

**Lancashire County Council**

**Development Control Committee**

**Wednesday, 19 October, 2022 at 10.30am in Committee Room 'A' - The Tudor Room, County Hall, Preston**

**Agenda**

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

**No. Item**

- 1. Apologies for absence**
- 2. Disclosure of Pecuniary and Non-Pecuniary Interests**  
Members are asked to consider any Pecuniary and Non-Pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.
- 3. Minutes of the last meeting held on 7 September 2022** (Pages 1 - 12)  
The committee are asked to agree that the Minutes of the last meeting held on 7 September 2022 be confirmed and signed by the Chair.
- 4. Update Sheet**  
The Update Sheet will be considered as part of each related agenda report.
- 5. Lancaster City: application number LCC/2021/0006** (Pages 13 - 46)  
**Extension of existing leisure fishery, including change of use of existing agricultural land; excavation/formation of two new lakes; formation of a new bund/embankment to the west boundary adjacent to the M6, associated formation of site access roads/paths and landscaping; improvements to existing site access point at north-east corner of the site; installation/extension of otter exclusion fence to enclose new site. Land to the north of Clear Water Fisheries, Kellet Lane, Over Kellet, Carnforth**



6. **Lancaster City: application number LCC/2022/0036** (Pages 47 - 64)  
**Proposed multi use games area located on secondary field. Morecambe Road School, Morecambe Road, Morecambe**
7. **South Ribble Borough: application number LCC/2022/0039** (Pages 65 - 90)  
**Erection of temporary inert waste processing and washing plant with a concrete base and export of recycled materials off-site at Lydiate Quarry, Lydiate Lane, Farington, Lancashire**
8. **South Ribble Borough: application number LCC/2022/0044** (Pages 91 - 100)  
**Application for outline planning permission (with all matters reserved save for access from the public highway 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 (Use 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**
9. **South Ribble Borough: application number LCC/2022/0048** (Pages 101 - 108)  
**Proposed cricket facility comprising 2 no. cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works (including temporary event overlay facilities on ticketed match days), and realignment of public rights of way. Land at Woodcock Estate, Stanifield Lane, Farington, Leyland**
10. **Planning decisions taken by the Head of Planning and Environment in accordance with the County Council's Scheme of Delegation** (Pages 109 - 110)



**11. 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.

**12. Date of Next Meeting**

The next meeting of the Development Control Committee will be held on Wednesday, 7 December 2022 at 10.30 a.m. in Committee Room A - the Tudor Room, County Hall, Preston.

L Sales  
Director of Corporate Services

County Hall  
Preston





**Lancashire County Council**

**Development Control Committee**

**Minutes of the Meeting held on Wednesday, 7th September, 2022 at 10.30 am  
in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

**Present:**

County Councillor Matthew Maxwell-Scott (Chair)

**County Councillors**

P Rigby	A Kay
S Clarke	M Pattison
M Dad BEM JP	E Pope
A Hindle	S Rigby
S Holgate	B Yates

**1. Apologies for absence**

No apologies for absence were received.

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

No pecuniary or non-pecuniary interests were disclosed.

**3. Minutes of the last meeting held on 20 July 2022**

**Resolved:** That the minutes of the last meeting held on Wednesday 20<sup>th</sup> July 2022 be confirmed and signed by the Chair, subject to the addition of 'S' Rigby.

**4. Update Sheet**

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

**5. West Lancashire Borough: application number LCC/2022/0003  
Demolition of existing building followed by erection of building and  
ancillary structures to house high temperature treatment facility for the  
management of medical waste. Land at Tower House, Simonswood  
Industrial Park, Stopgate Lane, Simonswood**

A report was presented on an application for the demolition of the existing building, followed by erection of building and ancillary structures to house a high temperature treatment facility for the management of medical waste at land at Tower House,



Simonswood Industrial Park, Stopgate Lane, Simonswood. The application was accompanied by an Environmental Statement.

It was noted that there was an error in the report: CPRE stood for Campaign to Protect Rural England and not Certified Professional for Requirements Engineering.

The report included the views of West Lancashire Borough Council and Environmental Health, Knowsley Metropolitan Borough Council and Environmental Health, St Helens Borough Council, Melling Parish Council, Simonswood Parish Council, Bickerstaff Parish Council, Rainford Parish Council, the Environment Agency, Natural England, the Health and Safety Executive, LCC Highways Development Control, the Ecology Service, United Utilities, the Lead Local Flood Authority and the Campaign to Protect Rural England.

1384 representations objecting to the proposal had been received, the details of which were provided in the report. It was reported that a petition had been received signed by 1770 residents who objected to the application, due to early morning and late-night noise, traffic issues and environmental impact on local residents. In addition, a second petition organised by Knowsley Labour Party had also been received containing 4909 signatures objecting to the application. Two representations supporting the proposal had been received.

Committee's attention was drawn to the Update Sheet which included details of further consultation responses and a further 48 representations which had been received since the report had been published. In addition, amendments to Conditions 3, 6 and 7 had been proposed together with an additional Condition; details of these were contained within the Update Sheet.

Although the proposal was relatively small scale on an existing industrial estate, it was noted that it would have the potential to generate several environmental impacts including highways/traffic, visual/landscape, air quality/health concerns, noise and ecology. The local environmental impacts of the proposal were discussed in detail in the report.

The Development Management Officer presented a Powerpoint presentation showing a site location plan, aerial view and diagram of the application site including the nearest residential properties, site access, location of aggregate processing/washing plant, waste transfer/processing uses, proposed building, water tanks, exhaust stack and combustion plant. Also presented were elevations diagrams and photographs of the view of the site from the internal access road, view of the industrial estate access/Stopgate Lane, view of the application site from Stopgate Lane and the view from the nearest properties on Sidings Lane.

Paula Carlyle, a local resident, addressed the Committee and made the following points:

The application does not comply with the West Lancashire local policy EN2 'preserving West Lancashire's natural environment'. Residents were told by the applicant at the consultation meeting that any particulates emitted from the chimney stack would be minimal with little impact on planetary and human health. The Atkins



report recommended that the stack double in size, giving a lack of confidence in the applicant's desire to keep people and the land safe from harm. The water courses were heavily polluted in parts of Simonswood Brook and the River Alt. The extra HGV movements will generate a significant amount of additional pollutants from tyre rubber and engine combustion which will end up in local drainage and waterways with the potential to pollute Grade 1 agricultural land. There are many farms in the local area serving the North West and beyond, a fresh food facility within 100m of the site and a broccoli field directly opposite the site – no assurances had been given that food chains would not be contaminated. The Environment Bill imposed a duty to bring down damaging particulates, new targets would be announced in October and there was uncertainty whether this application would comply with these. Lancashire County Council had signed a pledge to tackle the climate crisis and had passed a motion to declare a climate emergency. On this basis, Committee were urged to refuse the application.

Mr Stephen Jones, a local resident, addressed the Committee and made the following points:

The Health Risk Assessment had used data from 104 USA based incinerators and had excluded data in relation to dioxin and flouron emissions. The data in the report was an attempt to fabricate evidence, and no evidence existed for the safe burning of medical hazardous waste. The assessment also relied on a Public Health England study that excluded hazardous medical waste incinerators. Vegetables were grown in the next field to the application site and distributed widely. The health assessment stated that inhalation and ingesting toxins from products grown nearby was highly unlikely. This misrepresented the inherent dangers associated with incinerators as per the World Health Organisation recommendation that incinerators should not be built within close proximity of food and water supplies due to dioxin absorption. The application should be denied due to this misleading information.

Ms Amy Seddon, a journalist and local resident, addressed the Committee and made the following points:

There were already problems with HGVs in the area, the site had little or no enforcement and was not fit for purpose. The photographs on the presentation were not a true reflection of how the site looked. The air quality readings were taken from meters located too far away from the site, old studies had been used and medical professionals had not been brought in to deal with the health issues raised by local residents. There were 4 schools in the local area and not 2 as stated in the report. The highest concentration of particulate matter would fall out in the middle of a housing estate in Kirby, where 1000's of people lived and where 3 of the schools were based. Particulate matter causes cancers, respiratory illnesses, hormone irregularity, pregnancy issues, birth defects and dementia and the World Health Organisation advises against the use of medical incinerators. Residents had been told they were unlikely to experience health issues emanating from the site, and that the medical waste facility would help the NHS and save them money. £250k was the cost of 22 rounds of chemotherapy and a 10-hour operation, and these costs must be taken into account when considering the application, and whether profit for the few or a healthy life for the majority was more important.



