategy Policies

- Policy CS7 – Managing our 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) policies

- Policy DM1 – Management of waste and extraction of minerals
- Policy DM2 – Development Management
- Policy DM4 – Energy from waste
- Policy WM3 – Local Built Waste Management Facilities

Fylde Local Plan to 2032

- Policy GD4 – Development in the countryside
- Policy GD7 – Achieving good design in development
- Policy CL1 – Flood alleviation, water quality and water efficiency
- Policy CL2 – Surface water run off and sustainable drainage
- Policy CL3 – Renewable and low carbon energy generation
- Policy ENV1 – Landscape
- Policy ENV2 - Biodiversity

Consultations

Fylde Borough Council: Whilst the Borough Council do not have any objections to the principle of the development, they are concerned about the landscape impact of the development which extends beyond the developed area of the existing site. The Borough Council consider that the low-level planting proposed will not provide appropriate screening for the development contrary to policies GD4 and CL3 of the Fylde Local Plan. If Lancashire County Council are minded to approve the application, it is requested that the landscape strategy be revised to include more substantial landscaping. If this can be achieved, the Borough Council would not raise objections to the application. Fylde Council also raise the need to undertake an environmental impact assessment (EIA) screening process for this development.

Weeton-with-Preese Parish Council: Recommend refusal of the application. There will be an increase in heavy goods vehicle (HGV) traffic and Back Lane is completely unsuitable for the existing traffic without further increases. The resurfaced section is already deteriorating and collapsing on the edges as there is insufficient width on the



highway to accommodate two vehicles when one is an heavy goods vehicle (HGV). The parish council will be happy to reconsider if the highway is upgraded to accommodate the traffic.

Greenhalgh Parish Council: Recommend refusal. The height of the buildings and their colour is considered to be unacceptable in a visual sense. It is also considered that there will be an increase in heavy goods vehicle (HGV) traffic and Back Lane/Greenhalgh Lane is completely unsuitable for existing traffic without further heavy goods vehicles (HGVs). Should the application be successful the parish council insist that the traffic should not pass through Greenhalgh and instead should use Weeton Road. The parish are also concerned about safety of methane storage and comment upon the extent of local consultation.

Environment Agency: No objection. The existing anaerobic digestion plant at the site operates under an existing permit. A new permit will be required for any additional plant.

Lancashire County Council Highways Development Control: No objection. Lancashire County Council Highways consider that the proposal will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. Highways comment that Bradshaw Lane is not suitable for heavy goods vehicle (HGV) traffic and the routing should be via Back Lane or Greenhalgh Lane. Highways consider that the proposed increase in vehicle movements is still not a significant increase as the rural lanes are lightly trafficked and vehicles with a high cab will be able to see oncoming vehicles and wait at an appropriate passing place. Highways have noted on their site visit that some damage to verges is evident but that this is expected with large agricultural vehicles. Whilst the proposal will generate more heavy goods vehicle (HGV) movements, the increase will not have a detrimental impact on highway safety.

Lead Local Flood Authority: Object as there is an absence of an acceptable surface water sustainable drainage strategy. The applicant has not demonstrated why pumping is required to drain the development site and the drainage strategy does not include an allowance for climate change.

Representations – The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. Five representations objecting to the application have been received raising the following comments.

- There is a considerable volume of traffic using the lane already which is not wide enough for heavy goods vehicles (HGVs) and tractors to pass therefore destroying the verges. This leads to the drains being blocked by mud and then causing flooding issues on the highway. The heavy vehicles also cause the concrete around the manholes to break up requiring further repair at Lancashire County Council's cost.
- Back Lane is a country road and not designed for this sort of use.
- The amenity of the road is destroyed by the presence of heavy goods vehicle (HGV) traffic.
- If permission is granted for the additional digester, it will double the level of traffic to the site.

- If permission is granted it should be subject to conditions that the lane is widened and resurfaced so it can accommodate the type and volume of traffic proposed. These works should be at the applicant's expense.
- The applicant's highways assessment is not representative of the real situation.
- The storage of chicken manure will result in odour issues.
- The noise from the potato factory is already obtrusive.
- The existing landscape screening is ineffective.
- The visual impact of the new plant will be considerable as it is at a higher elevation than surrounding dwellings and the nearby footpath.
- The new plant will give rise to noise impacts.
- The development will require the importation of feedstock via a narrow road in a rural location only to export the gas offsite – the power plant is being proposed in the wrong location.
- The noise and odours from the existing digester already have detrimental impacts on tourists at a nearby caravan park.
- The development is out of character with the countryside.
- The operation at Stanley Villa Farm has outgrown its location and should move to another more suitable site.
- There is no requirement for a 2nd digester in terms of the existing potato factory. If the anaerobic digestion plant was located elsewhere on the Fylde, it would have the same benefits.
- This is a planning application for a power plant in the countryside and is an alien form of development due to its design.
- The development will be detrimental to existing tourism development.
- The proposal is contrary to planning policy.

County Councillor John Singleton has commented that there will be an increase in heavy goods vehicle (HGV) traffic and Back Lane was not designed for this type of vehicle. He comments that the resurfaced section is already degrading on the road edges as there is insufficient width for two heavy goods vehicles (HGVs) to pass and the verges are ruined by heavy goods vehicles (HGVs) passing on this road. He opposes this application until such time as the highway width is expanded.

Advice

The applicant operates a potato processing business at Stanley Villa Farm using potatoes that are grown on their various farm holdings around the Fylde area. The potatoes are processed into chips and other food products. The waste from this process (peeling, trimmings and off specification potatoes) are used in the current anaerobic digester on the site along with some imported rye silage, chicken manure and liquid feed. The current anaerobic digester on the site was approved by the Borough Council in 2014 and produces enough gas to run two combined heat and power units which generate 800 kW of electricity plus a 200 kWe biogas boiler. The electricity and heat produced is used to power the applicant's potato processing factory with any surplus electricity being exported to the electricity distribution network.

The current proposal is for an additional anaerobic digestion plant which would be slightly larger in scale than the existing plant. The approved dimensions of the



existing digester vessel are 25 metres diameter by 10.6 metres high whilst the new plant would measure approximately 31 metres by 14.3 metres in height. The feed stock for the new plant would be comprised of rye silage, chicken manure, potato peelings and trimmings, potato stock feed, liquid sugar and starch water. However, rather than using the biogas to generate electricity for on-site use, the methane gas produced would be exported directly into the grid via a new gas pipe. The digestate which is a 'waste' product remaining at the end of the digestion process would be exported for use as a crop fertiliser.

The applicant states that the gas produced would be sufficient to supply approximately 3000 homes. Although CO₂ would be produced when the gas is combusted, biomethane (that produced from organic materials rather than fossil fuels) is considered to be carbon neutral. This is because the carbon in the feedstock would be released back into the atmosphere in any event if it were not used to produce bio methane. The applicant states that the proposal would have further carbon reduction benefits as it enables the digestate to be used as a fertiliser rather than having to use fossil fuels to produce artificial fertilisers.

The applicant states that the proposal would also assist to reduce dependence on imported natural gas and would therefore help price stability and reduce fuel poverty.

Policy requirements

In terms of planning policy for renewable and low carbon development, paragraph 158 of the National Planning Policy Framework states that local planning authorities should not require applicants to demonstrate the overall need for such developments and should recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions. Paragraph 158 requires such projects to be approved if impacts are (or can be made) acceptable.

Policy CL3 of the Fylde Local Plan states that opportunities for renewable and low carbon development, including microgeneration, should be maximised whilst ensuring that adverse impacts are addressed satisfactorily including cumulative landscape and visual impacts. The policy states that proposed developments will be assessed in relation to the following criteria: cumulative impact, impacts on landscape and town scape and visual impacts, impacts on local residents, compliance with policy ENV2 (ecology), impacts on best and most versatile agricultural land, heritage assets, impacts on aviation, highway safety and flood risk and drainage. The policy states that applicants will not be required to justify the overall need either in national, regional or local context.

The proposal would generate a significant level of low carbon gas suitable for supply into the local distribution network and would meet the overall aims of paragraph 158 of the National Planning Policy Framework and policy CL3 of the Borough Local Plan. This should carry some weight in favour of the proposal.

However, it is necessary to balance the benefits of the proposal against the local plan policies relating to development within the countryside and local environmental impacts which in this case relate primarily to visual and highways impacts.

Policy WM3 of the Lancashire Minerals and Waste Local Plan deals with local built waste management facilities. The glossary confirms that the policy extends to anaerobic digestion plants. The Local Plan is now time expired, but some elements of the plan are still considered to carry some weight in particular the locational aspects of the policies. Policy WM3 states that local waste management facilities within the Fylde Coastal towns area will be supported on Whitehills Park. However, the policy does not specifically discount other sites being considered especially if there might be reasons for the choice of other locations relating to access to gas distribution infrastructure or proximate availability of feedstock.

Policy on developments in the open countryside

The key policy is policy GD4 of the Fylde Local Plan. This relates to development in the countryside. In terms of the issues relevant to this application, the policy states that development in the countryside will be permitted in the following circumstances:

- Where it is needed for the purposes of meeting local business and community needs, for the purposes of agriculture, horticulture or forestry or other uses appropriate to a rural area including uses which help diversify the rural economy. The development must be sensitive to its surroundings, must not have an unacceptable impact on local roads and should offer opportunities to make the location more sustainable.
- Development essentially needed for the continuation of an existing enterprise facility or operation of a type and scale which would not harm the character of the surrounding countryside.

The existing potato processing plant at Stanley Villa Farm has become established at a former farm site and is now a significant employer. The existing business is therefore an important source of rural employment. The existing anaerobic digestion plant was proposed in order to provide a source of renewable electricity that could be generated primarily from vegetable wastes sourced from the factory and hence support the overall financial viability of the plant. The applicant was therefore able to demonstrate that the plant was necessary to support an existing business operating in the open countryside.

The current proposal is for a second anaerobic digestion plant. However, in this case there are important differences in that the feedstock for the plant would primarily be from imported materials. Of the total annual input, approximately 17,590 tonnes would be imported in the form of chicken litter, crops and vegetable peelings with additional feedstock of approximately 4000t/year in the form of excess on-site potato wastes which the applicant states cannot be used in the existing anaerobic digestion plant. A large majority of the fuel for the process would therefore be from imported materials. The other important difference is that instead of being used to generate electricity for on-site use, the generated gas would be exported directly to the grid to supply general demand.

The applicant has stated that the income generated from the second anaerobic digestion plant would provide a continuation and steady baseline financial support for the potato processing business helping to even out large price variations due to weather and climatic issues and unpredictable market fluctuations. The applicant states that over 100 people are employed on the Stanley Villa site and therefore the

business is an important source of employment in the rural area. The proposal would therefore meet the objective of Paragraph 84 of the National Planning Policy Framework in terms of enabling '*the sustainable growth and expansion of all types of rural businesses*'.

Whilst the majority of the feed stock for the proposed anaerobic digestion plant would be imported to the site, it would all be agricultural in nature (such as maize, silage and chicken manure) much of which would be sourced from the applicant's own land holding. It would also enable the full utilisation of potato wastes arising from the onsite processing factory. Some of the materials that would be imported are already used in the existing anaerobic digestion plant, these being required in order to achieve a blend of different gas generating materials. The Stanley Villa Farm site is also located very close to a local gas distribution pipeline of suitable size and therefore the connection can be made at an economic cost.

Taking into account these considerations, it is considered that there is some justification for the location of this development in the open countryside.

Landscape Impacts

The second aspect of policy GD4 is that development must be of a type and scale which would not harm the character of the surrounding countryside. Development in the countryside must also be sensitive to its surroundings and not have an unacceptable impact on local highways.

In terms of landscape impacts, Policy ENV1 of the Fylde Local Plan requires that development must have regard to its visual impact within its landscape context and the landscape type in which it is situated. Development will be assessed to consider whether it is appropriate to its landscape character, amenity and tranquillity within which it is situated. In addition a landscaped buffer of appropriate depth and species is required for development within the countryside in order to limit the visual impacts, development proposals should ensure that existing landscape features will be conserved, maintained, protected and where possible enhanced through new planting and in the event of loss of landscape features, the impact should be minimised. There are also policy requirements in relation to new landscaping. In terms of general design of development, Policy GD7 requires that all development will be of a high standard of design, ensuring that local amenity will be protected, that the siting, layout design and landscaping of the development relates well to the surrounding context, being sympathetic to the surrounding land uses and avoiding demonstrable harm to the visual amenities of the local area and protecting existing landscape features.

The proposed anaerobic digestion plant would be sited to the rear of the existing factory complex at Stanley Villa Farm. The application site is currently occupied partly by agricultural land and partly by a screening bund that was constructed as part of the existing anaerobic digestion plant. The proposed development would not involve the loss of any existing landscape features although would require the existing bund to be relocated around the northern and western sides of the proposed site.

The existing anaerobic digestion plant is not readily visible from Back Lane being screened by the existing potato processing complex and also some existing woodland around the digestate lagoons. However, it is visible from several residential properties and a public footpath to the north where the existing landscaping has not been particularly successful in providing an appropriate degree of visual mitigation.

The main element of the proposal would be the digester vessel. This would be in the form of a domed structure with a maximum height of 14.3 metres and a diameter of 32 metres. This would be larger in scale than the existing anaerobic digestion plant. Adjacent to the main vessel would be a desulphurisation plant with a maximum height of 15 metres. The remainder of the plant would range between 11 metres and 3 metres with screening provided by relocating and extending the existing bund which would be maintained at its existing height of 3 metres.

The design of the proposed plant is by necessity functional. The form and appearance of the domed digester vessel and associated tanks would contrast with the large barn type structures normally seen on agricultural complexes in the countryside. Although the proposed anaerobic digestion plant would be higher than the existing plant, it would be largely screened from Back Lane by the existing farm and potato processing buildings. Without mitigation, it is likely that it would be more visible from locations to the north, particularly the public footpath and also the nearest houses. The applicant states that the proposed screen mounding cannot be increased in scale without importing additional materials. However, the landscaping (tree and shrub planting) has been reviewed and has now also been continued around the existing anaerobic digestion plant which in time will help to address some of the existing landscaping impacts which have been raised in representations. With the additional landscaping, it is considered that the proposal would not have an unacceptable visual impact and meets the objectives of policies ENV1 and GD7 of the Fylde Local Plan.

Highways matters

The other main issue relates to highway impacts. The applicant has produced a transport statement which provides information on the likely highway impacts of the proposal which would be generated by the importation of feedstock and export of digestate. The applicant states that the proposal would give rise to a further 1607 heavy goods vehicle (HGV) movements per year associated with the import of feedstock and a further 2095 heavy goods vehicle (HGV) movements per year associated with the export of digestate. The applicant states that these materials would all be transported using heavy goods vehicles (HGVs) as this would enable 25 tonne loads as opposed to smaller loads if carried using tractors and trailers. In terms of the digestate, this is considered reasonable as the applicant states that this would be delivered to farm sites around the north west where use of tractor and trailer would clearly be unfeasible. The applicant states that the proposed traffic movements from the new anaerobic digestion plant would represent approximately 10% of those currently generated by the Stanley Villa site.

The site is accessed via Back Lane which is a C class road. To the west this links with Weeton Road which is another C class road. To the east, Back Lane or Greenhalgh Lane which are both unclassified roads link with the A585. Back Lane is

generally a narrow country lane with grass verges and no footway provision and limited passing provision. Back Lane and Greenhalgh Lane east of the site access is particularly poor with limited width and some tight bends. Other than Stanley Villa, Back Lane serves a number of residential properties, several farms and a number of leisure/tourism facilities (camping/caravan sites and fishing lakes).