Dr Kerry Dwan, Senior Research Fellow in Evidence Synthesis & HTA at York University and employee of the London School of Hygiene and Tropical Medicine, addressed the Committee. Dr Dwan's area of expertise was in statistics and evidence synthesis and, predominantly, work on the independent critique of pharmaceutical company reports for drug approval in the NHS. Dr Dwan made the following points:

No systemic review, which was considered the gold standard of evidence, had been undertaken to consider the adverse effects of incinerators. The information provided is based on modelling approaches, which are often incorrect as they are based on untested assumptions. Inconsistent, inappropriate and out of date data has been provided. The Public Health England statement referred to stated there was a small increased risk of congenital abnormalities in babies born to women who live near an incinerator. This statement was based on 1 study in which 30% of data was missing, cancers/respiratory illnesses were not considered, and minor abnormalities were not included, amongst other issues. The resultant risk could therefore be much higher. The study also excluded medical waste incinerators and, together with the Public Health England statement, was not relevant to this application. A systematic review, published in 2019, showed an increase in cancers, infant deaths, miscarriages and congenital abnormalities indicating significant risk and quoted ...'insufficient evidence to conclude that any incinerator is safe'. There was some suggestion that through newer technologies, these incinerators could be less harmful but disease from exposure could take years to manifest. Based on these uncertainties, the lives of children and the public could not be put at risk for the creation of 12 jobs.

Ms Karen Martindale, Chair of Campaign to Protect Rural England West Lancashire Group, addressed the Committee and made the following points:

Conversations with officers had alleviated many concerns and the amendment of Condition 3 was appreciated. The application sought to protect the amenity of local residents in relation to the condition of the roads, although Conditions 7 and 8 should be amended to show an 8.00am start time. The incineration process produces ash/char, the treatment of which is covered by Condition 5. As public and environmental safety needed to be taken into account, it was requested that Condition 5 go out to public consultation and the results be referred back to Committee. It is requested that the application be refused but, should the application be approved, Committee is urged to make the changes requested and to seek public consultation on Condition 5.

Mr Dale Milburn, Executive Director for Regeneration & Economic Development at Knowsley Metropolitan Borough Council, addressed the Committee and made the following points:

Knowsley Council has significant concerns about the proposal and there are four reasons why the application should be refused for being contrary to planning policy:

The report acknowledges the policies relevant to the application are out of date so regard must be taken of National Planning Policy, which states that when determining waste applications, planning authorities should consider whether existing facilities could satisfy any identified need for waste processing. The





applicant has not provided any evidence of need for this facility, and it is mentioned that the site may take waste from Aintree hospital which is already treated elsewhere. The application fails to meet the test of National Planning Policy and there is no demonstrable need for an additional facility to process this waste. Policy DM4 requires a proposal to recover energy from the process and demonstrate that the scheme offers the best use of that energy. The applicant has not submitted a combined heat and feasibility study to show that this is the best use. In addition, the aggregate washing plant hours of working are less than 50% of the proposed treatment facility, and the contract duration with the aggregate company is not stated. The Environmental Impact Assessment has not been updated to reflect the scheme changes so may not be a sound basis upon which to grant planning permission. The site is in a poor condition with piles of material and dust. Officers from Knowsley Council have identified planning and Environmental Permit control breaches on site and have written to the Chief Executive of Lancashire County Council and the Environment Agency requesting action. Planning policy states that where a permit regime is in place, the planning authority should assume it will be appropriately enforced. It is believed that controls are not being enforced on site and therefore this is a relevant factor when considering the application. Members of the Committee were asked that, for the reasons outlined, refusal of this application be considered.

County Councillor Rob Bailey, local councillor representing West Lancashire East (covering the Simonswood area), Lead Member for Highways and Parish Councillor, addressed the Committee and made the following points:

The site regularly causes problems for local residents with lorries regularly flouting weight restrictions on local roads and driving HGVs through local villages. Lancashire County Council are taking action on this and are also, in addition to the Environment Agency, taking several businesses on the site to court for failure to comply with some of the site permits. There are three reasons why the application should be refused:

Technology – the technology proposed for this plant is unproven in the application. There is no land based equivalent, to determine how it will operate and how well it will comply with the various conditions on emissions. Should the facility fail, it will release toxic, polluting emissions into the local environment.

Location – in addition to houses in Simonswood itself, within a few 100 yards is the densely populated borough of Knowsley with 2 primary schools within a mile of the site. The area has had a history of industrial pollution in recent years, with the Sonae fire burning for 8 days covering areas in acid smoke.

Energy – Lancashire County Council has a policy on reusable energy, committed to reducing CO2 emissions and ensuring waste heat from incineration is used productively (DM4). An Energy Generation proposal must be a condition of operation and failure to find a customer is a reason to not allow operations; a letter of intent from the aggregate washing facility is not sufficient. All the energy will be wasted when the aggregate facility is not in operation as it cannot be stored.

For these reasons, Committee were urged to reject the application.



Councillor Susan Smith, Simonswood Parish Council, addressed the Committee and made the following points:

The emissions from incinerators can affect farm crops and livestock within the area and beyond. The area also includes farm sites with preservation orders and woodland which is a place of historical interest. HGVs are ignoring weight restriction routes and local residents are subject to threatening behaviour when they challenge this. Stopgate Lane already has too many HGVs using it, grids are blocked, debris scattered and there are large potholes making serious health and safety issues a concern. Should the application be approved, an electricity generator needs to be in place, the electric cable needs to be connected and a sub-station is required. If emissions or the drinking water are not within safe limits, the incinerator needs to be shut down immediately and faults rectified. Constant monitoring needs to be implemented. Correspondence with Lancashire County Council is ongoing in relation to getting the site to the required standard. No enforcement policies are in force on the site and hydrological impacts had been raised. There were also concerns around the types of waste accepted, the security of the site and how the waste volumes and impacts will be monitored. The hours of working needed to be changed to a start time of 8.00am Mondays to Fridays.

Councillor Tony Brennan, Portfolio Holder for Regeneration and Economic Development, Knowsley Metropolitan Borough Council, addressed the Committee and made the following points:

At a meeting last February, the applicant had been told to find an alternative location for the incinerator away from residential properties. The site proposes to process up to 10 tonnes per day of hazardous medical waste. It is not known whether the technology on site can meet UK requirements, and there is a concern that emissions will exceed the limits and affect people's health. Businesses on the site continuously flout planning and environmental rules, with little or no regulation, so there is little confidence of actions being taken should the conditions and Environmental Permit not be complied with. The estate is used as a dumping ground for pollutants and the companies on site flouting the rules is to the detriment of Kirby residents. The 26m high chimney is a constant reminder to residents of the potential impacts on their health. The HGVs transport waste to the site outside of the agreed hours, causing further environmental harm. Last year, Knowsley Council cleared 40 tonnes of soil from Pingwood Lane, and extra HGVs will add to the harm endured. Committee were urged to refuse the application due to the potential harm to the health and wellbeing of Kirby residents.

Councillor Jayne Aston, Cabinet Member for Resources, Knowsley Metropolitan Borough Council, addressed the Committee and made the following points:

Strongly objects to the proposal due to the harmful effects on Kirby residents. Committee were urged to give significant weight to the large number of objections to the application, including the Knowsley Labour Party petition signed by almost 5,000 people. Residents already suffered from problems on the site due to businesses being in violation of planning and permit conditions. The emissions and odours from processing up to 10 tonnes per day of medical waste will have a significant effect on



the health of residents, in addition to the disturbance caused by extra HGV movements. The technology proposed for the site has not been used to treat medical waste in the UK, and there is no certainty that it will meet UKs strict emissions rules. Local residents had already suffered from years of emissions from the Sonae site and Committee were asked to bear this in mind when considering the application. Weight restrictions are continually breached by HGVs accessing the site, as evidenced recently by Merseyside Police. Committee were asked to strongly consider the negative and detrimental impact the application will have on the health and wellbeing of Kirby residents, for the numerous representations to be considered, and for the application to be refused.

Councillor Aimee Wright, Knowsley Metropolitan Borough Council, addressed the Committee and made the following points:

A meeting had been held with the applicant and other ward councillors in 2021, at which the applicant was informed that the site was not suitable for a medical waste incinerator. The proposal would significantly harm the health and wellbeing of local residents who already suffer from the problems caused by businesses on the site, who are in violation of planning and permit conditions. Simonswood Industrial Estate has become a dumping ground for uses that are not welcome elsewhere. The processing of up to 10 tonnes of medical waste per day and extra HGV movements will cause emissions, odours, disturbance and harm the health of constituents living nearby, especially with the long working hours proposed. There are particular concerns for residents living on Pingwood Lane, Shevington's Lane and Headbolt Lane as they already suffer noise and harm from the HGVs travelling to and from the site. Weight restrictions are in place on Shevington's Lane and Headbolt Lane to protect the amenity of residents. Businesses on the site regularly flout these rules causing disturbance to local residents, and the proposal would add to this, even if conditions were imposed. Due to the harm that the development would have on Kirby residents, as well as fear and uncertainty around the plans, Committee were asked to refuse the application.

Councillor Jim Mercer, Chairman of Simonswood Parish Council, addressed the Committee and made the following points:

The emissions from the site were the greatest concern. There was a long established local organic farm near the site and customers have already said they would no longer purchase items from there if the application is approved, as the products will not be deemed to be organic, due to the fallout from the incinerator. Other non-organic farmers, their crops and animals could also be affected. The area was surrounded by buildings and high trees, and a wind turbine close to the site could affect wind direction. Illegal mounds were also situated on site. Emissions from the Simonswood site would be colourless so would be impossible to avoid, therefore being more damaging to the health of local residents. The Sonae site had computer modelling but this did not work. The Simonswood site has very little enforcement and with staff shortages this will not improve. Due to uncontrolled businesses on the site, the quality of life of the residents of Simonswood is greatly affected, and this will only get worse if the application is granted. Residents have also experienced verbal abuse from the businesses on the site. It is requested that the application be refused.



Mr Nick Kennedy, applicant, addressed the Committee and made the following points:

The processes for surgical operations, life saving drugs and cancer treatments all create medical waste. This must, by law (Health Technical Memorandum 07-01) be dealt with by high temperature treatment such as incineration, gasification or pyrolysis. Without a high temperature treatment facility for the safe disposal of infectious medical waste, the NHS could not operate. There were currently no facilities for this west of the M6 and north of the M62 in England and medical waste from that region is currently being transported to facilities in Leeds, Oldham and Wrexham for incineration. The Oldham facility was surrounded by approximately 1,000 homes, at least 1 college and several schools/nurseries. Some waste from Morecambe and Newcastle is being sent to the south coast for processing, where it is sterilised and sent to a municipal waste incinerator and therefore being handled twice. Long distance transportation by road not only harms the environment due to vehicle pollution, but increases the risks associated with the transportation of hazardous material. Medical waste should be treated as close as possible to where it is produced. The chosen location will be the closest medical waste treatment facility to all health care providers between the Mersey and the Ribble.

Mr David Young, agent for the applicant, addressed the Committee and made the following points:

The proposed plant will be located within an established site allocated for waste use in local planning policies, and which hosts a number of industrial processes including waste management operations. Waste will be sourced from local facilities in the North West. The proposal provides a more sustainable option for the management of the waste. The objections from Knowsley Metropolitan Borough Council are noted in relation to planning policy and air quality, although the officer's report confirms the proposals are fully compliant with local and National Planning Policy. The basis for the air quality objection from Knowsley's Environmental Health department does not accord with government permit and risk assessment guidance and should therefore not be considered when making a decision on the application. No objection on air quality grounds has been received from West Lancashire Borough Council, who will be responsible for regulating the process, and their consultation response states they offer no objections on environmental health grounds, subject to the imposition of recommended conditions relating to noise. An Environmental Permit will be required with conditions to control emissions, to comply with extensive emission limits; the permit will be regulated by West Lancashire Borough Council. The operator will be required to undertake both continuous and periodic emissions monitoring, to demonstrate compliance during the operation of the plant. Residual air emissions will be exhausted through the elevated flue which will divert and disperse the emissions. Lancashire County Council commissioned a detailed external review of assessments by professional air quality experts, who confirmed that the assessments were suitably robust. There are several benefits to the proposal; provision of a facility to deal with local medical waste which would otherwise have to be transported over longer distances; increase in sustainability of management of the local waste stream; the provision of a facility for the safe destruction of medical waste; generation of 12 full time jobs; removal of an ageing building in a state of disrepair; recovery of all



heat from the process generating electrical power for use in an adjacent aggregate washing plant. Subject to the conditions detailed in the report to accord with national and local planning policies it is requested that planning permission is granted as per the officer's recommendation in the report.

Committee were advised they needed to be satisfied that the proposal could go ahead without any unacceptable impact and were reminded that the county council were not required to duplicate controls that might be imposed through another process. It had been recognised that the air emissions would cause concern and that was the reason that Atkins Global had been commissioned to address these issues. Their response had been extensively referenced in the Committee report, and they concluded that the environmental concentrations were not significant, due to the small-scale nature of facility. Although Committee needed to be satisfied about the pollution issues, the details of the controls imposed would be dealt with through the Environmental Permit process which West Lancashire Borough Council were responsible for.

It was appreciated that there were some issues around other businesses on the site not complying with conditions on stockpile heights, hours of working and HGV routes. An enforcement notice had recently been served on one of the company's operating on the site. Lancashire County Council were looking at the enforcement of Traffic Regulation Orders in conjunction with the Police, to try to reduce the incidence of HGVs using inappropriate roads.

County Councillor Holgate expressed concerns about the capacity and capability of safe operations within the site as a whole, and that national policy had been referred to, due to the local policy being out of date although appreciated these were not planning issues. County Councillor Holgate stated that there was no evidential need for this facility as medical waste from the region was already being adequately dealt with. In addition, the proposed 6.00am start time in condition 7 for the importation of waste was not appropriate.

In relation to the county council's plan being out of date, it was confirmed that the 'test' was whether it was no longer consistent with National Planning Policy. For this application, it was considered that the county council's plan was consistent with national guidance, and that it was a valid benchmark to measure against the application. In addition, where a facility complied with an up-to-date local plan, the need for the facility did not need to be taken into account. There was a proposal in the Update Sheet to amend the hours in Condition 7 to start at 7.30am. Committee were informed that the hours in Condition 8 could also be amended to a start time of 7.30am, to align with Condition 7.

County Councillor Hindle was concerned about the ash that would be generated from the site, and that a medical waste treatment facility should not be close to houses until safe technology was in place to capture the harmful particulates. The officer confirmed that the ash would be captured and taken off site for either safe disposal or other aggregate use.

The power produced on site would be used to supply electrical power to the site and exported to the adjacent recycling facility, although it was appreciated that the



operating hours were limited so there would be an excess when that facility was closed.

County Councillor Yates Proposed that the Recommendation in the report be Approved, subject to the conditions proposed. Although County Councillor Dad appreciated that the site was in a poor condition and the lack of enforcement by other agencies needed to be resolved, he Seconded the Proposal, subject to the 7.30am start time being reflected in Condition 8.

It was clarified to Committee that the hours of working in Conditions 7 and 8 be aligned to have a start time of 7.30am, both for the importation of waste and construction activities. By using the OCR engine to recover the heat to produce electrical power and recovering some of the energy, this enabled the waste to move up the waste hierarchy, instead of it just being disposed of. The application also met with the requirements of Policy DM4 – recovering waste and using it for a beneficial purpose. Committee were informed that there were many established larger incineration sites that used similar technology for controlling pollutants. It was also confirmed that applications did not need to demonstrate a market need for a potential site.

County Councillor Pope sought clarification on WM2 and 3. County Councillor Pope stated that the county council were ignoring West Lancashire Borough Council's objections even though the application would have to go back to the Borough Council for the Environmental Permit to be approved. No photographs had been provided of the large housing development and the schools near to the site and the impact on local residents needed to be considered. Controls at the site were not being adhered to and residents had been let down by a lack of enforcement.