Lancashire County Council Highways have not raised objection to the application and consider that the development would not have an adverse impact on highway safety, capacity or amenity in the vicinity of the site. They comment that the increase in heavy goods vehicles (HGVs) would be on relatively lightly trafficked lanes where there is scope for such vehicles to see oncoming traffic and wait in an appropriate place. Notwithstanding the comments from Lancashire County Council Highways, it is considered that the highways serving this site are relatively constrained particularly this to the east of the site. The applicant has been asked to investigate the potential to carry out some highway improvements and has responded that they would be willing to fund some localised road widening/passing places on the section of Back Lane to the east of the site access. These works can be undertaken on highway land within the existing verge without removing any existing landscape features such as hedgerows. Whilst there does not appear to be excessive existing issues of verge over running on this section of highway, it is considered that such improvements would be beneficial as they would also mitigate some the existing traffic impacts of the Stanley Villa site and not just those arising from the current proposal. It is also considered that the applicant should be requested to implement some signage or other physical means to direct traffic leaving the site to only turn east towards Weeton Road therefore avoiding use of the least suitable highways. These matters can be the subject of a planning condition.

Other environmental factors

The application site has previously been disturbed as part of the construction of the existing anaerobic digestion plant. No features of ecological interest would be removed. The applicant has carried out a biodiversity net gain assessment and with appropriate landscaping on the screening bund together with a new 20 metre section of hedgerow, considers that an appropriate level of net gain can be achieved in area and linear based habitats. This is considered to be acceptable.

In terms of flooding/drainage, the site is located with flood zone 1 (area with lowest probability of flooding). However, the applicant has produced a flood risk assessment and drainage strategy. The applicant proposes to attenuate the additional surface water run-off from the site using an underground cellular storage facility prior to discharge into an existing drainage pipe. The Lead Local Flood Authority are not in agreement with the applicant's drainage strategy due to it requiring pumping into the existing drain and not providing an adequate allowance for climate change. It is considered that these matters could be addressed through a suitable condition and that they do not represent a fundamental objection to the application.

A number of local residents have commented on noise and odour/gas implications. The operation of the proposed anaerobic digestion plant should not give rise to significant noise impacts, particularly as, unlike the existing plant, it does not include any engine for the generation of electricity. In relation to odours/gas, the digestion system is fully sealed and there should be not risk of explosion or leak of gas giving

rise to odour impacts. Odours are possible particularly through the storage of feedstock such as chicken litter. Fundamentally the site would require a permit from the Environment Agency and the permit would contain controls on odour and noise including from storage of feedstock. Paragraph 188 of the National Planning Policy Framework states that the focus of planning policies and decisions should be on whether the proposed development is an acceptable use of land rather than the control of emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Taking into account these factors, it is considered that the impacts of noise and odour on local amenity would be acceptable.

Conclusions

The proposal would allow the generation of gas to supplement energy supplies from a low carbon source and would also produce an alternative to agricultural fertilisers produced from fossil fuels. The proposal would therefore meet a number of the Government's climate change objectives. The proposal would also help to support an existing rural business and the landscape, local amenity and highways impacts of the proposal are considered to be acceptable. The proposal therefore complies with the policies of the National Planning Policy Framework and the Development Plan.

Human Rights Considerations

In view of the scale, location and design of the development, it is considered that the development would not affect any convention rights identified in the Human Rights Act 1998.

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 documents:
 - a) The Planning Application and supporting statement received by the County Planning Authority on 20th September 2022.
 - b) Submitted Plans and documents:

Drawing FFF.969.3116.01 - Location plan
Drawing FFF.969.3116.03 - Proposed site plan



Drawing FFF.871-01-BMDR-003 - Rev B - Biomethane to grid plant site elevations

Drawing FFF.871-01-BMDR-004 - Rev C - Site elevations New BTG and AD

Drawing DR-C-0100 Rev P1- Drainage Strategy

Drawing 6941.01 Rev B - Landscape proposal

- 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 Lancashire Minerals and Waste Local Plan and policies GD4, GD7, CL1, CL2, CL3, ENV1 and ENV3 of the Fylde Local Plan.

3. No development shall commence until details of the level of the concrete slab forming the base of the anaerobic digestion plant have been submitted to and approved in writing by the County Planning Authority.

The concrete slab shall thereafter be constructed in accordance with the approved details.

Reason: In order to define the base levels of the development in the interests of visual amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

4. The items of plant and equipment comprising the anaerobic digester and ancillary equipment shall be painted in the colours shown on drawing 871-01-BMDR-004 Rev C within two months of completion of the construction of the development and thereafter retained in those colours.

Reason: In the interests of the visual amenities of the area and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

5. No development of the gas export pipeline shall take place until details of the following have been submitted to and approved in writing by the County Planning Authority: -

a) details including location, design and landscaping of any kiosk buildings or other structures required where the gas export pipeline joins the local distribution network.

b) details of any landscaping required to replace any hedges that are removed during construction of the gas export pipeline. The details shall include information on the numbers, species and sizes of replacement plants, planting techniques and protection measures.

Thereafter the gas export pipeline shall be constructed in accordance with the approved details. The landscaping works approved under b) shall be carried out in the first planting season following the completion of the development.



Reason: In the interests of the visual amenities of the area and to conform with Policy GD7 of the Fylde Borough Local Plan.

6. No development shall commence until a plan showing the contours and heights of the proposed mounding around the perimeter of the existing and proposed anaerobic digester site have been submitted to the County Planning Authority for approval in writing.

Thereafter no development shall take place until the perimeter mounding has been constructed according to the heights and contours shown on the approved details.

Reason: In the interests of the visual amenity of the area and to secure the adequate landscaping of the development and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

7. No construction development, delivery or removal of materials shall take place outside the hours of:

08.00 to 17.30 hours Monday to Friday (except Public Holidays)
08.30 to 13.00 hours on Saturday

No construction development, delivery or removal of materials 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/landowners and land users and to conform with Policy DM2 2 of the Lancashire Minerals and Waste Local Plan.

Highway Matters

8. No development shall commence until a scheme and programme of highway improvements has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall include details of the following:

- a) details of highway widening works on Back Lane between the site entrance and the junction with Weeton Road including details of the areas of carriageway to be widened and construction details.
- b) details of works to be carried out at the site entrance onto Back Lane to prevent heavy goods vehicles (HGVs) from the Stanley Villa Farm site from turning left out of the site onto Back Lane.
- c) The measures to be taken to inform all hauliers and contractors that the site should only be approached via Weeton Road, and details of



disciplinary measures should hauliers/contractors not comply with the approved heavy goods vehicle route.

- d) details of signage to be erected at the site exit informing all heavy goods vehicle (HGV) drivers leaving the site to turn right.

The measures contained in the approved scheme shall be implemented prior to the anaerobic digestion plant being brought into use and thereafter retained for the duration of the development.

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

Site drainage

- 9. Notwithstanding the submitted details, no development shall commence until a surface water drainage strategy for the site has been submitted to an approved in writing by the County Planning Authority. The drainage strategy shall include details of the following:

- a) details of the areas that will be hard surfaced and from where surface water will be captured.
- b) the measures to be taken to attenuate surface water drainage from the site. The measures shall ensure that surface water flows from the site are limited to the greenfield rate and shall provide an appropriate allowance for climate change in accordance with national guidance. The submitted details shall include calculations to demonstrate that the attenuation measures will meet these standards.
- c) details for the management of the drainage system including demonstration of why any pumping is necessary.
- d) details of the outfall/discharge point to a surface watercourse.

The approved drainage measures shall be constructed as part of the development and maintained in working condition at all times thereafter.

Reason: In order to regulate the discharge of water to existing water courses in the interests of flooding prevention and to comply with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

Landscaping

- 10. Vegetation removal necessary to construct the gas export pipeline shall only be undertaken between 1 September and 1 March.

Reason: To protect nesting birds and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.



11. The landscaping proposals shown on drawing ref 6941.01 Rev B shall be implemented in the first planting season following the completion of the development and shall thereafter be maintained for a period of 10 years including replacement of failed plants, weed control, maintenance of protection measures and thinning works.

Reason: To ensure the proper landscaping of the site in the interests of the visual amenities of the area and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.

Notes

The grant of planning permission does not remove the need to obtain the relevant statutory consents/licences from the Environment Agency.

This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the County Council, as Highway Authority, must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works.

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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0065	October 2023	Jonathan Haine Planning and Environment 01772 534130

Reason for Inclusion in Part II, if appropriate

N/A





Planning Application LCC/2022/0065

Development of an anaerobic digestion plant fuelled by imported feedstock including digester / gas holder, relocated flare, new earth banking and underground gas export pipe.

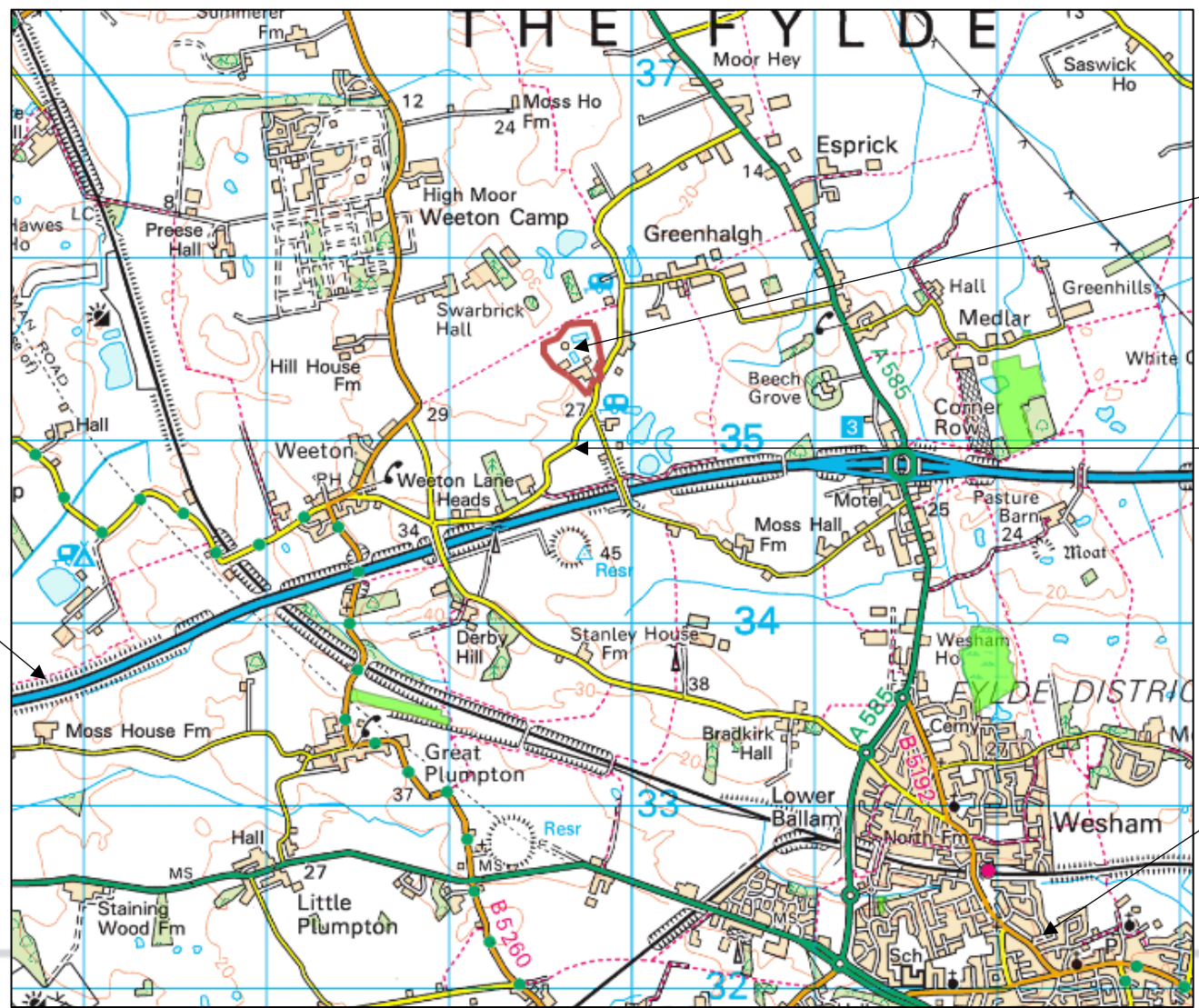
Stanley Villa Farm, Back Lane, Weeton

Planning application LCC/2022/0065

Site Location Plan

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M55



Stanley Villa Farm

Back Lane

Kirkham



Planning application LCC/2022/0065

Location Plan



Planning application LCC/2022/0065

Air photograph of Stanley Villa Farm

Application site



Lagoons used for digestate storage

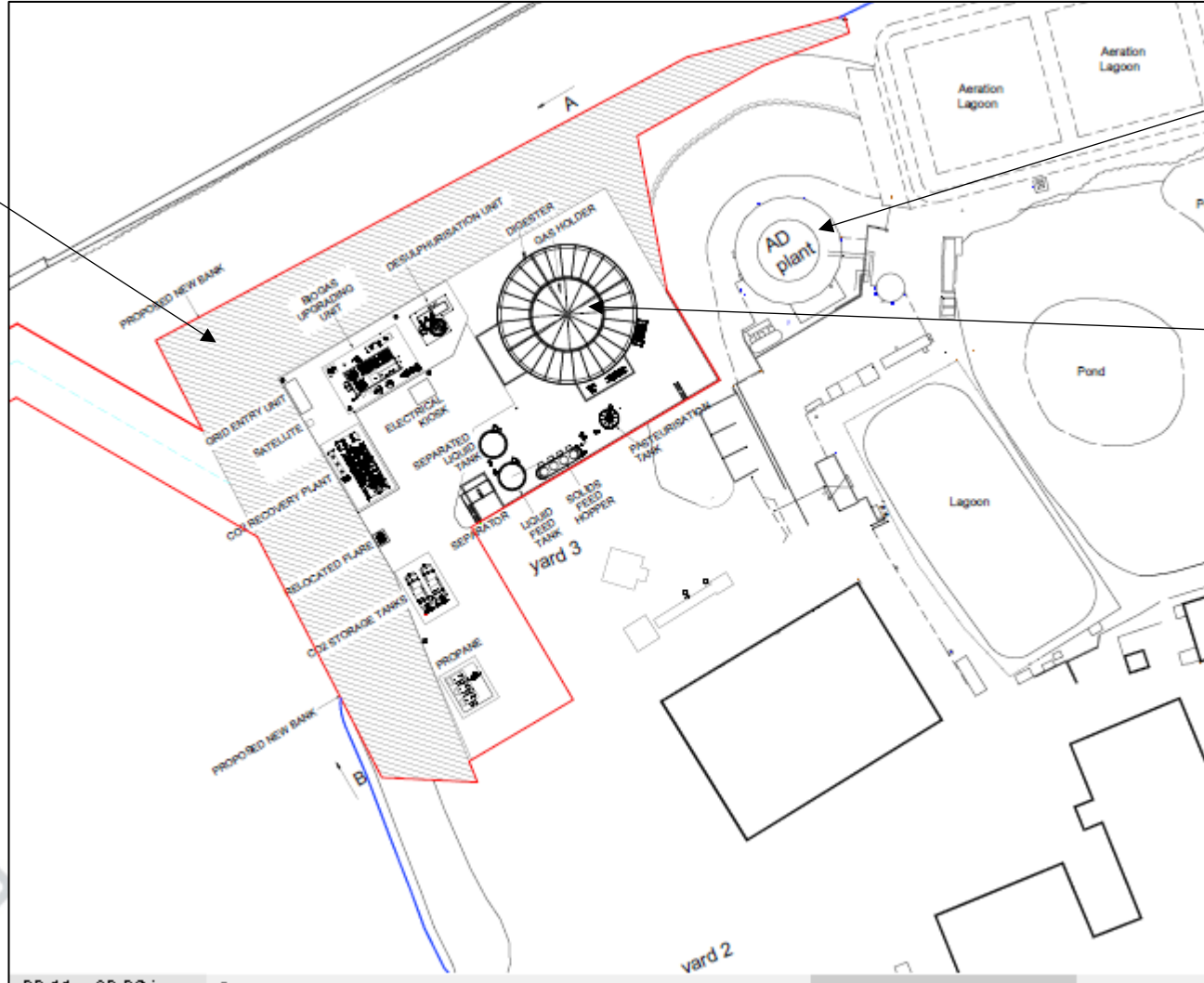
Existing AD Plant

Buildings used for potato processing

Site access onto Back Lane

Planning application LCC/2022/0065 - Proposals

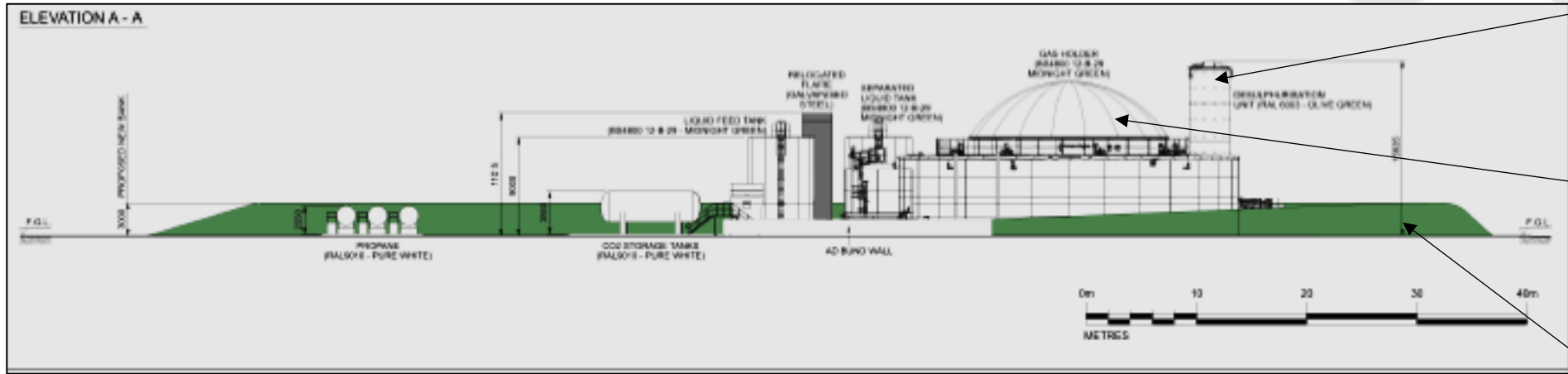
Screen mound



Existing AD Plant

Proposed digester vessel

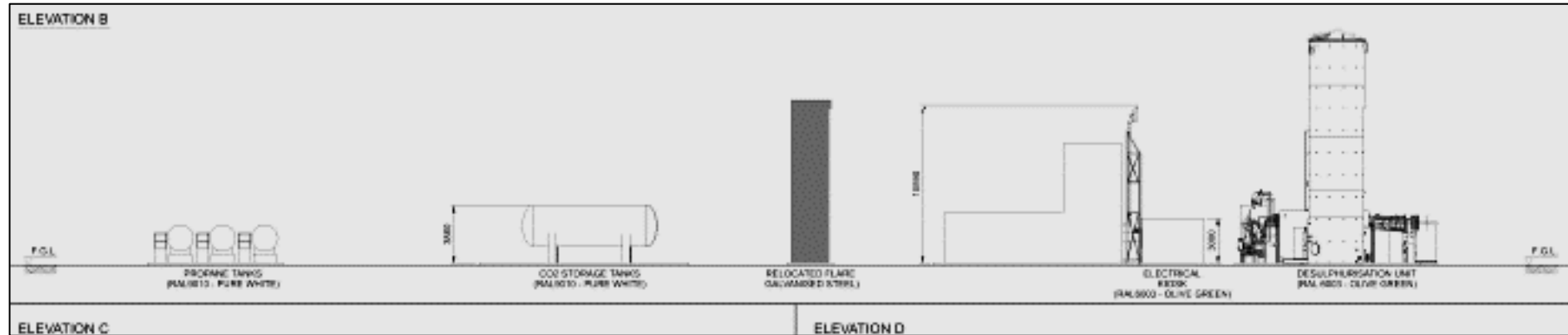
Planning application LCC/2022/0065 – Cross sections



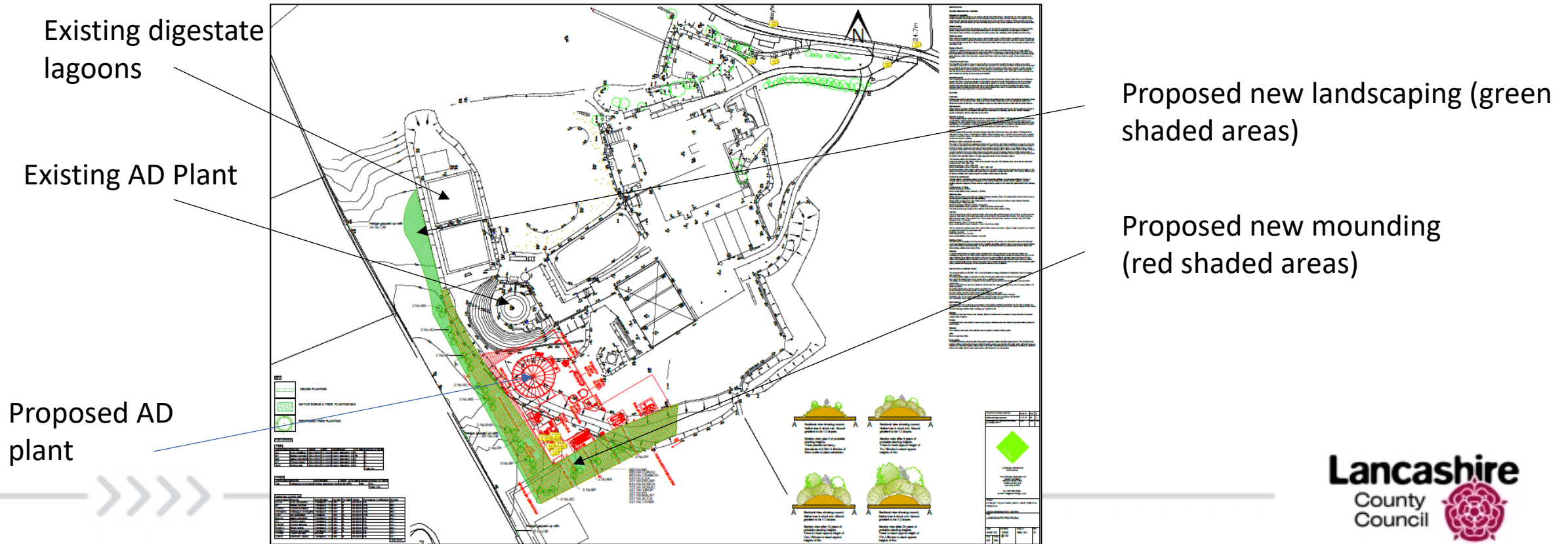
Desulphurisation plant

Digester vessel

Screen mound



Planning application LCC/2022/0065 – Landscaping proposals



Planning application LCC/2022/0065

View along Back Lane looking towards site entrance

Stanley
Villa
Farm
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Planning application LCC/2022/0065

View of Back Lane looking East towards application site



Planning application LCC/2022/0065

View of Back Lane looking West towards site entrance



Development Control Committee

Meeting to be held on 6th December 2023

Electoral Division affected:
Fylde West

Fylde Council: Application number: LCC/2021/0061
Application to raise levels of field using imported inert materials.
Ream Hills Farm, Mythop Road, Weeton with Preese

Contact for further information:
Helen Ashworth, 01772 530084,
Devman@lancashire.gov.uk

Brief Summary

Application – Application to raise levels of field using imported inert materials. Ream Hills Farm, Mythop Road, Weeton with Preese

Recommendation – Summary

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

1. The applicant has not demonstrated that the proposed raising of the field levels is essentially required for the continuation of the agricultural use of the land, contrary to policy GD4 of the Fylde Local Plan to 2032 (incorporating partial review).
2. The proposed development would have unacceptable landscape and visual impacts which would be harmful to the character of the countryside, contrary to policies GD4 and ENV1 of the Fylde Local Plan to 2032 (incorporating partial review).
3. The need for the inert landfill capacity in this area is insufficient to outweigh the conflict with Policy GD4 and the adverse landscape and visual impacts of the development.

Applicant's Proposal

This application proposes the raising of land levels of a field through the importation of inert soils. The size of the field is approximately 12.75 hectares. The site presently slopes downwards from the south to north, and from east to west. The most easterly part of the field is presently just under 3m higher than the most northerly corner, and 2.5m higher than the most westerly part. The northernmost point of the field is approximately 0.5m higher than the most southerly part.

It is proposed that the infilling of the site will progress from east to west, allowing restoration to progress in a phased manner. It is proposed to import 120,000 cubic metres of inert soil over a two year period. It is estimated that there would be around 60 HGV vehicle movements per day over a period of two years.

The height of the land would be raised to the same level as a screening bund, that has recently been constructed adjacent to the north west boundary of the application site. The maximum increase in land level would be approximately 2.5m adjacent to the bund, with limited increase in level on some parts of the site adjacent to the access road to the south east.

Description and Location of Site

The application site is an agricultural field located to the north west of Ream Hills Farm approximately 1.4km west of Weeton and 200m north of the M55 motorway.

Ream Hills Holiday Park and Blackpool Wake Park (a leisure lake) are located immediately to the east of the application site and comprise of a touring caravan pitch, a number of holiday lodges and glamping pods and leisure lake. The application site is separated from the Holiday Park by a hedge/ditch. The ditch forms part of the Mythop Main Drain which runs to the north and west of the application site. Mythop Main Drain is designated as a main river by the Environment Agency.

The north western boundary of the site is adjacent to a recently constructed bund, which is itself adjacent to the field boundary. Beyond the bund further to the north lies more agricultural land. The site is also bounded by agricultural land to the west and south. A public footpath previously ran along the track bounding the site to the south. This has been diverted to run adjacent to the M55 motorway further to the south, however the final diversion has not been confirmed.

A temporary construction access to the site would be formed via the access point onto Mythop Road that was used to construct the existing bund. There would be a wheel wash adjacent to the entrance.

History : The following planning permissions are relevant:-

Application 05/09/0437 - Raise levels of land to form new paddock Ream Hills Farm
Mythop Road Weeton
Approved 19 October 2009

Application LCC/2014/0105 - Construction of bund
Refused 15/10/2014

Application LCC/2014/0160 - Construction of bund. Permission granted on appeal
16/10/2015

Application LCC/2020/0043 - Continuation of bund construction activities using imported inert waste until 30 June 2021. Approved 18/06/2021



The Ream Hills Farm site also benefits from a number of planning permissions granted by Fylde Borough Council for the use of parts of the farm for leisure and tourism uses. Consent has also been granted for a number of commercial uses at the property, primarily change of use of existing agricultural buildings to storage uses and the erection of 2152 sq m of B2 and B8 industrial floor space, granted in 2017.

In respect of agricultural uses at the site, permission was granted in 2014 for an agricultural livestock building and there is presently an outstanding retrospective application awaiting determination for a further agricultural building (Fylde Council ref. 19/0888. This building is being used for agricultural machinery and hay storage.

Planning Policy

National Planning Policy Framework (NPPF): Paragraphs 8 – 14, 84 – 85, 126 – 136, 152 – 169, 174 -175 and 179 - 182 are relevant in relation to the presumption in favour of sustainable development; supporting the rural economy, the need for good design, climate change and flood risk, conserving and enhancing the natural environment and habitats and biodiversity.

National Planning Policy for Waste

Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD
Policy CS7 Managing Waste as a Resource
Policy CS9 Achieving Sustainable Waste Management

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 LF2 – Sites for Inert Landfill

Adopted Fylde Local Plan to 2032 (incorporating Partial Review)

Policy GD4: Development in the Countryside
Policy GD7: Achieving Good Design in Development
Policy CL1: Flood Alleviation, Water Quality and Water Efficiency
Policy CL2: Surface Water Run-Off and Sustainable Drainage
Policy ENV1: Landscape
Policy ENV2: Biodiversity

Consultations

Fylde Council: confirm that they have no objections to the proposals, but make the following observations:

- The justification for the works is queried. The site is in flood zone 1 and the site should not be witness to flooding.



- However, the land level change would not be discernible from external vantage points, especially when considering the finished appearance against the back drop of agricultural fields. The proposed raising of land levels is not therefore considered to harm the character or appearance of the countryside.
- The views of the highway authority should be sought. Fylde Council would support the imposition of conditions regarding safe routes to/from the site as well as provision of wheel washing facilities.
- The site has the potential to support notable bird species associated with the Ribble and Alt Estuaries Special Protection Area, and the views of Natural England and ecologists should be sought.

Weeton-with -Preese Parish Council: The Parish Council have raised the following concerns:

- Will there be a detrimental effect on drainage in the area, it already suffers from flooding issues.
- Will there be any affect on Mythop Road?
- Will the landfill materials be monitored/inspected?
- There is concern that HGVs travelling to and from the site may damage the highway and result in noise pollution for residents.
- If vehicles travel through Weeton village this will be of detriment to the area.
- Access should be from the west at Mythop Road with reasonable restricted hours.

Staining Parish Council: object to the proposals, raising the following issues:

- Excessive volume of traffic/HGVs over a long period of time
- Mythop Road is unsuitable for such traffic.
- The rural residential community will be adversely affected.
- Would inspections and policing of materials being deposited occur?

Lancashire County Council Ecology Service: initially advised that further information was required to be submitted regarding matters of non-breeding/overwintering birds, impacts on amphibians, habitat loss and ecological impacts from the proposed access track and associated works. Following the submission of a revised restoration plan, Preliminary Ecological Appraisal and other information it was advised that, subject to the provision of site specific over wintering and passage bird surveys to inform a habitats regulations assessment, the proposals are acceptable subject to the imposition of a number of planning conditions. It is recommended that conditions are imposed relating to nesting birds, provision of a buffer zone around the dyke, submission of a habitat creation/enhancement plan, retention of trees, shrubs and hedgerows, external lighting and mitigation measures for badgers and toads.

LCC Highways Development Control: confirm that they have no objections to the proposals. They also make the following observations:

- Mythop Road has been recently reconstructed and there are concerns that the proposed HGV movements will damage the highway. It is requested that a joint condition survey is undertaken.
- A construction management plan is requested.



Lead Local Flood Authority: confirm that they have no objections.

Lancashire County Council Public Rights of Way: no comments received.

BAE Systems: no comments received.

Natural England: It is advised that the application could have potential significant effects on the Ribble Estuary Site of Special Scientific Interest (SSSI), Ribble & Alt Estuaries Special Protection Area (SPA) and Ramsar Site. As such a Habitats Regulation Assessment is required. Following receipt of a shadow habitats regulations assessment Natural England concur with the conclusions of the assessment and raise no objections to the proposals.

Further guidance has also been provided by Natural England in respect of soil quality.

Environment Agency: confirm that they have no objections to the proposals. It is noted that an environmental permit will also be required for the proposals.

Representations – The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. One letter of objection signed by residents of eight properties on Mythop Road has been received and one further letter of objection has been received. A number of photographs illustrating surface water flooding on adjacent land to the north east have also been submitted. The objections raise the following concerns:

- This is the latest in a long list of applications/retrospective applications submitted by Reams Hill Farm over recent years that involves the movement of large numbers of HGV's.
- The building of the bund over ran and took four years to complete.
- During the building of the bund the residents were subjected to: continual noise pollution from 4.30am until 7.30pm, vibrations, damage to the surface of Mythop Road, debris on the road from uncovered trucks and mud and debris carried off site by HGVs creating an accident hazard.
- The residents are concerned that this will be a repeat of previous bad experiences of works on Ream Hills Farm.
- It would cause harmful emissions and pollution to the environment.
- Reams Hill Farm will not adhere to any planning conditions.
- The current application does not explain why the level of field has to be raised.
- It could potentially cause problems to the dykes, drainage and natural water courses in the area.
- Land to the north of Mythop Road (associated with Mythop Hall) has sunk up to 18 inches over the last 30 years, the field drains do not work and the land is very wet. Piecemeal developments in the area have affected the water table on this land.
- This application should be refused until proper consideration of the whole surface water problem in the area is considered.
- Will the application result in the removal of peat?