It was reported that West Lancashire policies were local policies looking at environmental impacts. It had been concluded that the impacts were acceptable, largely based on the Atkins report and the county council assessment. Although the application was deemed to be compliant with West Lancashire policies, the most appropriate policies for this application were the county council's Minerals and Waste Local Plans WM2 and WM3. WM2 identified a list of areas across Lancashire in which incinerators and other waste management sites should be located which included Simonswood.

County Councillor Kay stated that the current issues on the site needed resolving prior to this application being considered. There were many medical incinerators in the country which had raised a number of concerns around odour and health implications, and the outcome for local families was concerning. The chimney stack height needed to be increased to protect local residents from the emissions. In relation to concerns around the ash, it was confirmed that the relatively small amount of ash would be contained in sealed vessels and taken off site for re-use, and that the Environmental Permit would contain controls on how the dust was managed to ensure it did not cause environmental harm.

County Councillor Rigby stated that the Atkins report should have been included in the agenda papers for Committee to consider as it was crucial to the application. It was reported that officers had summarised the report extensively within the



Committee report but that there was a more updated version which had not yet been uploaded to the website.

County Councillor Clarke stated that other chimney stacks in Lancashire still emitted odours. In addition, the plant should be putting the excess electricity back to the National Grid as part of the conditions, instead of it being wasted. Committee were informed that care should be taken when comparing the chimney stack proposed in the application to those at other waste treatment plants, as they were providing different facilities. A condition could be attached to the planning permission for the roof to be fitted with solar panels and there was the potential to feed the excess power back into the National Grid through the site's mains connection.

Due to the various issues raised by Committee, County Councillor Yates withdrew his proposal for approval and Proposed that the application be Deferred to the next meeting for the following reasons:

- The updated Atkins report to be provided;
- The WM2 Policy to be provided which listed strategic sites proposed for medical waste treatment;
- Details to be provided on the monitoring regime on the site and compliance/enforcement issues.

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

It was therefore:

**Resolved:** That the application be deferred to the next meeting, with the next report providing the updated Atkins report, the WM2 policy listing the strategic sites proposed for waste treatment, and details on the monitoring regime on the site regarding compliance and enforcement.

The Chair emphasised the importance of Members attending the next meeting and for replacement Members not to be sent. In addition, the Chair reminded Members to disregard any notes passed to them from members of the public during the meeting.

## **6. Planning decisions taken by the Head of Planning and Environment in accordance with the County Council's Scheme of Delegation**

It was reported that, since the last meeting of the Development Control Committee on 8<sup>th</sup> June 2022, fourteen planning applications had been granted planning permission by the Head of Planning and Environment, in accordance with the county council's Scheme of Delegation.

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

## **7. Urgent Business**

There were no items of Urgent Business.



**8. Date of Next Meeting**

**Resolved:** That the next meeting of the Committee be held on Wednesday 19<sup>th</sup> October 2022, at 10.30am in Committee Room B – The Diamond Jubilee Room, County Hall, Preston.

L Sales  
Director of Corporate Services

County Hall  
Preston





**Development Control Committee**  
Meeting to be held on 19 October 2022

Electoral Division affected:  
Lancaster Rural North

**Lancaster City: application number LCC/2021/0006**

**Extension of existing leisure fishery, including change of use of existing agricultural land; excavation/formation of two new lakes; formation of a new bund/embankment to the west boundary adjacent to the M6, associated formation of site access roads/paths and landscaping; improvements to existing site access point at north-east corner of the site; installation/extension of otter exclusion fence to enclose new site**

**Land to the north of Clear Water Fisheries, Kellet Lane, Over Kellet, Carnforth**

Contact for further information:  
Helen Ashworth, 01772 530084  
[DevCon@lancashire.gov.uk](mailto:DevCon@lancashire.gov.uk)

#### **Brief Summary**

Application – Extension of existing leisure fishery, including: change of use of existing agricultural land; excavation/formation of two new lakes; formation of a new bund/embankment to the west boundary adjacent to the M6, associated formation of site access roads/paths and landscaping; improvements to existing site access point at north-east corner of the site; installation/extension of otter exclusion fence to enclose new site.

Land to the north of Clear Water Fisheries, Kellet Lane, Over Kellet, Carnforth.

#### **Recommendation – Summary**

That planning permission be **granted** subject to conditions controlling screening bund construction, fishing lake construction, landscaping implementation and management, highway safety, ecological mitigation measures, arboricultural matters and surface water drainage.

## **Applicant's Proposal**

The proposal seeks to extend an existing commercial angling facility into a field to the north of the existing facility and comprises a number of elements:

- Formation of two new lakes comprising: a landscaped lake to provide an extended fishing facility for anglers measuring approximately 290m by 100m, with a maximum depth of 2.5m and a new 'match lake' to provide new facilities for competition fishing which would be designed and constructed to regulation dimensions measuring 100m by 22.5m. Both lakes would have a maximum depth of 2.5m. The construction of the lakes would require the excavation of approximately 63,500m<sup>3</sup> of materials. Approximately 17,000m<sup>3</sup> of the excavated material will be utilised on site with the remaining 46,500m<sup>3</sup> being removed from the site.
- Extension of the existing bund along the western boundary of the site. This would extend the existing bund northwards by approximately 260m. The maximum width would be approximately 36m, the height of the bund would be 5m. The bund would be formed using materials excavated from the lakes.
- Extension of the existing 1.8m high otter exclusion fence to protect the perimeter of the new site.
- Construction of two temporary site access points, new site access paths and a planting and landscaping scheme.

The application is accompanied by a flood risk assessment, a preliminary ecological appraisal, a geotechnical report, a drainage strategy and an arboricultural impact assessment.

## **Description and Location of Site**

The site measures approximately 8 hectares and is located within an area of open countryside, approximately 350 metres to the south-west of Borwick, and 1.6 kilometres to the north-east of Carnforth. The western boundary of the site is formed by the M6 motorway with the existing fishery to the south with Kellet Lane to the east from where access is gained. The site measures approximately 305m by 325m (with the proposed bund extending a further 78m north on land that is outside the ownership of the applicant).

The existing fishery comprises a number of fishing lakes, set in grassland with scattered stands of trees, with a timber café and accommodation building and car park at the main site entrance off Kellet Lane. The application site presently comprises an area of agricultural grassland immediately to the north of the existing fishery.

The nearest residential properties are located to the north of the application site, on the eastern side of Kellet Lane where it forms a junction with Borwick Lane. There are 16 properties located in a small grouping at this junction (Borwick Mews). The closest property is Manor Farm which would be approximately 8m from the site boundary (separated by Kellet Lane). However the distance to the fishing lake itself would be approximately 95m.



## Background

The existing fishing lakes off Kellet Lane were formed by the extraction of sand and gravel during the 1960s. The site was subsequently abandoned and left undeveloped, allowing water bodies to form. As part of a complex of water bodies in the wider area, the site developed significant wildfowl interest and qualified as a Biological Heritage Site (a locally designated site) until 2007, when it was deemed to no longer qualify due to a reduction in ornithological interest attributed to increased disturbance from the operational fishery. The site has an extensive planning history and the following permissions have been granted for works to the fishing lake and the creation of a bund along its western boundary adjacent to the M6:

Permission 01/98/0019 - Creation of landscaped bund, minor extension and division of existing lake. Approved 2 October 2002

Permission 01/05/1144 - Creation of landscaped bund along western boundary of Borwick Lake. Approved 14 April 2006

Permission 01/07/0008 - Provision of alternative access route to facilitate construction of bund. Approved 5 March 2007

Permission 01/09/0466 - Renewal of planning permission to allow completion of landscaped bund as permitted by planning permission 01/05/144. Approved 17 July 2009

Permission 01/12/0890 - Application to allow for the completion of landscaped bund to the dimensions and contours permitted by planning permission 01/05/1144 and 01/09/0466. Approved 10 December 2012

Permission LCC/2014/0106 - Non-compliance with condition 1 of planning permission 01/12/0890 to allow an additional 18 months for the completion of the bund with a further period of 6 months for restoration. Approved 15 September 2014

Permission LCC/2017/0024 - Excavation and earthworks to reconfigure the existing lakes including removal, construction and extension of bunds including completion of the embankment adjacent to the M6 to the same dimensions as approved under planning permission 1/12/0890. The planning permission is subject to a Section 106 agreement that provides for the ecological and angling management of the site for 15 years. Approved, subject to 106 agreement, 30 October 2018

Lancaster City Council have also granted a number of permissions on this site for fishing facilities including the café building

## Planning Policy

National Planning Policy Framework (NPPF): Paragraphs 8 – 14, 84 – 85, 126 – 136, 152 – 169 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 and conserving and enhancing the natural environment.