- A wider view needs to be taken so that adjacent land is not adversely affected.
- The potential extremes of weather, which could result in more flooding, due to climate change, must also be taken into account.

County Councillor John Singleton: Objects to the proposals, raising the following issues:

- The track record of Fox's and Ream Hills Farm on recent transport issues brings into question the reliability of their application statements, for example the flouting of previously authorised time restrictions.
- There will be road safety issues should this be permitted.
- There are already high volumes of traffic passing along the routes in question, especially at peak times.
- The speed limit is rarely adhered to.
- There will be damage caused by heavy lorries using roads which were not built for such use.
- There are two areas of Mythop Road (travelling east to the Chain Lane junction) that are subject to frequent flooding, and road damage needs to be considered.
- There will be unacceptable intrusion in the form of noise emanating from lorries, disturbance, materials and dust from the lorries, vibration to houses and other car uses, all out of character with the rural surroundings.
- Loss of tranquillity.

Advice

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan for the site is made up of the Joint Lancashire Minerals and Waste Development Framework Core Strategy Development Plan Document, the Joint Lancashire Minerals and Waste Local Plan – Site Allocation and Development Management Policies – Part One and the Adopted Fylde Local Plan to 2032 (incorporating Partial Review).

The main issues associated with the application are considered to be the principle of the development, impacts on ecology, landscape impacts, matters of drainage and flood risk and impacts on highway safety.

Principle of development

Paragraph 174 of the National planning Policy Framework requires that planning decisions should recognise the intrinsic character and beauty of the countryside.

The application site is located within the countryside, as defined in the Fylde Local Plan. Policy GD4 of the Local Plan sets out the types of development that will be considered to be acceptable in the countryside. These include (in summary):



- a) Where it is needed for the purposes of meeting local business and community needs, for the purposes of agriculture, horticulture or forestry; or other uses appropriate to a rural area.
- b) The re-use or rehabilitation of existing permanent and substantial buildings.
- c) Extensions to existing dwellings and other buildings.
- d) Development essentially needed for the continuation of an existing enterprise, facility or operation of a type and scale which would not harm the character of the surrounding countryside.
- e) Isolated new homes on the countryside which meet specific criteria.
- f) Minor infill development.
- g) Entry level exception sites for first time buyers.

Policy GD7 of the Fylde Local Plan refers to the importance of achieving good design in development.

The applicant has stated that the reason for the application is to maintain the agricultural use of the land, by raising the land levels to prevent the holding of standing water. They state that the reasons for the land being waterlogged for prolonged periods of time is due to the following:

- The land is principally peat for considerable depths.
- The water table is high, with rising springs in adjacent fields.
- Due to weather and climate change the amount of water being deposited onto the land has increased significantly.
- The existing land drainage has become less effective over the years. The drainage was updated when the bund was constructed but has not proved to be effective in lowering the water table.
- Furthermore, the waterlogging of the field has caused high levels of copper to be brought to the surface causing the grass to be high in copper, which is toxic to deer. The field was previously used for the grazing of deer but the applicant states that this use was terminated for this reason.

In respect of policy GD4 of the Fylde Local Plan it is considered appropriate to examine the proposals under criteria (a) and (d):

'Where it is needed for the purposes of meeting local business and community needs, for the purposes of agriculture, horticulture or forestry or other uses appropriate to a rural area including uses which help diversify the rural economy. The development must be sensitive to its surroundings, must not have an unacceptable impact on local roads and should offer opportunities to make the location more sustainable'.

'Development essentially needed for the continuation of an existing enterprise, facility or operation, of a type and scale which would not harm the character of the surrounding countryside'.

In terms of policy GD4, for a development to be acceptable under criteria (a) and (d) it must satisfy both aspects of these parts of the policy; it must be both essentially needed for the continuation of an existing operations (in this case agriculture) and



also of a type and scale which would not harm the character of the surrounding countryside.

In terms of the first aspect, the applicant has stated that the reason for the development is to continue to use the land for agriculture by improving the drainage of the field. The land falls towards the Main Dyke to the north and therefore drainage from this field would have naturally flowed towards the dyke. However, the applicant has constructed a large bund alongside the dyke under the planning permission granted on appeal in 2015. The applicant has confirmed that a new drainage system was installed when the bund was constructed in order to assist with the flow into the dyke, however despite the additional capacity provided in the pipework the field is still remaining waterlogged for long periods.

Notwithstanding the additional land drainage that has been installed, it is considered that the position of this bund will be a barrier to surface water from the application site flowing into the dyke. It is therefore not surprising that the field is now experiencing drainage issues. To resolve these drainage issues, it is now intended to raise the levels of the field to the same level as the top of the bund. Raising of the field levels to create a surface with a reduced fall compared to the existing situation will therefore not necessarily improve the drainage. The applicant has pointed to climate change impacts increasing drainage issues but this is clearly an issue that is affecting all agricultural enterprises, the majority of which appear to be managing to continue farming without having to raise the levels of their land.

Furthermore, the agricultural land classification of the application site is grade 2 which is best and most versatile agricultural land. To achieve this grade, the land must only have minor limitations which affect crop yield, cultivation or harvesting. If the land had major fundamental drainage issues which limited the agricultural potential of the land it would not reach grade 2 land classification.

The National Planning Policy Framework is clear that planning decisions should recognise the benefits (including economic) of the best and most versatile agricultural land and that new development should be prevented from contributing to unacceptable levels of soil pollution (para. 174). Natural England have advised that these land protection policies are relevant to all planning applications on agricultural land, regardless of size. The criteria for classification are based on the long-term physical limitations of land for agricultural use, such as climate (temperature, rainfall, aspect, exposure and frost risk), site (gradient, micro-relief and flood risk) and soil (texture, structure, depth and stoniness, and also chemical properties which cannot be corrected), and interactions between these factors such as soil wetness, droughtiness and erosion. Any operations that impact these factors, may impact the agricultural land classification. Best and most versatile agricultural land once lost cannot be replaced and is considered to be a resource of special importance.

It is likely that the imported materials would be comprised of waste subsoils and clay materials from construction sites which would not be free draining materials. It is therefore unlikely that the covering of the field with a substantial depth of imported materials would improve the agricultural land classification of this area or substantially improve the agricultural potential of the land.



For this reason, it is considered that the proposed operations are not essentially needed for the purposes of agriculture and therefore do not satisfy the first aspect of policy GD4.

In terms of the second aspect of policy GD4 (whether the development is of a type and scale which would not harm the surrounding countryside), this issue is discussed below under the landscape impacts paragraph.

Ecology

The application is accompanied by a number of supporting documents to address ecological matters:

- Preliminary Ecological Appraisal (version 4)
- Shadow Habitats Regulations Assessment
- Biodiversity Net Gain Report
- Proposed Restoration Plan
- Over wintering bird survey

The application site is located approximately 6.1 km from the Ribble & Alt Estuaries Special Protection Area and the Ribble & Alt Estuaries Ramsar site, and Lytham St Annes Dunnes Site of Special Scientific Interest and within 2.1 km of Marton Mere, Blackpool Site of Special Scientific Interest and 5km from Lytham Coastal changes Site of Special Scientific Interest.

Special Protection Areas (SPAs) are designated for rare and vulnerable birds. Birds for which the above sites are designated may also rely on areas outside of the designated site, including areas of land such as the application site. As the proposals have the potential to impact the Special Protection Area qualifying and supporting features, a Habitats Regulation Assessment is required to be undertaken to assess the impacts on the aforementioned designated site. It is the responsibility of Lancashire County Council to carry out the Habitats Regulations Assessment. However, the applicant has provided a number of reports to assist the Council in discharging its duties under the Habitat Regulations.

The shadow Habitats Regulations Assessment submitted by the applicant concluded that the proposed development would not have significant adverse impacts on designated sites. Natural England concurred with the assessment conclusions and also advised that they considered that the development would not damage or destroy the interest features for which the above sites have been notified.

Policy ENV2 of the Fylde Local Plan seeks to protect and enhance nature conservation sites and ecological networks. The National Planning Policy Framework states that planning decisions should contribute to and enhance the local environment by minimising impacts on biodiversity and providing for a net gain, although there is presently no statutory level of gain that has to be provided.

The proposed development would not require the removal of any trees or hedgerows and as part of the restoration the applicant has proposed some new lengths of



hedgerow and small areas of tree and shrub planting. It is therefore possible that the proposal would give rise to some net gain in the biodiversity value of the site.

The Council's Ecologist has recommended that a number of planning conditions be imposed in order to ensure that the impacts of the proposals are mitigated and to ensure the reasonable avoidance measures suggested in the submitted reports are adhered to. These are considered to be appropriate and proportional.

It is therefore considered that in light of the comments received from Natural England and the County Council's Ecologist that subject to the imposition of appropriate conditions, the proposal would not cause any undue harm to any designated sites of ecological importance, protected species or any other ecological assets or natural habitats and the proposals are therefore in accordance with national and local planning policy.

Landscape and Visual appearance

Policy ENV1 of the adopted Fylde Local Plan states that the development should have regard to its visual impact within its landscape context and the landscape type in which it is situated. Development will be assessed to consider whether it is appropriate to the landscape character, amenity and tranquillity within which it is situated. In this instance the site is located within the South Fylde Mosses (area 16b) as defined in the Landscape Character Assessment (2000). The primary characteristics of this area are of an extremely flat low lying landscape comprised of peat deposits, now largely reclaimed for intensive crop production. This particular area is heavily influenced by the close proximity of urban areas, with many golf courses, camp sites, new development and industry eroding the rural character.

Policy GD7 of the Fylde Local Plan states that development is expected to be of a high standard of design, taking into account the character and appearance of the local area. The siting, layout, massing, scale, design, materials, architectural character, proportion, building to plot ratio and landscaping of proposed development, is expected to relate well to the surrounding context.

In addition to the local planning policies mentioned above, Paragraph 130 of the National Planning Policy Framework (NPPF) sets out that planning decisions should be sympathetic to the local character, including the surrounding landscape setting and that developments should be visually attractive as a result of good layout, and appropriate and effective landscaping.

The land levels would be raised a maximum height of approximately 2.5 m in the northern part of the application site, to be level with the top of the existing bund. In the eastern part of the site the levels would not change significantly. It would be visible from a limited number of vantage points outside of the site, few of which are publicly accessible. The site would be most visible when viewed from the adjacent holiday park, which is in the same ownership as the application site.

The existing bund was initially refused planning permission on the basis that it was not considered to be essentially required to support the existing tourist facilities and its scale and design would harm the character of the surrounding countryside. However, at the subsequent appeal the Inspector found that the relatively low profile

of the bund would be in keeping with the undulating topography thereabouts and the landform would not be alien to the surrounding landscape and would thus not form an obtrusive feature. The need for the bund to provide shelter for the existing tourism facility was also accepted. However, the proposed raising of levels of this field would be over a much larger area of approximately 12 ha. The operations would take two years over which time the field would have the appearance of a landfill operation. Where the tipping area joins the existing bund there would inevitably be steep slopes on the edges and creation of a raised plateau neither of which are characteristic features of this area with its predominately flat or gently undulating landscape. The development would therefore be of a type and scale which would harm the surrounding countryside contrary to the provisions of Policy GD4 and ENV1 of the Local Plan.

Flood Risk and Drainage

The application is accompanied by a flood risk assessment and proposed drainage plan. Policy CL1 of the Fylde Local Plan states that all new development is required to minimise flood risk impacts on the environment. Developments should incorporate the most sustainable forms of managing surface water.

The Lead Local Flood Authority does not object to the application. In response to the concerns raised by a neighbouring resident regarding surface water flooding problems and issues in the wider area, the Lead Local Flood Authority has further commented that low lying coastal areas such as this will typically show extensive areas of standing water after a major storm event. The Lead Local Flood Authority does not hold any information relating to groundwater levels in this area, but mapping from the Environment Agency suggests that there is fairly high risk of groundwater flooding at this site, which is indicative of a high water table. The proposed development would not introduce any additional impermeable surface area, meaning that there should be little or no increase in surface water run-off compared to existing. It is advised that the raised ground levels should actually provide more ground water storage, which could ultimately help to alleviate groundwater flooding associated with the high water table. The proposal has minimal implications for surface water flood risk, and therefore there is no objection. The neighbours comments regarding the need for a wider, more comprehensive scheme of drainage to serve the surrounding area are noted, but these are not matters that can be addressed through this application, or for the County Planning Authority to address.

The Environment Agency have also raised no objections to the proposals. They note that Mythop Main Drain, to the west and north of the site, is a designated main river and as such a permit may be required for certain activities taking place in proximity to the main river.

Highway Safety

It is proposed to access the site from Mythop Road to the north east of the existing caravan and leisure park. This is the point of access that was used for the bund construction.



Lancashire County Council Highways have confirmed that they do not object to the proposals. The National Planning Policy Framework is 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. As no objections have been raised by Lancashire County Council Highways it is considered that a refusal on highway safety grounds could not be sustained.

Regarding the requested road condition survey, it is considered that this condition would not meet the tests set out in the national planning policy framework as it would be difficult to clearly attribute any deterioration to the road network as a result of the specific development only.

The impact on the road network would be localised, and temporary over a relatively short timescale.

Neighbour Amenity

The concerns of local residents regarding noise and disturbance arising from vehicle movements are noted. Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan - Site Allocations and Development Management Policies states that proposals for waste management operations will be supported where it can be demonstrated that all social, economic or environmental impacts that would cause demonstrable harm can be eliminated or reduced to acceptable levels.

The applicant has proposed that vehicle movements will take place between 07:30 AM - 17:00 PM Monday to Friday and 08:00 – 12:00 Noon on Saturdays.

The site would be accessed from Mythop Road, utilising the previous point of access used for the construction of the bund. The nearest residential properties to the point of access are Mythop Hall Cottages approx. 260 m to the north and Westfield Cottage approx. 750m to the west. The village of Weeton is approximately 1.5km to the east of the application site.

It would be possible to impose conditions to control site operational procedures to minimise the impacts on neighbouring residents. This could include controls on hours of working, noise, dust and wheel washing facilities. Whilst there may have been issues in the past with compliance with previous planning conditions, this not a reason for refusal of the application proposals. It is acknowledged that there would be some impact on the local road network as a result of the proposals. However, the site is accessed off a B class road where except for the village of Weeton, there are very few properties that are located close to the highways that would serve this site. It is not considered that a reason for refusal could be sustained on these grounds.

Need for the development

The National Planning Policy for Waste requires that waste planning authorities should only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up to date local plan. In such cases, waste planning authorities should consider the extent to which the capacity of existing operational facilities would



satisfy any identified need. In this case the proposal is considered to conflict with policy GD4 of the Fylde Local Plan and there are no other factors that would indicate that the proposal, on balance, accords with the policies of the Development Plan as a whole. In accordance with the National Planning Policy for Waste it is therefore appropriate to consider the extent to which need for inert landfill capacity is met by other existing operational facilities. At present inert landfill capacity in the wider Fylde and Wyre area is provided by a number of sites including Clifton Marsh, Westby landfill site at Peel, Jameson Road landfill site and the Hillhouse former lagoons site at Fleetwood/Thornton Cleveleys. These sites have substantial remaining capacity for landfill of inert waste. It is therefore considered that a present there is adequate inert waste landfill capacity in the wider Fylde area and that there is no need for a further site at present that would override the harms to the Development Plan explained above.

In view of the size and scale of the development it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.