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

Policy NPPF1 - Presumption in Favour of Sustainable Development

Policy DM1 - Management of Waste and Extraction of Minerals

Policy DM2 – Development Management

Policy M2 – Safeguarding of mineral resources

## Lancaster City Council Strategic Policies and Land Allocations Development Plan Document

Policy SP8: Protecting the natural environment

Policy EN3: The open countryside

## Lancaster City Council Development Management Development Plan Document

Policy DM22: Leisure facilities and attractions

Policy DM33: Development and flood risk

Policy DM34: Surface water run-off and sustainable drainage

Policy DM44: The protection and enhancement of biodiversity

Policy DM46: Development and landscape impact

Policy DM47: Economic development in rural areas

### **Consultations**

Lancaster City Council: Object to the proposals on the following grounds:

- Policy DM22 of the Review of the Development Management Development Plan Document (DPD) sets out that leisure facilities in rural locations may be supported where it has been demonstrated that a robust assessment has been undertaken that justifies a rural location. Policy DM47 sets out that development proposals in rural areas will be supported in principle where development is required for a new or existing outdoor sport and leisure facilities and where a rural location is needed. The Council accepts that the information provided by the applicant demonstrates that current demand cannot be met by the existing facilities and provides confidence that the expansion of the site to provide further facilities to meet this evidenced need could be justified.
- Policy DM46 states that development must be in scale and keeping with the landscape character and be appropriate to its surroundings in terms of siting, scale, massing, design, materials, external appearance and landscaping. In particular it states that consideration must be given to both the individual and cumulative impacts of a proposal. The Council considers that the presence of a significant engineered bund landform would erode the openness of the existing landscape. It is considered that the justification for this part of the development, to provide noise attenuation for the fishery, does not justify the identified landscape harm. Whilst the bund is proposed to extend from that already within the existing site (which is in itself visually harmful and out of character) and is intended to be landscaped and (in parts) feature curving undulations, the landform as a whole would be visually intrusive. Furthermore, the northern most portion (that within land outside the applicant's ownership) does not feature any form of undulation or curvature. This part of the bund extends 60 metres beyond the extent of the lake



expansion and is still within open field. The form and gradient of this section would result in a feature that is particularly alien and harmful.

- In respect of biodiversity the proposed ponds are considered to be relatively small and insufficient. No specific detail of the environmental value and future management of this biodiversity offer is provided. It should also be established that the presence of the ponds would not cause issues for the conveyance of drainage from the motorway side of the bund. The depth of the ponds should be clarified.
- In respect of the revised Arboricultural Impact Assessment further investigation should be carried out, in particular in respect of tree T14. This tree is a significant landscape feature, and it is only suggested that it is suffering from ash dieback. All tree losses should be justified and appropriately mitigated as part of the development. A fully detailed environmental management plan including new tree planting should be provided.

Borwick Parish Council: Confirm that they support the application.

Warton Parish Council: No comments received.

County Landscape Service: No comments received.

Jacobs UK Ltd (Ecology consultation): Confirm that they have no objections to the proposals. They recommend that a number of conditions are imposed to deal with the following matters:

- Hedgerows around the boundaries of the scheme should be retained and protected during construction. Trees should also be protected.
- Biodiversity net gain should be achieved as part of the application. In particular a detailed plan of the proposed wildlife ponds and management plan of the ponds should be provided.
- The best practice mitigation measures to protect notable/protected species are set out in the Preliminary Ecological Assessment should be implemented as part of the proposals.
- An invasive species management plan should be devised to ensure no further spread of Himalayan Balsam.

Environment Agency: Confirm that they have no objection to the proposals. They have reviewed the Flood Risk Assessment and are satisfied that the development would be safe without exacerbating flood risk elsewhere if the proposed mitigation measures are implemented.

National Highways: Confirm that they do not object to the proposals and recommend that conditions be attached to the grant of any consent. They advise that if designed or formed incorrectly the bund may present a danger to the motorway in terms of potential for slope instability and/or downward pressure on the ground creating uplift of the motorway land. A number of conditions are recommended that seek additional details of the bund construction, drainage and future management so the development is not detrimental to the function of the motorway.



LCC Highways Development Control: No objection to the proposals, but make the following comments:

- A number of improvements to the proposed points of access from Kellet Lane are required (unless a one-way system is used).
- The proposed otter fence should be placed on the inside edge of an established boundary hedge line along Kellet Lane.
- They accept the applicant's premise that to restrict the number of vehicle movements during the extraction phase would unduly prolong this phase of the scheme to the detriment of neighbouring occupants.
- Consideration should be given to the route of the advisory national cycle network which uses Borwick Lane and Kellet Lane and the use of temporary signage.
- It is recommended that a condition be imposed that a series of joint surveys be carried out between the developer and planning authority (in conjunction with the highway authority) during the course of the development to determine the condition of the nearby roads and agree a routine maintenance regime.

Natural England: No comments received.

SUDS (Lead Local Flood Authority): Confirm that they do not object to the proposals, subject to the imposition of a condition requiring the development to be carried out in accordance with the principles set out in the submitted flood risk assessment and surface water drainage strategy.

County Councillor Phillippa Williamson (local member) asked for clarification on a number of matters, but no further comments have been received.

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

### **Advice**

The application is for the excavation of two new fishing lakes in order to extend an existing course fishing facility.

The land to the south of the application site is a former sand and gravel working area. Mineral extraction was completed in the 1960s leaving a large lake. In 2002 the County Council granted planning permission for the subdivision of the lake into a number of smaller waterbodies so that the site could be used as a commercial course fishery. At the time of the application, the site was designated as a Biological Heritage Site for its value for birds. A management plan was agreed as part of a Section 106 agreement to control the fishing activities in order to protect the bird interest on the site. Since 2007 however the site has no longer been designated as a biological heritage site and an embankment along the western boundary of the site, parallel to the M6 has been constructed from imported inert waste. This has been completed and landscaped.

The current application proposes extending the facility into the land to the north of this existing site. The applicant wishes to expand the current business due to high



demand. The proposed fishing lakes would increase the capacity of the facility and the extension to the bund would improve the visual and acoustic amenity of the site.

## **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.

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, Lancaster City Council Local Plan Part One: Strategic Policies and Land Allocations Development Plan Document and Lancaster City Council Local Plan Part Two: Development Management Development Plan Document.

Paragraph 11 of the National Planning Policy Framework (NPPF) states that proposals that accord with an up-to-date development plan should be approved without delay. Where there are no relevant policies or where the policies which are most important for determining the application are out of date, planning permission should be granted:

- Unless the policies in the National Planning Policy Framework (NPPF) that protect areas or assets of particular importance provide a clear reason for refusal.
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the National Planning Policy Framework (NPPF) as a whole.

It is considered that the policies to which the greatest weight should be attached are those contained in the Lancaster City Local Plan. As this application also contains an element of mineral extraction, Policy DM2 of the Lancashire Minerals and Waste Local Plan (LMWWLP) is also relevant with regard to the assessment of local environmental impacts. Whilst this policy is contained in a Plan which has now time expired, it is considered to accord with the current edition of the National Planning Policy Framework (NPPF) and therefore can still be relied upon for decision making purposes.

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

## **Principle of the development**

The application site is located within the open countryside, as defined in the Lancaster City Council Strategic Policies and Land Allocations Development Plan Document. Policy DM22 (Leisure Facilities and Attractions) of the Lancaster City Council Development Management Development Plan Document sets out that leisure facilities in rural locations will be supported where it has been demonstrated that a robust assessment has been undertaken which justifies a rural location. It



goes on to state that proposals will be supported where it is for the expansion of an existing leisure facility and is in scale and character with its location and complies with other relevant policies. Policy DM47 (Economic Development in Rural Areas) sets out that development proposals in rural areas will be supported in principle where the development is required for new or existing outdoor sport and leisure facilities and where a rural location is needed, justified and is in accordance with other relevant policies.

The proposal is for the creation of a new fishing lake of significant size which by its very nature will need to be in a rural location.