Conclusion

The proposal is for a landfill / land raising exercise on an area of existing farm land in the countryside area. Policy GD4 permits various types of development to take place in the countryside but only where they meet certain requirements including being necessary for agriculture and where their landscape impacts are acceptable.

It is considered that the applicant has not demonstrated that there is an essential agricultural need for this development and it is also considered that the design and nature of the development would harm the character of the countryside. There is no need for the inert landfill capacity in this area that would outweigh the harm identified to Policy GD4 or the adverse landscape and visual impacts of the proposal. The proposal is accordingly recommended for refusal for the following reasons:

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

1. The applicant has not demonstrated that the proposed raising of the field levels is essentially required for the continuation of the agricultural use of the land, contrary to policy GD4 of the Fylde Local Plan to 2032 (incorporating partial review).
2. The proposed development would have unacceptable landscape and visual impacts which would be harmful to the character of the countryside, contrary to policies GD4 and ENV1 of the Fylde Local Plan to 2032 (incorporating partial review).
3. The need for the inert landfill capacity in this area is insufficient to outweigh the conflict with Policy GD4 and the adverse landscape and visual impacts of the development.

List of Background Papers

Paper	Date	Contact/Tel
LCC/2021/0061	November 2023	Helen Ashworth Planning and Environment



Reason for inclusion in Part II, if appropriate

N/A





Planning Application LCC/2021/0061

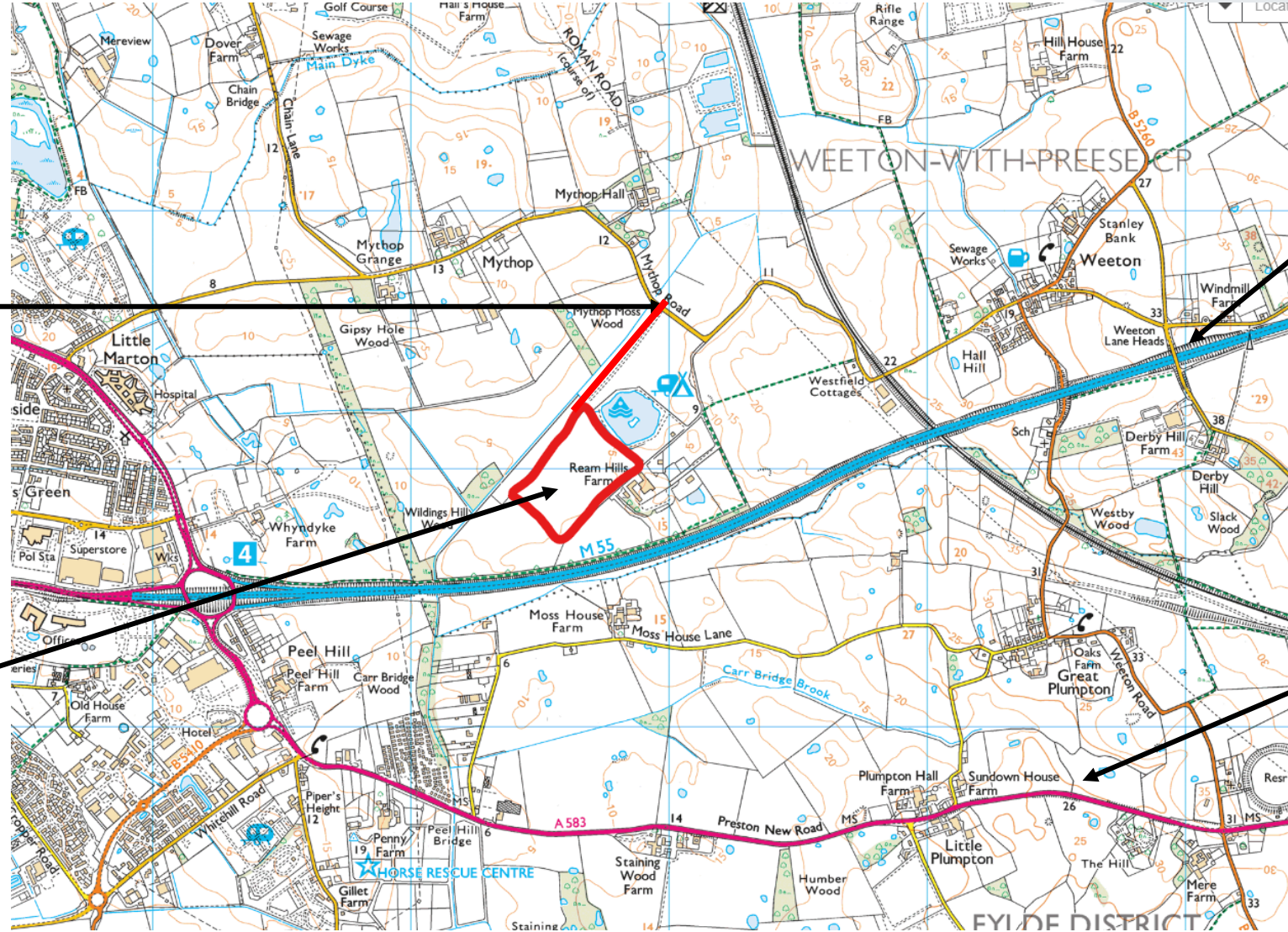
Raise levels of field

Ream Hills Farm, Mythop Road, Weeton with
Preese

Planning application LCC/2021/0061: Site Location Plan

Mythop
Road
(access point)