In support of the application the applicant has provided details of their booking statistics over a three-year period (2018/19- 2021/22) which demonstrates that the present demand for the existing facilities is in excess of the capacity to accommodate those demands, that there are significant waiting lists for several of their facilities, and day tickets at weekends are consistently over booked. It is considered that this demonstrates that there is an evidenced need for the proposed expansion of the fishing lakes.

In addition to the local planning policies mentioned above, Paragraphs 84 and 85 of the National Planning Policy Framework (NPPF) state that rural policies and decisions should enable sustainable growth and expansion of all types of business in rural areas, including sustainable rural tourism and leisure developments which respect the character of the countryside. It is considered that the applicant has adequately demonstrated the need and justification for an expansion of the fishing lake facility. The formation of fishing lakes is considered to be an appropriate, rural development, in accordance with national and local planning policy.

The applicant has stated that the extension of the proposed bund is required in order to improve the acoustic and visual amenity of the site by reducing the impacts of noise from the adjacent M6 motorway. It would benefit both the existing fishing facility and proposed extension area. It is likely that there would also be some noise benefits for the properties located close to the junction of Borwick Lane and Kellet Lane. The applicant also states that the subsequent landscaping and planting of the bund would increase biodiversity of the site. The proposed bund would be constructed from materials excavated during the formation of the two proposed fishing lakes and would therefore assist in reducing the traffic impacts of the development. The landscape implications of the bund are discussed further below.

The creation of the main lake would require the excavation of a considerable volume of material. The applicant has undertaken a geotechnical survey of the site which confirms the presence of sand and gravel material. No information has been presented on the quality of this material, but it is likely that it could be used for a number of construction purposes. The excavation of this material would therefore make a small, however, significant contribution towards the supply of sand and gravel materials which should carry some weight in the determination process. The proposed lake excavation is relatively shallow and would not remove all of the sand and gravel resource which appears to extend to at least 5 metres below ground level. However, the unworked resource would remain in the ground and would not be sterilised by any built development and therefore would not conflict with Policy M2 of the Lancashire Minerals and Waste Local Plan.





## Landscape impacts

Lancaster City Council have objected to the proposals on the basis that the proposed bund would erode the openness of the existing landscape, forming a visually harmful and alien feature within the existing landscape. They state that the justification for this part of the development, to provide noise attenuation for the fishery, does not justify the identified landscape harm. They therefore consider that the proposal is contrary to policy DM46 (Development and landscape impact) of the Lancaster City Council Development Management Development Plan Document.

Policy DM46 requires that development must be in scale and keeping with the landscape character and be appropriate to its surroundings in terms of siting, scale, massing, design, materials, external appearance and landscaping. In particular it states that consideration must be given to both the individual and cumulative impacts of a proposal.

The proposed bund would be an extension of the existing bund forming the western boundary of the fishery to the south and against the backdrop of the motorway to the west. The motorway lies in a slightly elevated position to the application site and is screened by several groups of mature poplar and alder trees, approximately 20m in height. None of these trees are proposed for removal.

The applicant has put forward the following in support of the bund proposals:

- No trees are required to be removed to facilitate the bund.
- The successful landscaping of the existing bund should be taken into consideration. The existing bund is not jarring or discordant.
- The bund will be constructed with undulations and variations in height and width to produce a more natural formation.
- The bund will blend into the landscape as the existing bund has done.
- The bund is required to mitigate against noise pollution produced by the motorway and visual intrusion of passing traffic and will offer a physical barrier against salt spray in winter which has the potential to pollute the existing fishing lake waters.
- The existing trees along the boundary are not in leaf in the winter and do not provide an adequate visual or acoustic barrier.

Views of the bund from outside of the application site will be relatively limited, due to the distance of the bund from the site boundaries to the east in particular and the existing and proposed boundary planting. The principle of the construction of a bund on the existing fishery site was established a number of years ago. It is not considered that the existing bund is so prominent or intrusive within the landscape as to cause undue harm, particularly when viewed in the context of the motorway and commercial fishery within which it is set. It is acknowledged that to increase the length of the bund would increase its prominence, however, on balance it is not considered that this is sufficient to warrant refusal of the proposals. The site is not set within any specially designated landscape and there are trees, planting and other artificial landscaping features commonly within the local area (in particular at the numerous caravan parks nearby). Furthermore, the bund will be constructed from



materials excavated onsite, during construction of the proposed fishing lakes and therefore the time period to construct the bund will be reduced compared to the construction of the existing bund, which was constructed from imported materials. The applicant has estimated that the construction period would be 6-8 months. The landscape impacts of the proposed bund are not therefore considered to be so harmful as to warrant refusal of the proposals.

In respect of the proposed fishing lakes the wider area is characterised by a number of lakes, many formed from historic quarry workings, most of which are now used for various leisure and tourism purposes. It is considered that the creation of two additional lakes would not be unduly prominent or out of keeping with the general character of the area.

### **Highway Safety**

It is proposed that there would be two points of access to enable the proposed construction works to take place:

- Works to the existing site entrance in the north-east corner of the application site.
- A temporary secondary site access re-established to the east of the site onto Kellet Lane. This point of access was used for previous construction works to construct the bund on the lakes to the south.

It is estimated that the construction of the lakes would result in approximately 63,500 cubic metres of excavated material. The bund would require approximately 17,000 cubic metres of material. This would result in approximately 46,500 cubic metres of excess materials that would need to be transported off site. This would equate to approximately 70,000 tonnes of material. Based on transport by a 20-tonne tipper lorry, the applicant estimates that there would be an average of around 40 heavy goods vehicle (HGV) movements per day, over an estimated construction period of 6-8 months. No on-site processing is proposed. This material is anticipated to largely comprise sand and gravel.

Access to the site is from the A6 via Borwick Lane, a distance of around 700 metres from the A6 roundabout. Part of Borwick Lane was improved approximately 15 years ago as part of a tourism development on land to the west of the M6 road which resulted in a much-improved junction with the A6. There are no residential properties which immediately adjoin Borwick Lane between the site and the A6.

Lancashire County Council Highways have confirmed that they do not object to the proposals. The National Planning Policy Framework (NPPF) 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. A number of planning conditions are recommended in order to further mitigate highway impacts, such as wheel cleaning, numbers of heavy goods vehicle (HGV) movements and sheeting of loads. A condition should also be imposed requiring a plan to be submitted showing the depths of excavation in order to control the extent of the excavation works. As Kellet



Lane is also part of the Lancashire Cycle Way it is considered that the exportation of materials should be limited to Mondays to Fridays.

### **Impact on the motorway**

The proposed bund would be located approximately 20m from the motorway allowing the existing trees to be retained. It would extend the existing bund northwards by approximately 260m. The bund would have a maximum height of 5m and a width of approximately 36m. It is proposed that the bund would be planted with grass seed, wildflower mix and tree and shrub planting.

Initially, National Highways raised concerns with regard to the potential for the bund to harm the integrity of the motorway in terms of the potential for slope instability and downward pressure on the ground creating uplift of motorway land and lack of clarity on the proposed drainage system. Following the submission of a revised Geotechnical Investigation and Drainage Strategy, National Highways have removed their objections, subject to the imposition of conditions requiring a construction management plan and details of the temporary fencing to be submitted and approved. It is therefore considered that the proposed bund would not cause any harmful impacts on the motorway.

### **Ecology**

A preliminary ecological appraisal has been submitted in support of the planning application. The existing site is comprised of an agricultural grazing field. The appraisal finds that the plant assemblages at the site are all common to the area and considered to be of low ecological value. None of the hedgerows around the site perimeter were considered important under the Hedgerow Regulations 1997. It recommends that areas of woodland should be retained and protected during the works. Birds are likely to utilise the woodland and hedgerow on the site perimeter for nesting between March and September. Any vegetation clearance should be undertaken outside of this period. Further advice should be sought to ensure that any Himalayan Balsam (an invasive species) remnants remaining on the site do not spread. No other notable or protected species were recorded to the site.

Lancaster City Council have expressed concerns that insufficient detail on proposed biodiversity enhancements has been proved. However, Jacobs UK Ltd, advising the county council on ecology matters have advised that these matters can be adequately dealt with via the imposition of conditions. The proposals include considerable areas of tree and shrub planting on the new mound, new non-fishing water bodies along the toe of the new mound and there would also be landscaping in the new fishing lake itself. At present, the requirement within the National Planning Policy Framework (NPPF) is that planning decisions should contribute to and enhance the local environment by minimising impacts on biodiversity and providing for a net gain; there is no statutory level of gain that has to be provided. Given the current condition of the site and the new habitats that would be provided, it is considered that the scheme would represent an uplift in ecological value compared to the existing situation. The details of landscaping should be the subject of a planning condition.



The most recent permission relating to works on the fishing lakes to the south is accompanied by a Section 106 agreement providing for the ecological and angling management of the site for 15 years. It included a number of no-fishing areas to provide an undisturbed area for over wintering birds. As the current proposal is for a new development, within an area that has never been subject to any environmental designation it is not considered necessary for a legal agreement to be used to secure the various landscape and ecological improvements and long-term management proposals proposed.

Given the consultee comments, it is considered that subject to the imposition of suitable conditions, the proposals would contribute to and enhance the ecological value of the site in accordance with national and local planning policies.

### **Drainage and flood risk**

Paragraph 169 of the Framework requires major development to incorporate sustainable drainage systems that:

- 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.

Policies DM33 and DM34 of the Lancaster City Council Development Management Development Plan Document also seek to ensure that surface water drainage is managed sustainably within new development and that risks of flooding are minimised.

The application site is located within flood zones one and three and the application is accompanied by a flood risk assessment and a drainage strategy. Initially the Lead Local Flood Authority objected to their proposals, raising concerns regarding the management of off-site flood risk arising from the development and subsequently how surface water would be managed on site. However, following additional information, including causeway flow calculations and detailed swale design drawings the objections were withdrawn.

The supporting information sets out that the proposed lakes are to be drained as per the existing lakes with inlets feeding to the existing site and subsequently balancing with the adjacent River Keer. The site will be graded to the centre where the main fishing lake is proposed to remove any off-site flood risk. In respect of the proposed bund, a number of french drains, filter drains, and swales are proposed in order to collect surface water routed under the bund from the western side. National Highways have confirmed that they are happy with these proposals in principle, but in order to ensure that the drainage pipes are of sufficient strength to cater for the bund loadings and that sufficient fall of the pipes is proposed they have requested the imposition of a condition requiring the specification of the pipes to be confirmed prior to the commencement of construction.

It is considered that, subject to the imposition of the recommended conditions, the applicant has adequately demonstrated that there will be no unacceptable increase



in flood risk as a result of the proposal and that surface water drainage will be adequately controlled. The proposal is therefore in accordance with the Framework and local plan policies in this regard.

### **Other impacts**

The nearest residential property to the proposed development is Manor Farm, which is located on the eastern side of Kellet Lane, opposite the proposed northern temporary access point. There are also a number of properties on Borwick Mews immediately adjacent to Manor Farm close to the development. These properties were notified individually by letter and no comments from neighbouring residents have been received.

Some noise and disturbance would arise during the construction phase of the proposed development, principally arising from the excavation operations and vehicle movements to and from the site to remove the excess excavated materials. It is estimated that this would average approximately 20 vehicles per day for a construction period of 6-8 months. It is recommended that conditions are attached to control site operational procedures in order to minimise the impacts on neighbouring residents. This should include controls on hours of working, noise, dust, a prohibition on any mineral processing and conditions to control the depths and extent of excavation so that the duration of operations is strictly controlled.

The proposed otter fencing (1.8m in height) would be positioned on the inside of the existing hedgerow fronting onto Kellet Lane, with a proposed native planting buffer between the hedge and the fencing. It is considered that the proposed fencing would not form an unduly obtrusive or prominent feature when viewed from neighbouring properties or from Borwick Lane. The proposed development would result in the commercial activities of the fishing lake being brought considerably close to the existing residential properties than at present. However, given the nature and character of the use, and the lack of objections, it is not considered that this warrants refusal of the proposals.

The application proposes the removal of a small number of trees within four groups across the site. All of the trees to be removed are considered to be of low quality. Additional tree planting along the embankment and eastern site boundary are proposed. It is considered that the quality of the trees to be removed, together with the mitigative planting proposed mean that the proposals would not give rise to unacceptable arboricultural impacts.

### **Conclusion**

In conclusion this application would require the excavation of a relatively small amount of sand and gravel materials from the site. The extension of the proposed fishing lakes is considered to be acceptable in accordance with policies for rural development and the formation of the proposed bund would not be unduly harmful to the character and appearance of the landscape, particularly when viewed in the context of the existing site and motorway. Subject to conditions, the impacts on local amenity are considered acceptable. The proposals are accordingly recommended for approval.



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

## Recommendation

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

### Time Limits

1. The development shall commence not later than 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 received by the County Planning Authority on 5 February 2021 as amended by the letters from Leeming Associates dated 13 July 2021, 18 January 2022 and 14 June 2022.

- b) Submitted Plans and documents:

Drawing No. 3086-PL-100 Existing location plan

Drawing No. 3086-PL-101 Existing site plan

Drawing No. 3086-PL-102 Existing Northern Site Entrance Plan

Drawing No. 3086-PL-202 Proposed North Site Entrance

Drawing No. 3086-PL-203 Proposed Otter fence

Drawing No. 3086-PL-204 Proposed Embankment and Lake Sections

Drawing No. 19A118/002 Topographical Survey of Land at: Clearwater Fisheries Kellet Lane

Drawing ref. TC-L9690-20-SK01 Rev A Drainage Proposal

Drawing ref. TC-L9690-21-SK02 Drainage Section

Drawing ref. TC-L9690-22-100 A Swale Design

Drawing No. 3086-PL-200 Rev C Proposed Site Plan 1:1250

Drawing No. 3086-PL-201 Rev C Proposed Site Plan 1:500

- 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 of the Lancashire Minerals and Waste Local Plan and policies DM33, DM34, DM44 and DM46 of the Lancaster City Council Development Management DPD.*



3. Notification in writing shall be provided to the County Planning Authority of the commencement of excavation works within 7 days of such commencement.

*Reason: In order to ensure the proper restoration of the site in the interests of visual amenity and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

4. The excavation works hereby permitted shall be completed within one year of the date of commencement notified to the County Planning Authority under the provisions of condition 3 above.

*Reason: In order to ensure the proper restoration of the site in the interests of visual amenity and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

5. No excavation works shall commence until a plan has been submitted to and approved in writing by the County Planning Authority showing the base contours of the proposed fishing lakes.

No excavation shall take place beyond the extent of excavation shown on the approved drawing.

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

6. No processing (crushing, screening or washing) of excavated materials shall take place on the site.

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

7. No soil materials or sand and gravel shall be removed from the site until the bund has been constructed to the dimensions shown on drawing 3086-PL-201 Rev C.

*Reason: To ensure that the bund is completed prior to any other operations taking place on the site in the interests of visual and amenity and local amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

8. During excavation works, measures shall be taken at all times to minimise the generation of dust. Such measures shall include the watering of all haul roads used by HGVs transporting materials from the site.

*Reason: in the interests of the amenities of local residents and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*



9. No development shall commence until a scheme of measures to protect motorway infrastructure has been submitted to the County Planning Authority for approval in writing. The scheme shall contain the following information:
- a) Details for the installation of fencing or other forms of delineation to mark out the western edge of the proposed bund. The details shall ensure that a buffer of sufficient width is retained between the M6 motorway and the bund to protect existing vegetation alongside the motorway and any existing motorway infrastructure.
  - b) A construction, earthworks method statement and environmental management plan.
  - c) Details of the drainage measures to be installed to ensure the continuation of existing drainage patterns and to ensure that there is no risk of flooding to the M6 Motorway.

The fencing or other approved form of delineation and drainage measures shall be installed in accordance with the approved details prior to any bund creation commencing and the bund construction works shall be undertaken in accordance with the details approved under part b) above.

*Reason: For the purpose of ensuring that the M6 motorway continues to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road and the integrity of the motorway asset, in the interests of highway safety and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

### **Hours of Working**

10. No excavation or bund creation works shall take place outside the hours of:
- 07:30 to 18:00 hours, Mondays to Fridays (except Public Holidays)  
08:00 to 13:00 hours on Saturdays

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

Notwithstanding the above hours, the export of excavated materials from the site shall only take place between the hours of 08.00 - 17.30 Mondays to Fridays excluding public holidays.