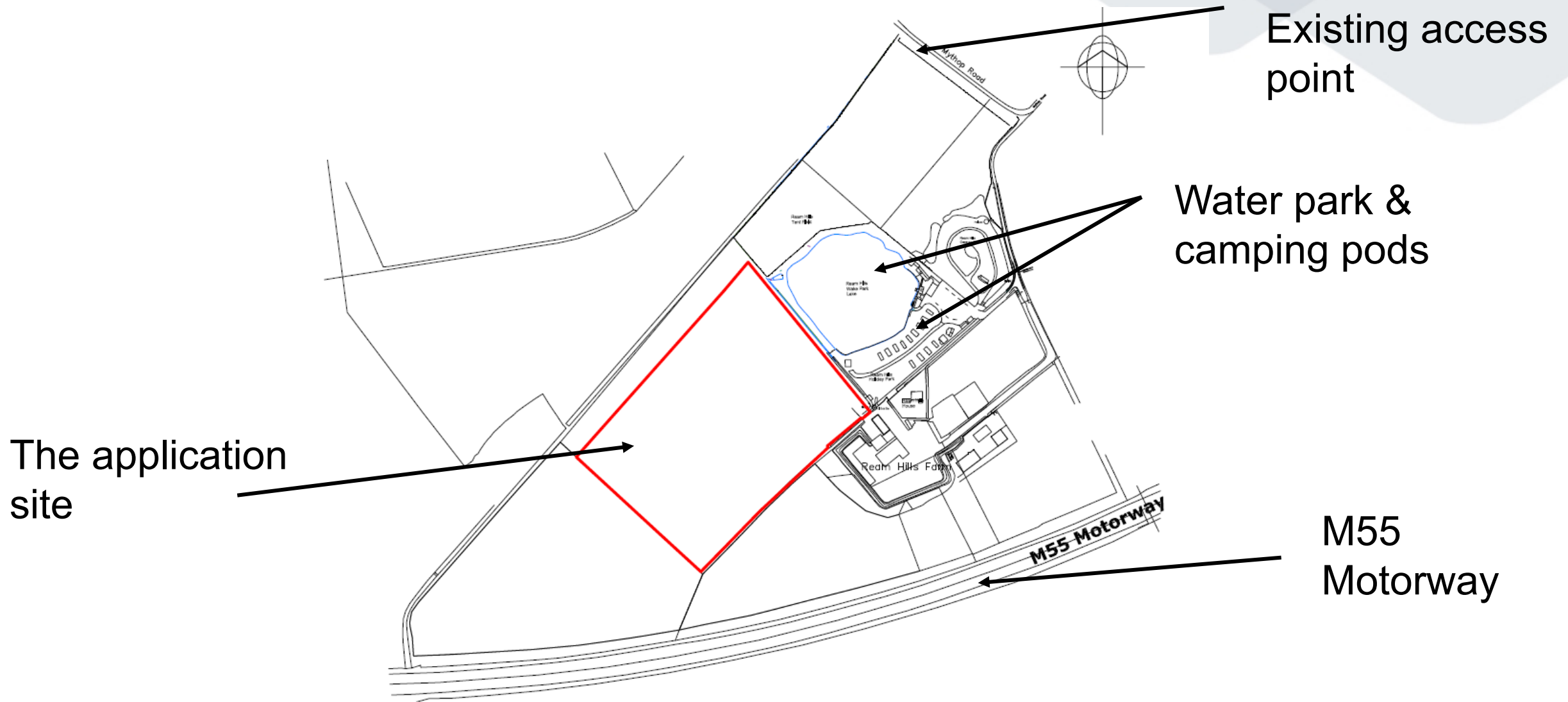
M55
motorway



Application
site

Preston New
Road A583

Planning application LCC/2021/0061: Site Location Plan



Existing access point

Water park & camping pods

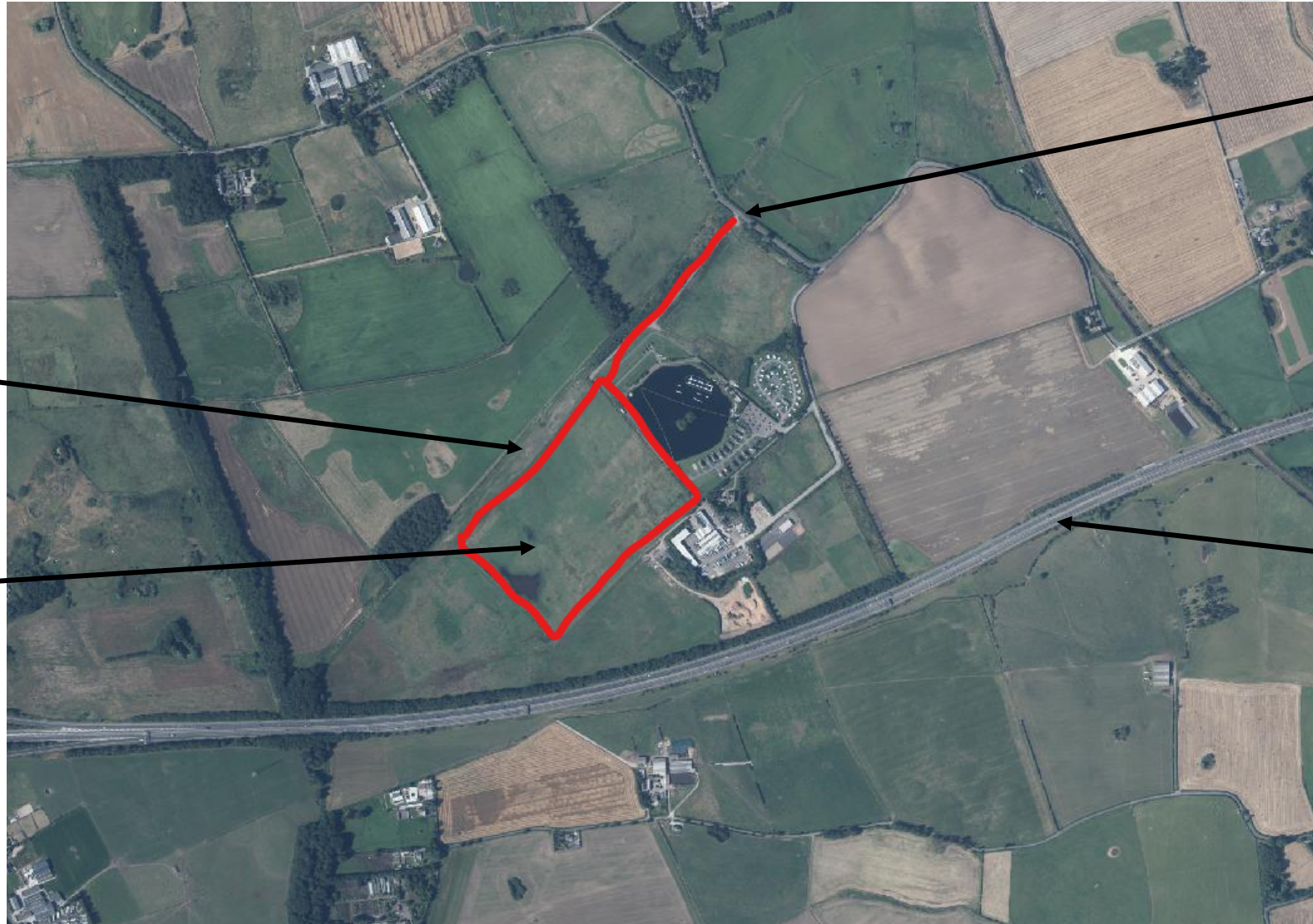
The application site

M55 Motorway

LOCATION PLAN



Planning application LCC/2021/0061: Aerial View



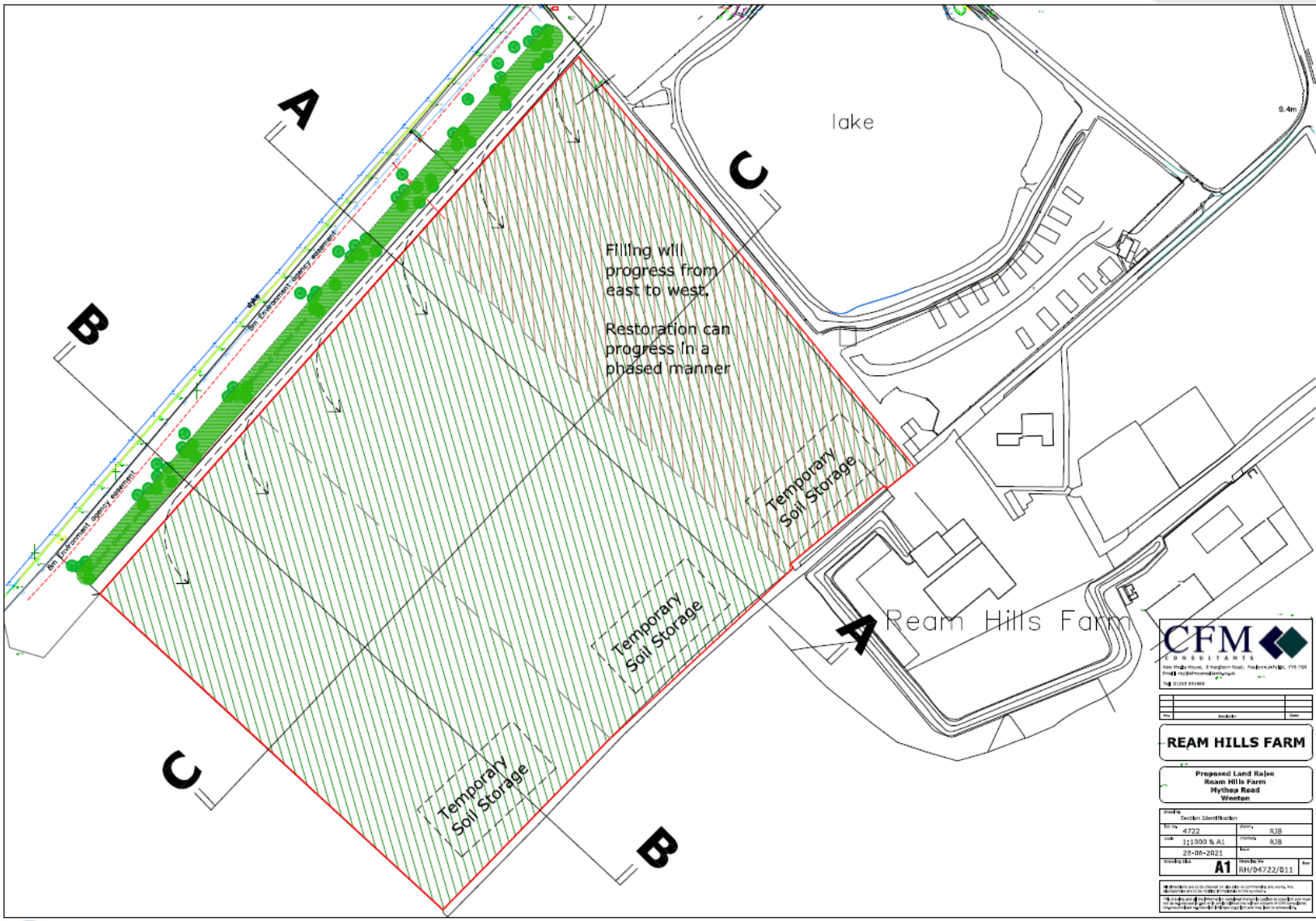
Entrance off
Mythop
Road

Location of
existing bund

The
application site

M55
motorway

Planning application LCC/2021/0061

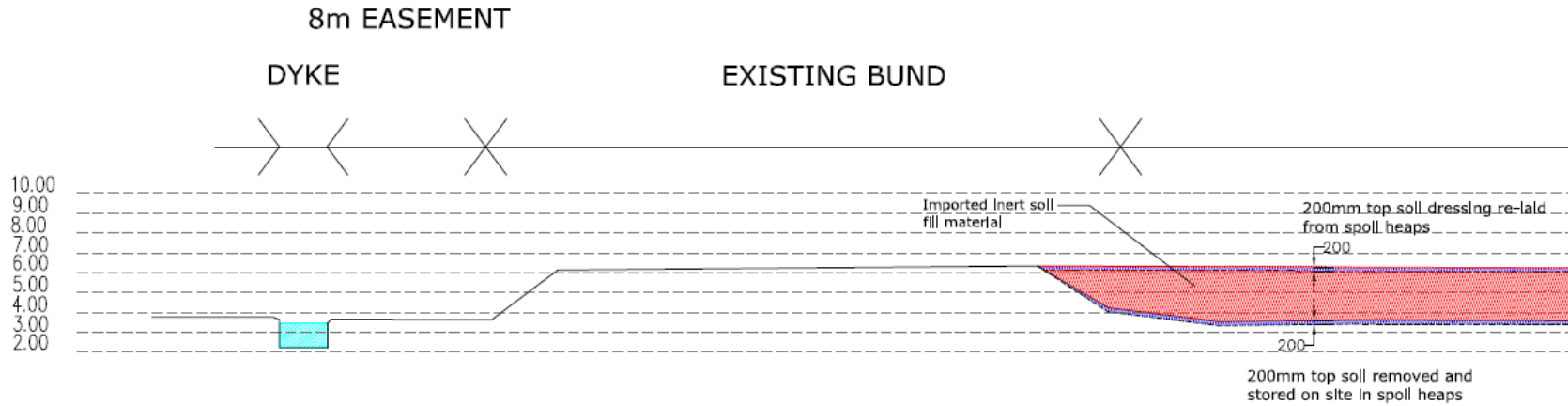


CFM
CONSULTANTS
100 High Street, 2nd Floor, Hythe, Southampton, SO19 9JH
Tel: 02380 210000

REAM HILLS FARM

Proposed Land Reuse
Ream Hills Farm
Hythe Road
Wotton

Section Identification	Area	Scale
4722	0.38	1:1000
29-06-2021		
A1		



TYPICAL SECTION



Project No.	Project Name	Client

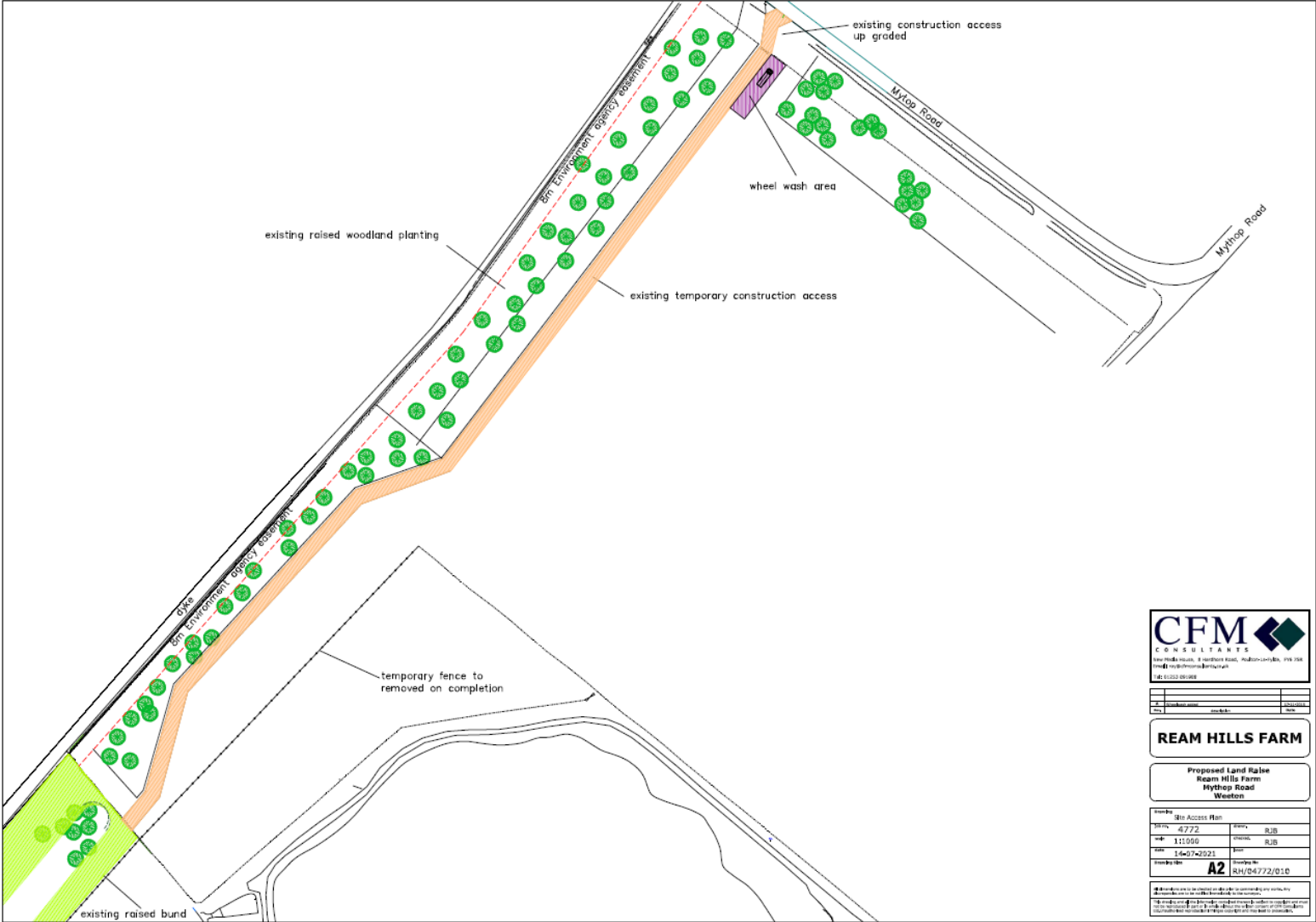
REAM HILLS FARM

Proposed Land Raise
Ream Hills Farm
Mythop Road
Weeton

Typical Proposed Site Section	
Site No.	4722
Scale	1:100
Date	25/09/2021
Drawing No.	A1
Project No.	RH/04722/014

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Planning application LCC/2021/0061: access details



CFM
CONSULTANTS
Countryside Farm Management
1000 The Quadrant, Northwood Road, Northwood, Wigan, W.L9 4EH
Tel: 01925 84488

Client:	Project:	Date:

REAM HILLS FARM

Proposed Land Raise
Ream Hills Farm
Myttop Road
Weston

Access:	Site Access Plan	
Drawn:	4/7/22	Drawn: RJB
Scale:	1:1000	Checked: RJB
Date:	14/07/2021	Site:
Drawn by:	A2	Checked by:
		RN/24/772/010

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Planning application LCC/2021/0061: proposed restoration



CFM CONSULTANTS
 100-102, The Mill, Mill Lane, Worsley, Greater Manchester, M28 9LW
 Tel: 0161 275 1111

REAM HILLS FARM

Proposed Land Drain
 Ream Hills Farm
 Mythen Road
 Worsley

Proposed Farmwork No:	
Ref:	4722
Date:	21/08/2021
By:	RJB
Scale:	1:1000
Project No:	21-06-2021
Drawn By:	A1
Checked By:	RJB/04722/012
Scale:	A

Planning application LCC/2021/0061: site as existing

View towards eastern boundary



Planning application LCC/2021/0061: site as existing

View towards northern boundary



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Planning application LCC/2021/0061

View to western boundary



Planning application LCC/2021/0061

Site access off Mythop Road



Development Control Committee
Meeting to be held on 6 December 2023

Electoral Division affected:
Longridge With Bowland

Ribble Valley Borough: Application number LCC/2023/0023

Erection of two storey detached teaching block and additional staff car parking. Longridge High School, Preston Road, Longridge

Contact for further information:
Helen Ashworth, 01772 530084, Senior Planner
Devman@lancashire.gov.uk

Brief Summary

Application - Erection of two storey detached teaching block and additional staff car parking. Longridge High School, Preston Road, Longridge

Recommendation - Summary

That planning permission be **granted** subject to conditions controlling time limits approved drawings, materials, highway matters, drainage details, landscaping, hours of working and construction management plan.

Applicant's Proposal

The application proposes the erection of a new two storey classroom block comprising of six classrooms, two pupil toilet areas, office and plant rooms. The building would have a footprint of approximately 37.6m by 12.18m with a maximum height of 8.1m. It would have a mono pitched roof with external elevations constructed from facing brickwork to match the existing school buildings and the roof finished in a standing seam single ply roofing system. Windows and doors would be double glazed aluminium in steel blue.

The proposed classroom block would be located within the existing school grounds to the north of the existing synthetic grass pitch. There would be a temporary car park accessed from Preston Road via the existing access to the Longridge Sports Centre for the duration of the construction works as the existing parking close to the proposed building would be used as a site compound.

The application also proposes the installation of 15 no. cycle hoops to provide cycle parking for 30 cycles at three locations within the school grounds and some mixed

native hedge and tree planting along the eastern boundaries with St Cecilia's Roman Catholic High School and Chapel Hill Trading Estate respectively.

Description and Location of Site

Longridge High School is located on the B6244 Preston Road approximately 1km south of Longridge town centre. To the north and east the school grounds are bounded by a mixture of residential and commercial uses and on the southern boundary, the grounds of St. Cecelia's Secondary School. To the west the school is bounded by the B6244 Preston Road, which comprises mainly of residential development, with a number of roads leading off it to further residential and commercial uses.

The main vehicular access to the school is located off Preston Road on the western boundary of the school grounds, with a further pedestrian access to the south of the vehicular access and an unused pedestrian access to the north off Little Lane.

The proposed two storey classroom block would be located adjacent to the existing netball courts to the west and synthetic grass pitch to the south. The building would be accessed via a new pathway from the existing car park to the south.

History

The following planning permissions have been granted for education development at this site:

LCC/2015/0044 Provision of four canopies, repositioning of an existing canopy and siting of a modular building to be used as a food kiosk
Approved 18 June 2015

03/12/1041 3-metre-high replacement security fencing around the astroturf pitches
Approved 8 January 2013

03/09/0733 Installation of a storage container
Approved 29 September 2009

03/05/0057 Two storey extension to form lift enclosure, office and first floor landing
Approved 14 March 2005

03/04/1071 Erection of a 15m high wind turbine
Approved 9 June 2005

03/02/0654 Construction of car park to provide 12no. spaces
Approved 25 September 2002

03/02/0310 Two storey contiguous extension of existing teaching block to form new stores and staircase with specialist teaching areas for music and drama
Approved 17 June 2002



Planning Policy

National Planning Policy Framework (NPPF):

Paragraphs 11-14, 95, 99-111 and 126-136 are relevant in terms of the presumption in favour of sustainable development, providing choice of school places, protecting open space and the need for high standards of design.

Ribble Valley Council Core Strategy 2002-2028 (adopted December 2014):

Key Statement DS1: Development Strategy
Key Statement DS2: Sustainable Development
Key Statement EN4: Biodiversity and Geodiversity
Key Statement DM12: Transport Considerations
Policy DMG1: General Considerations
Policy DMG2: Strategic Considerations
Policy DMG3: Transport and Mobility
Policy DMB4: Open Space Provision
Policy DME6: Water Management

Ribble Valley Housing and Economic Development - Development Plan Document (adopted October 2019):

Policy OS1: Open Space

Longridge 2028 Neighbourhood Development Plan (made April 2019):

Policy LNPD3: Longridge Design Principles
Policy LNPD13: Protecting and enhancing open spaces and recreation facilities

Consultations

Ribble Valley Council: comments awaited.

Lancashire County Council Highways: Additional information regarding the car parking on site is requested.

It is also requested that further details are submitted for the parking of operatives' vehicles, storage of materials, loading and turning of large delivery vehicles and wheel washing during the construction phase in order to minimise the disruption to the highway network. A condition is therefore recommended requiring the submission and approval of a construction method statement prior to the commencement of development.

Conditions to secure the implementation of the proposed cycle parking spaces and implementation of the Travel Plan are requested.

United Utilities: Recommend the imposition of a condition requiring details of a sustainable surface water drainage scheme and foul water drainage scheme to be submitted and approved prior to the commencement of development.



Longridge Town Council: no comments received.

Representations: The application has been advertised by site notice and neighbouring residents informed by individual letter. Two letters of objection to the proposals from local residents have been received. They make the following comments:

- Healthy trees are being cut down to accommodate this work.
- Lack of consultation.
- Additional pupils will cause even more traffic problems due to teachers parking on the road and parents collecting children. They park across driveways blocking resident's access.
- The proposal includes six additional staff parking spaces, but at present there are at least double this number of cars parked permanently on Preston Road, causing problems for passing traffic.
- Cars also park on Hacking Drive and Shay Lane and the problems are heightened at the end of the day when parents pick up their children.
- Many children when leaving school are not crossing the road safely.

Advice

Background

Planning permission is sought for the erection of a new two storey teaching block that would provide an additional six classrooms at Longridge High School.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In considering the issues that arise from the proposed development, it is necessary to take into consideration the relevant policies of the Development Plan and the planning history of the site and all other material planning considerations. Government policy is a material consideration that should be given appropriate weight in the decision-making process. The Development Plan for the site is made up of the Ribble Valley Council Core Strategy 2002-2028 (adopted December 2014), the Ribble Valley Housing and Economic Development - Development Plan Document (adopted October 2019) and the Longridge 2028 Neighbourhood Development Plan (made April 2019).

Paragraph 95 of the National Planning Policy Framework (NPPF) states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and that Local Planning Authorities should give great weight to the need to expand schools.

The application site is an existing secondary school within the defined settlement of Longridge. There are currently 825 pupils on roll, and this is due to increase to 1050. This is due to a rising secondary age population in Longridge due to inward migration and a high primary school population forecast to move through to secondary schools in future years.



Lancashire County Council (LCC) has a statutory duty to ensure that a primary or secondary school place is available for every child of statutory school age living in Lancashire who requests one. The County Council's School Place Provision Strategy 2022-2025 identifies the Ribble Valley area as requiring 60 additional permanent secondary school places in the medium term.

On 6 October 2022, Lancashire County Council's Cabinet approved an updated School Place Planning Delivery Programme 2023-25, which includes the provision of 133 additional secondary places in future years in Ribble Valley.

At its meeting in February 2023, Lancashire County Council's Cabinet approved the proposal to permanently increase the published admission number of Longridge High School by 15 places from 2023/24, and by a further 30 places from 2024/25, gradually increasing the school's capacity from 825 to 1,050. Capital funding for this projected was updated and agreed at the Cabinet meeting in November 2023.

The application site is an existing secondary school within the settlement boundary of Longridge (Key Statement DS1: Development Strategy of the Ribble Valley Core Strategy). There is a presumption in favour of appropriate sustainable development subject to other policies and material considerations within Key Statement DS2 of the Ribble Valley Core Strategy.

The proposal would therefore meet the aim within Paragraph 95 of the National Planning Policy Framework (NPPF) in relation to the provision of an adequate level of school places and it is considered that there is a local need for this development.

Highways

The main concern associated with the proposed expansion of the school is the potential exacerbation of traffic congestion arising from an increase in pupil drop off/pick-up at the start and end of the school day and increased staff numbers. Two letters of objection have been received expressing concern that the proposal could result in additional parking in the roads nearby and cause traffic problems.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highway safety grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policies DMG1 and DMG3 of the Ribble Valley Core Strategy state that new development should consider the potential for traffic and car parking implications. Development should be located within areas that are highly accessible by means other than the private car and proposals will be required to provide adequate car parking and servicing space.

The application is accompanied by a travel plan document and proposes the provision of 30 cycle parking spaces as part of the proposals. At present there is no cycle parking provided at the school. It is proposed to use the existing car parking area (with 31 parking spaces) that is closest to the proposed building as a temporary site compound during the construction period, and consequently a temporary car park is proposed that would provide an additional 34 spaces. Two spaces of the

existing car park would be lost to provide access to the temporary car park. This would be accessed via the existing entrance off Preston Road that serves Longridge Sports Centre to the south of the school.

Lancashire County Council Highways have advised that one parking space per classroom is required, which can be reduced by up to 35% with a Travel Plan for accessible sites. The applicant has advised that the school presently has 45 classrooms. The application proposes the provision of a further six classrooms therefore due to the sustainable location which is close to the town centre and public transport routes, the level of car parking proposed would meet the advised parking standards.

Nevertheless, the issues regarding parking and traffic congestion around school pick up and drop off times raised by residents are noted. Lancashire County Council Highways have noted that they received a recent complaint about on-street car parking on Preston Road close to the junction of Doctors Row, which is sited approximately 200m south of the school entrance. This may be associated with overspill car parking from the school. The applicant has indicated that they may consider retaining the temporary car park should funding be secured in order to provide further staff parking within the school. This would help to alleviate some of the issues about parking on surrounding roads but would need to be the subject of a further planning application for the retention of the car park on a permanent basis.

As no objections have been raised by Lancashire County Council Highways, it is considered that a refusal on highway safety grounds could not be sustained. The proposed conditions recommended by Lancashire County Council Highways are considered to be reasonable and appropriate and it is recommended that additional requirements regarding construction management, the restoration of the temporary car park and provision of cycle parking are imposed.

Neighbour Amenity

The National Planning Policy Framework (NPPF) states that developments should provide a high standard of amenity for existing and future users. Policy DMG1 of the Ribble Valley Core Strategy also seeks to ensure that new development does not adversely affect the amenity of the surrounding area and is of a high standard of design.

Directly north of the application site is Singletons Dairy. The closest residential properties are on Oak Avenue, approximately 90m to the north.

Additional neighbour letters were sent to properties in the area following the receipt of the comments outlined above regarding lack of consultation.

It is considered that the proposed building would be sufficiently far from neighbouring residential properties so as not to cause an unacceptable degree of overlooking or loss of privacy. The land where the proposed building would be located slopes from north to south with a difference in levels of approximately 1m and with the land levels on the eastern side being approximately 2.2m higher than the western side. The proposed building would have a finished floor level approximately 1m higher than the adjacent netball courts to the west and cut into the slope adjacent to the grass

playing pitches, with the finished floor level approximately 2m below the ground level of the playing pitches.

Whilst the proposal would result in an overall increase in pupil numbers at the site it is considered that the increased level of noise and disturbance arising from either the operation of the school or vehicle movements to and from the school would not be sufficient to warrant refusal of the application.

Loss of Open Space

Policy DMB4 of the Ribble Valley Core Strategy identifies the land around the school buildings, including where the proposed classroom block is to be located as existing open space. This policy, together with policy OS1 of the Housing and Economic Development - Development Plan Document, seeks to protect existing open space and states that development which involves the loss of open space will be only be approved in exceptional circumstances where a loss of a site is justifiable because of the social and economic benefits of the proposal, or where alternative facilities are to be provided.

The proposed building would be located in a narrow area of the school grounds between the existing synthetic grass pitches to the south, the netball courts to the west and the site boundary to the north. The proposed building would not encroach on any area presently used as grass pitches to the east due to the shape of the site and topography of the land. Whilst the proposed building would not result in any loss of playing field area, there would be some impact on open space that is protected under policy DMB4 of the Core Strategy. However, there are only very limited areas of the school grounds that can be developed without affecting playing field/allocated open space areas.

The proposed building would also give rise to social and economic benefits in the form of increased school place provision, as evidenced in the County Council's School Place Provision Strategy 2022-2025 and these factors are considered to outweigh the impact on open space provision.

Design and appearance

Policy DMG1 of the Ribble Valley Core Strategy seeks to ensure that all new development delivers high standards of design, is sympathetic to existing and approved land uses in terms of size, intensity and nature, as well as scale, massing, style, features and building materials.

The external elevations of the proposed teaching block would be constructed of facing brickwork to match the existing school and a single ply system for the roof, the specific details of which have not been provided. The existing school buildings are constructed from a variety of materials and styles as the school has expanded over time. The nearest adjacent existing teaching block to the west is constructed from grey and blue cladding, whilst the main school buildings to the south are faced in brick. Neighbouring properties are of a variety of styles, designs and materials although red brick is the predominant material.

The proposed building would be approximately 95m from Preston Road to the west. The proposed building would lie in an elevated position relative to the road, with the finished floor level being approximately 3.5m higher than Preston Road. It is considered that some views of the building would be afforded from the street scene, particularly when viewed from the north west. However, it would also be afforded some degree of screening by existing buildings (the existing teaching block closest to Preston Road is approximately 6m in height), trees and fencing. There would be distant views of the building afforded from the rear gardens of properties on Oak Avenue approximately 90m away to the north and 150m away on Little Lane to the north east.

Additional soft landscaping in the form of native hedge and tree planting is proposed along the eastern boundaries of the school grounds with St Cecilia's Roman Catholic High School and Chapel Hill Trading Estate. This can be the subject of a planning condition.

The size, scale and appearance of the proposed building is considered to be in keeping with the existing use of the site as a school and existing buildings on the site. The proposal would be viewed in the context of the existing school buildings and grounds and would therefore not form an unduly incongruous or prominent feature.

Subject to conditions requiring the details of the proposed materials to be submitted and approved it is considered that the proposed building would be of a size, scale, design and appearance that is in keeping with the existing school and wider area.

Surface water drainage

The application site is not within an area at risk from flooding. The applicant has indicated that the proposed building will be connected to the existing drainage system.

United Utilities have not raised any objections to the proposals and have recommended a number of conditions regarding submission of details and implementation of a sustainable surface water drainage system.

Conclusion

The proposal would provide additional school spaces and would therefore satisfy the policy in Paragraph 95 of the National Planning Policy Framework (NPPF).

Subject to the imposition of appropriate conditions the proposal would not give rise to any undue loss of amenity for neighbouring residents or harm to highway safety.

The proposal would result in the loss of a small area of open space. However, it is considered that the benefits of the scheme outweigh the loss of this open space, which is not capable of being used as playing pitches due to its location and topography.



The proposal is therefore considered to comply with the policies of the Development Plan and is accordingly recommended for approval subject to the following conditions.

Recommendation

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

Time Limits

1. The development shall commence not later than 3 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 documents:

- a) The Planning Application and supporting statement received by the County Planning Authority on 6 July 2023

- b) Submitted Plans and documents:

Design and Access Statement received 6 July 2023

Arboricultural Assessment received 6th July 2023

Ecological appraisal received 6th July 2023

School Travel Plan 6th July 2023

Drawing No. P2-00-DR-A-40_50_63-0001 Rev. S4-P02 Site Plan - Location

Drawing No. P2-00-DR-A-40_50_63-0002 Rev. S4-P03 Site Plan - Existing

Drawing No. P2-ZZ-DR-A-40_50_63-0004 Rev. S4-P04 Plans - Proposed

Drawing No. P2-ZZ-DR-A-40_50_63-0005 Rev. S4-P04 Elevations - Proposed

Drawing No. P2-00-DR-A-40_50_63-0006 Rev. S4-P03 Site Plan Masterplan - Proposed

Drawing No. LA02 Rev H General Arrangement Plan

Drawing No. LA07 Section - Showing new teaching block and surrounding buildings

Reason: To minimise the impact of the development on the amenities of the area and to conform with Policy DMG1 of the Ribble Valley Local Plan



Safeguarding of Watercourses and Drainage

3. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the County Planning Authority. The drainage schemes must include:
- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in above Ordnance Datum (AOD);
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
 - (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The drainage shall be installed in accordance with the approved details prior to occupation of the proposed development and retained thereafter in operational condition for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution and in accordance with Policy DME6 of the Ribble Valley Core Strategy.

Building Materials

4. No development shall take place until details of the building materials to be used for the external elevations and the roof of the development have been submitted to the County Planning Authority and approved in writing. Thereafter, only those materials approved by the County Planning Authority shall be used.

Reason: To protect the visual amenities of the area and to conform with policy DMG1 Ribble Valley Core Strategy.



Highway Matters

5. No development shall take place, including any works of clearance, until a construction method statement has been submitted to and approved in writing by the County Planning Authority. The method statement shall provide for the following:
- i) The parking of vehicles of site operatives and visitors.
 - ii) The loading and unloading of plant and materials.
 - iii) The storage of plant and materials used in constructing the development.
 - iv) Measures to control the emission of dust and dirt during construction.
 - v) A scheme for recycling/disposing of waste resulting from clearance and construction works.
 - vi) Details of working hours.
 - vii) Timing of deliveries.
 - viii) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

The approved statement shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and in accordance with policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

6. No development shall commence until a scheme for the restoration of the temporary car parking area has been submitted to and approved in writing to by the County Planning authority. The car park shall thereafter be constructed and retained in accordance with the approved details.

Reason: In order to ensure that the final details of the highway scheme/works are acceptable before work commences on site and to conform with Policy DM12 and DMG3 of the Ribble Valley Core Strategy.

7. Prior to the development being brought into use, cycle parking shall be provided in accordance with details shown on plan ref. 13340-LCC LA02 Rev. H General Arrangement Plan received 30 October 2023. The cycle parking area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

Reason: To ensure the provision and availability of adequate cycle parking and to ensure that the development provides the infrastructure for sustainable forms of transport and to confirm with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

Hours of Working

8. a) No construction development, delivery or removal of materials shall take place outside the hours of:

07:30 to 18:00 hours Monday to Friday (except Public Holidays)



08:00 to 18:00 hours on Saturday.

No construction development, delivery or removal of materials shall take place at any time on Sundays or Public Holidays.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policies DMG1 DMG3 of the Ribble Valley Core Strategy.

Landscaping

9. The approved landscaping works as shown on plan ref. 13340-LCC LA02 rev. H General Arrangement Plan received 30 October 2023 shall be undertaken in the first planting season following the completion of the development and shall thereafter be maintained for a period of five years including weed control, replacement of dead and dying trees and maintenance of protection measures.

Reason: In the interests of visual and local amenity and the local environment and to conform with Key Statement EN4 and Policy DMG1 of the Ribble Valley Core Strategy.

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

Paper	Date	Contact/Directorate/Ext
LCC/2023/0023	November 2023	Helen Ashworth Planning and Environment 01772 530084

Reason for Inclusion in Part II, if appropriate

N/A



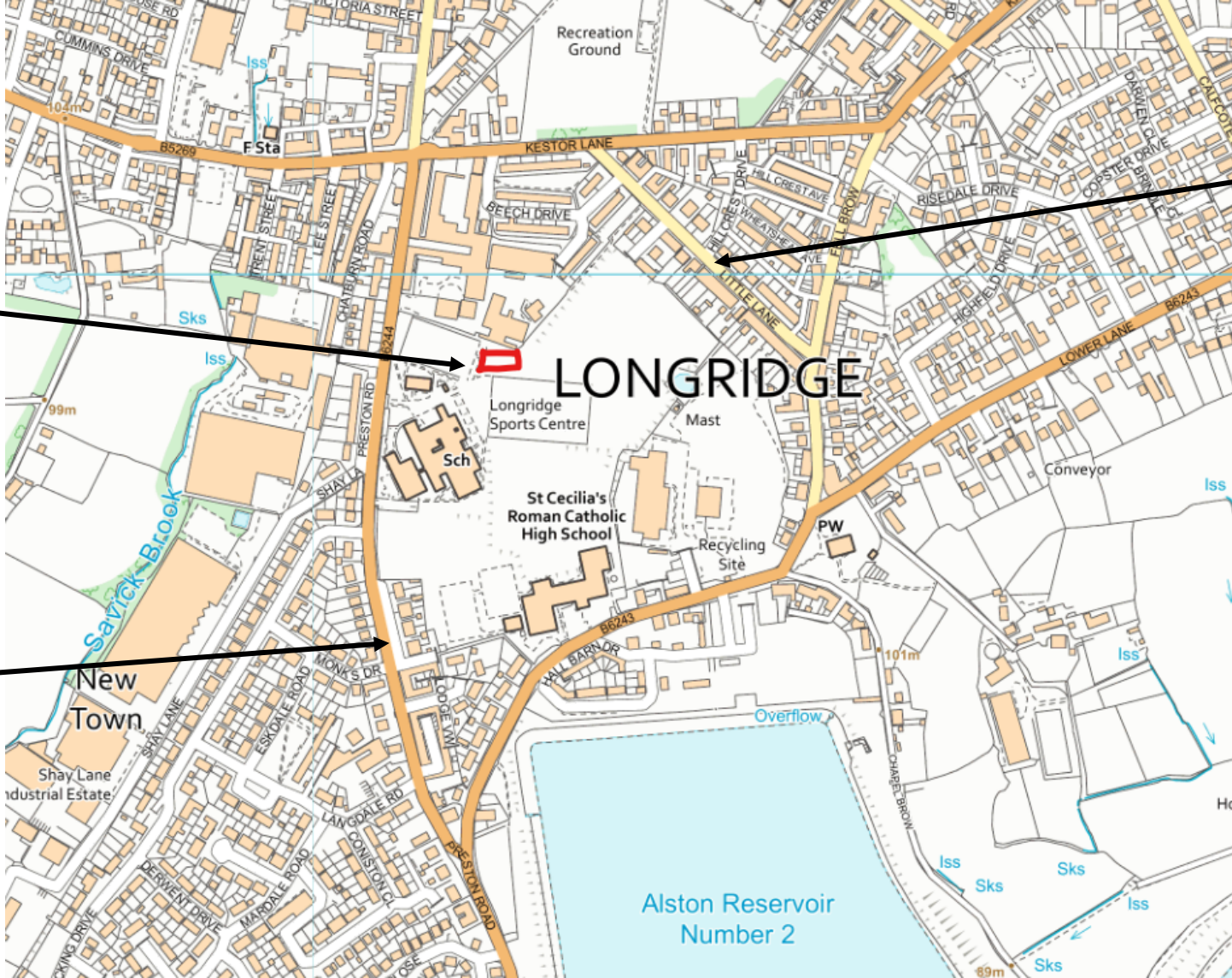


Planning Application LCC/2023/0023

Erection of two storey detached teaching
block

Longridge High School, Preston Road,
Longridge

Planning application LCC/2023/0023: Site Location Plan



Application site

Little Lane

Preston Road B6244

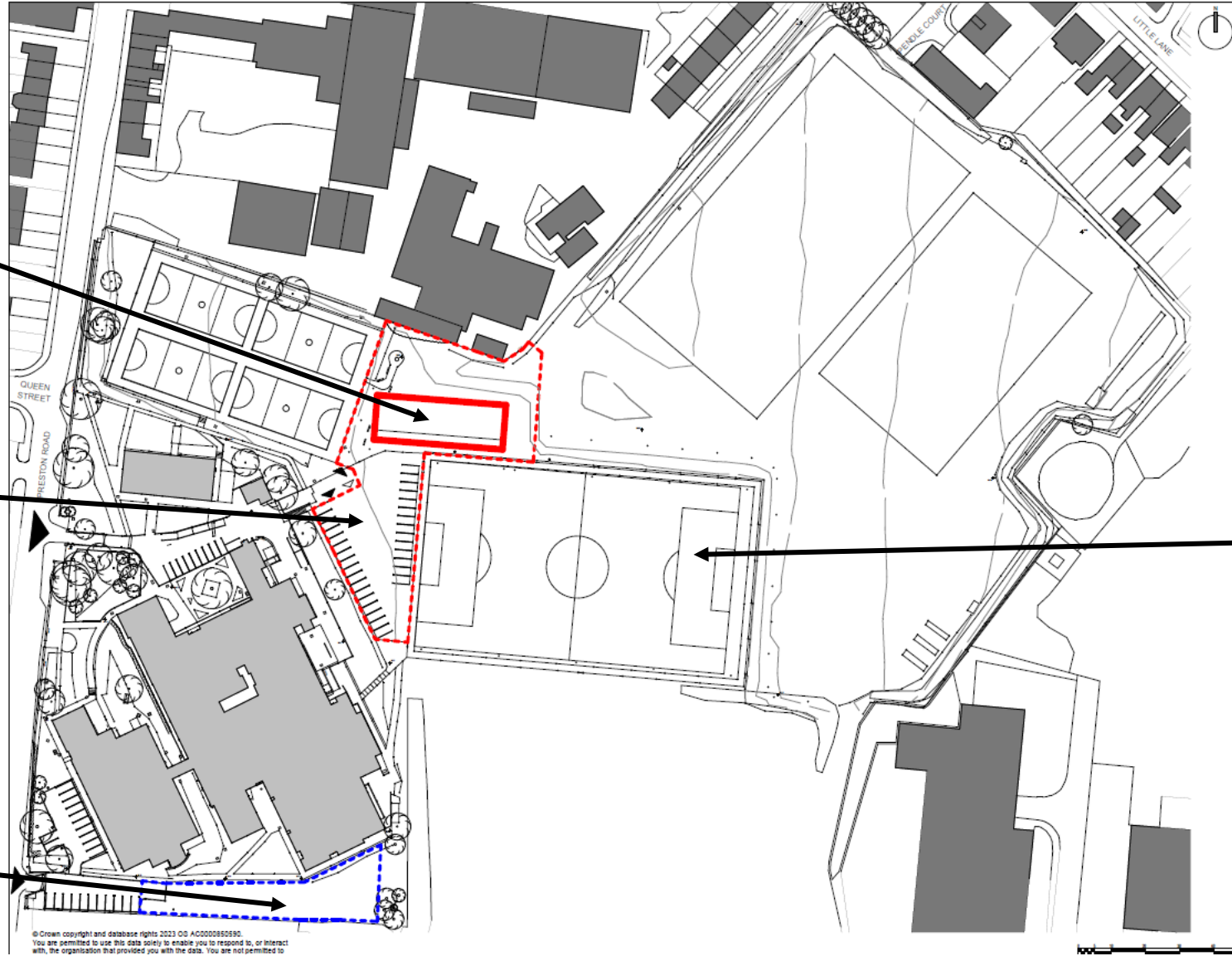
Planning application LCC/2023/0023: Site Location Plan

Proposed building

Existing car park to be used as site compound

Proposed temporary car park

Existing synthetic grass pitch



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Planning application LCC/2023/0023: Aerial View

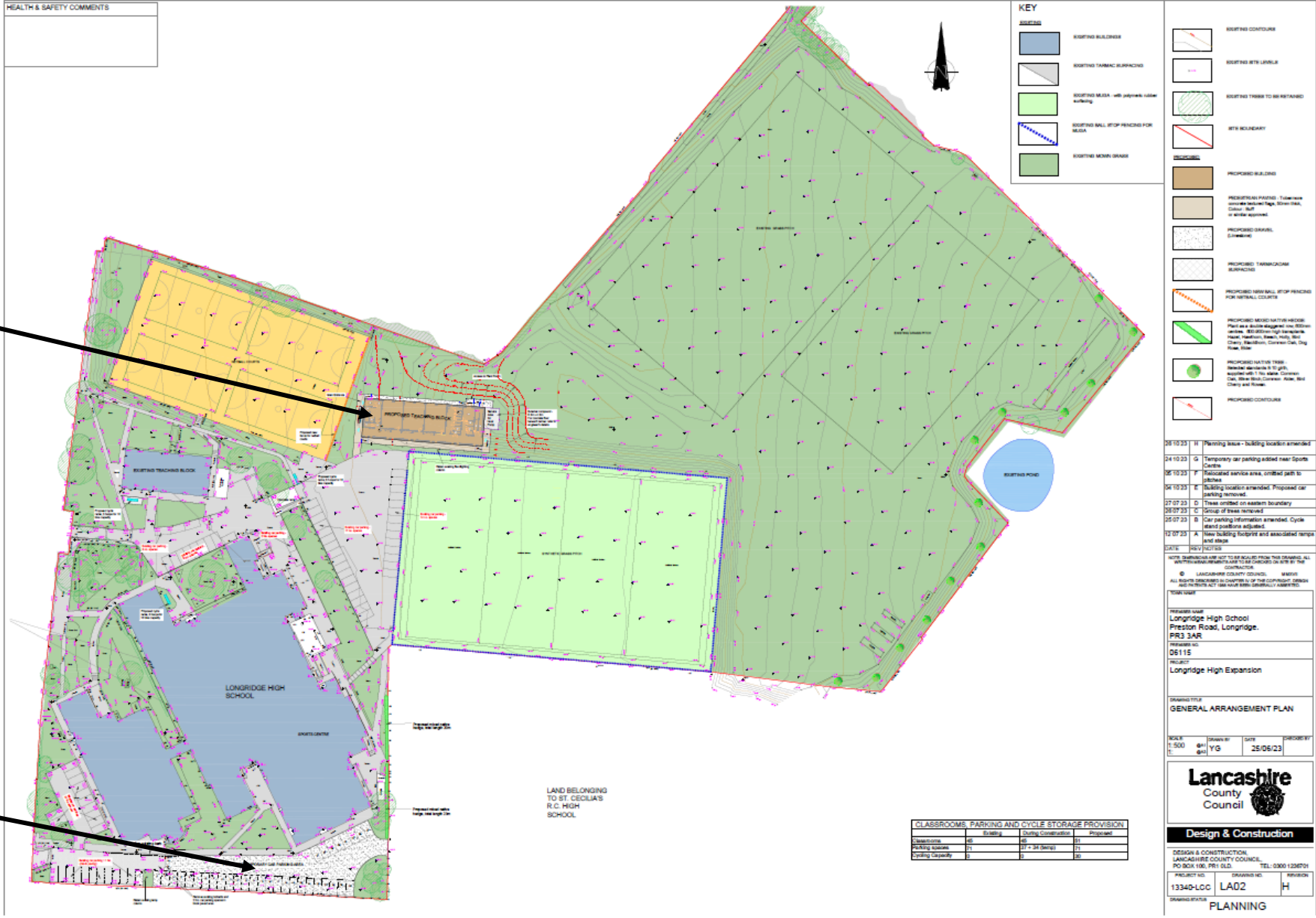


Proposed building

Preston Road

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Planning application LCC/2023/0023: proposed site layout



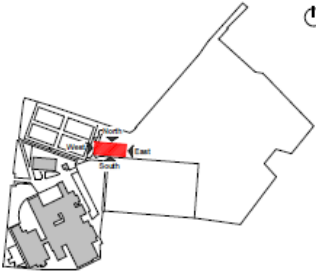
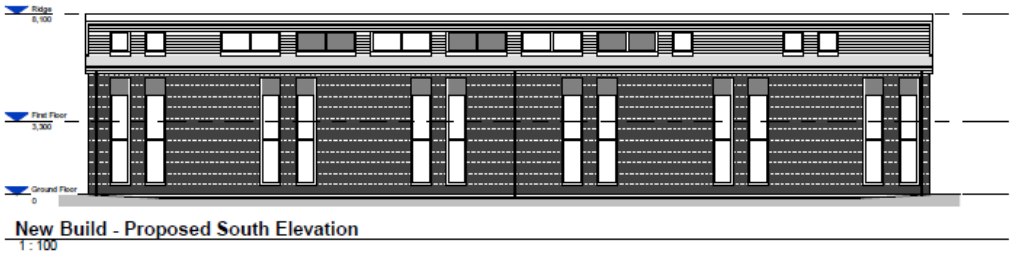
Proposed building

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Temporary car park

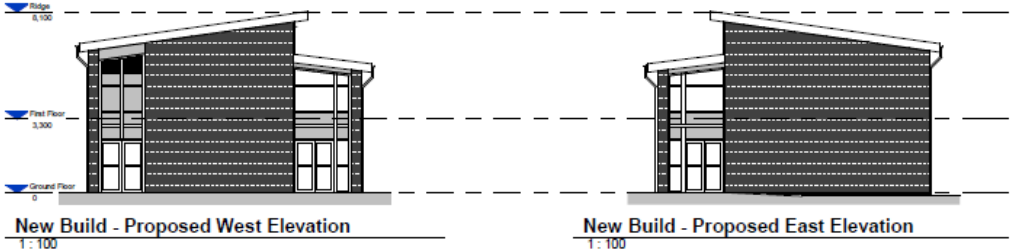


Planning application LCC/2023/0023: proposed elevations



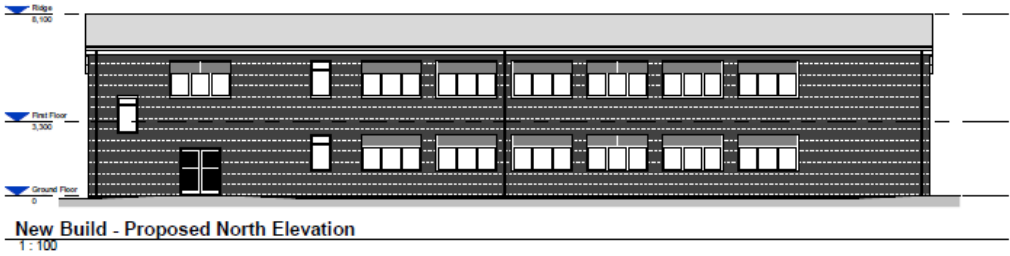
Schematic site plan

New Build - Proposed South Elevation
1:100



New Build - Proposed West Elevation
1:100

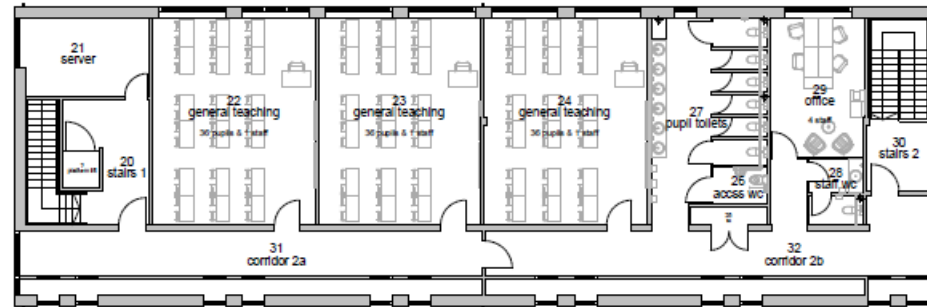
New Build - Proposed East Elevation
1:100



New Build - Proposed North Elevation
1:100



Planning application LCC/2023/0023:proposed floor plans



New Build - Proposed First Floor Plan

1 : 100



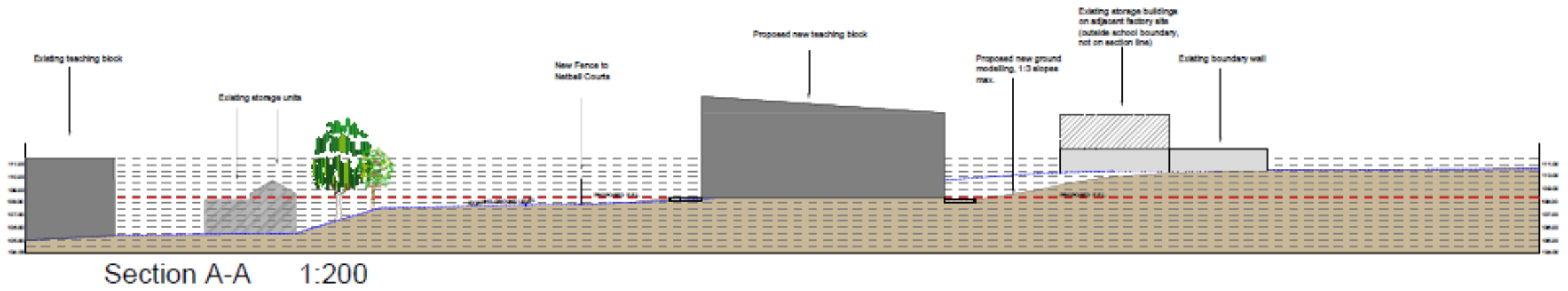
New Build - Proposed Ground Floor Plan

1 : 100



Planning application LCC/2023/0023: cross section

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Planning application LCC/2023/0023: view of site looking towards northern boundary (Singletons Dairy)



Planning application LCC/2023/0023: view to east (towards houses on Little Lane)



Planning application LCC/2023/0023:

School entrance off Preston Road



View of Site from Preston Road



(from Google Street View)

Development Control Committee
Meeting to be held on 6 December 2023

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

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 18 October 2023, 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. 01/86/0800NM1
Salt Ayre Closed Landfill Site, Ovangle Road, Lancaster
Non material amendment to planning permission 1/86/800 to agree the tree planting layout and planting details for the restoration of Salt Ayre closed landfill site.

Ribble Valley

Application: No. LCC/2023/0021
Ribblesdale Cement Works, West Bradford Road, Clitheroe
Installation of a solid recovered fuel facility including two trailer docking stations, two buildings, bag filter structure, dosing unit building, conveyors and pipeline linking the dosing unit to the main burner.

Preston

Application: No. LCC/2023/0028

Lea Community Primary School, Greavestown Lane, Preston

Creation of new 325 sq m tarmac playground and new tarmac car park to the north of the school utilising the existing school entrance to provide an additional 11 car parking spaces.

Application: No. SCR/2023/0011

Hoyles Lane, Cottam, Preston to Lea Gate Pumping Station, North of Blackpool Road, Lea, Preston

Environmental Impact Assessment (EIA) Screening opinion for proposed sewer upgrades from Hoyles Lane, Cottam, Preston to Lea Gate Pumping Station, North of Blackpool Road, Lea, Preston.

South Ribble

Application: No. LCC/2023/0027

Land at Woodcock Estate, Stanifield Lane, Farington

Amendment of conditions 3, 4, 10, 16, 28 and 29 of planning permission ref LCC/2022/0048 to permit reconfiguration of spectator mounding to permit retention of trees, relocation of external bin store, amendment to design of practice nets facility and incorporation of irrigation tank, pump house and substation and deletion of conditions 22 and 23 in relation to the hours of use and design of the bin store.

Burnley

Application: No. LCC/2023/0032

Brunshaw School, Morse Street, Burnley

Retention of existing two number single storey modular buildings consisting of two classrooms per unit with a connecting level landing between the buildings for a further five years.

Recommendation

That the report be noted.

List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate

N/A