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

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





## Safeguarding of Watercourses and Drainage

11. The development shall be carried out in accordance with the principles set out within the site-specific flood risk assessment dated 5 November 2020, (Flood Risk Consultancy Limited, 20081-01) and surface water sustainable drainage strategy dated 25 April 2022 (Swale Design, Thomas Consulting, TC/L9690/22/100 Rev A).

The surface water management measures including drainage and swale system shall be constructed with one month of the completion of the bund.

*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.*

## Highway Matters

12. Prior to the commencement of the development a survey of highway surface conditions on Kellet and Borwick Lanes between the site access and junction with the A6 and A6070 shall be submitted for the approval in writing of the County Planning Authority. The survey shall identify on a plan supported by photographic information any highway defects along these highways.

Within three months of cessation of excavation activities a further survey of the above highways shall be undertaken outlining the condition of the road and including details of and remediation or repair works necessary to address any damage due to development traffic. The survey shall be submitted to the County Planning Authority for approval in writing. The remediation works contained in the approved scheme shall be undertaken within six months of cessation of the date of approval of the scheme.

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

13. All heavy goods vehicles (HGVs) associated with the export of excavated materials shall turn left out of the site access.

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

14. No development shall commence until details of the following matters have been submitted to and approved in writing by the County Planning Authority.
  - a) Identification of the access and egress points into the site including any improvement works required including provision of hard surfacing.
  - b) Location, design and specification of wheel-cleaning facilities to be located at the egress point identified in a) above.



- c) details for the removal of the wheel cleaning facilities, hard surfacing and reduction on the access points to an agricultural scale including details for the replacement of any hedgerow

Heavy goods vehicles (HGVs) exporting materials from the site shall only leave via the egress point identified in a) above.

The wheel cleaning facilities shall be installed, maintained in working order and be used by all heavy goods vehicles (HGVs) leaving the site throughout the development to ensure that no debris from the site is deposited by vehicle wheels upon the public highway.

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

- 15. Before either of the proposed points of access are used for vehicular purposes, that part of the points of access extending from the highway boundary for a minimum distance of 15m into the site shall be appropriately paved in tarmacadam, concrete, block paving, or other approved

The length of road between the wheel cleaning facilities approved under condition 14 and the junction with the public highway shall be hard surfaced and such hard surfacing be retained for duration of the excavation and construction works.

Within three months of the completion of excavation and construction works the northern site access shall be restored in accordance with the details shown on plan ref. 3086-PL-202. All temporary site access roads shall be restored and the eastern site access at its junction with Kellet Lane reinstated to its pre-development dimensions.

*Reason: To prevent loose surface material from being carried onto the public highway thus causing a potential source of danger to other road users. In the interests of highway safety and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

- 16. All vehicles transporting excavated materials of a size less than 100mm in any dimension from the site shall be securely sheeted.

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

## Landscaping

- 17. All hedges and trees forming part of the site boundaries or to be retained within the site as detailed in the Arboricultural Impact Assessment ref. AIA.13420.01 dated 14 January 2022 shall be protected from any damage



and maintained throughout the development and aftercare period as set out in the Arboricultural Impact Assessment.

*Reason: In the interests of visual and local amenity and the local environment and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan and Policy DM44 of the Lancaster City Council Development Management Plan Document.*

18. No development shall take place until a scheme and programme for the landscaping of the site has been submitted to and approved in writing by the County Planning Authority. The proposed scheme shall include the following information:
- a) The landscaping of the bund including seeding specification, tree and shrub planting including sizes, species and types of trees, spacings, planting methods and protection measures.
  - b) Hedge planting along the northern boundary to screen the proposed otter fencing including the location of the hedgerow, sizes, species and types of hedgerow plants, spacings, planting methods and protection measures.
  - c) Details for the landscaping of the fishing lake including tree and shrub planting and marginal and reed bed planting.
  - d) Landscaping of swales.
  - e) Closure of the construction access points including removal of hard surfacing, wheel cleaning facilities and landscaping including hedge planting.

The approved landscaping works shall be undertaken in the first planting season following the completion of the excavation works 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 ecology and to conform with Policies DM44 and DM46 of the Lancaster City Council Development Management Development Plan Document.*

19. The development shall be carried out in accordance with the best practice mitigation measures as detailed in section 7 of the Preliminary Ecological Appraisal dated November 2020 ref. 5022.

*Reason: In the interests of ecology and to conform with Policies DM44 and DM46 of the Lancaster City Council Development Management Development Plan Document.*

20. Prior to commencement of excavation a habitat enhancement and management plan for the site shall be submitted to the County Planning Authority for approval in writing.



The management plan shall contain details of the following:

- a) Details of the depth and size of proposed ponds adjacent to the proposed bund and future management regime.
- b) Management of tree and shrub planting including replacement of failed plants, weed control and maintenance of protection measures.
- c) The management of grassland areas including grazing or cutting regimes to be followed.
- d) Management of habitat on lake edges.
- e) Details for the management of the angling activity including the location of fishing pegs, car parking facilities, areas where fishing will not be allowed and facilities for collection of litter.

Thereafter, the management of the site shall be undertaken in accordance with the approved management plan.

*Reason: To ensure the management of the angling and landscaping works on the site in the interests of ecology and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

21. No trees or hedgerows shall be removed during the bird-breeding season between 1 March and 31 July inclusive unless they have been previously checked and found clear of nesting birds in accordance with Natural England's guidance and if appropriate, an exclusion zone set up around any vegetation to be protected. No work shall be undertaken within the exclusion zone until birds and any dependant young have vacated the area.

*Reason: To protect nesting birds and to conform with Policies DM44 and DM46 of the Lancaster City Council Development Management Development Plan Document.*

22. No development shall commence until an invasive species management plan to ensure no further spread and eradication of any new areas of growth of Himalayan Balsam within the site has been submitted to and approved in writing by the County Planning Authority. The approved mitigation and processes must henceforth be implemented and monitored to ensure that Himalayan Balsam identified on site is not spread from the site.

*Reason: Causing Himalayan Balsam to grow in the wild is an offence under The Invasive Alien Species (Enforcement and Permitting) Order 2019 and in the interests of ecology and in accordance with Policies DM44 and DM46 of the Lancaster City Council Development Management Development Plan Document.*



## Notes

The developer is advised to contact Lancashire County Council Highways prior to the start of any excavation works on the site commencing regarding the installation of temporary signage on the public highway to warn other road users of turning heavy goods vehicles (HGVs).

The applicant should contact National Highways to arrange a pre-start site inspection to agree the state of National Highway's assets and alignment of the new fence as specified in the list of conditions.

It is advised that the specification of the drainage pipes to be used in connection with the drainage of the earth bund is agreed with National Highways prior to the start of works so that National Highways may be assured that they are not likely to deform under load, resulting in poor drainage performance that may have impacts for the motorway.

Otters are not to be restricted from areas of woodland which are in use as resting or sheltering places. The Preliminary Ecological Appraisal identifies woodland on site as being suitable habitat for otter holts. It is an offence under the Wildlife and Countryside Act 1981(as amended) to obstruct access to any structure or place which otter use for shelter or protection. It is therefore recommended that thorough checks are undertaken to ensure otter are not using the area prior to erection of otter exclusion fencing.

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

Paper	Date	Contact/Directorate/Ext
LCC/2021/006	Oct 2022	H Ashworth Planning and Environment (01772) 530084

Reason for Inclusion in Part II, if appropriate

N/A





# Planning Application LCC/2021/0006

Extension of existing leisure fishery including change of use of existing agricultural land; excavation/formation of two new lakes; formation of new bund/embankment to the west boundary adjacent to the M6; associated formation of site access roads/paths and landscaping; improvements to existing site access; installation/extension of otter exclusion fence to enclose new site

Land to the north of Clear Water Fisheries, Kellet Lane, Over Kellet, Carnforth

# Planning Application LCC/2021/0006



Application site

M6 Motorway

Carnforth



# Planning application LCC/2021/0006

## Aerial View

Borwick Lane

A6

M6 Motorway

The application site

The existing fishery



# Planning application LCC/2021/0006

## Site Location Plan

South Lakeland  
Leisure Village



Borwick Lane



Kellett Lane



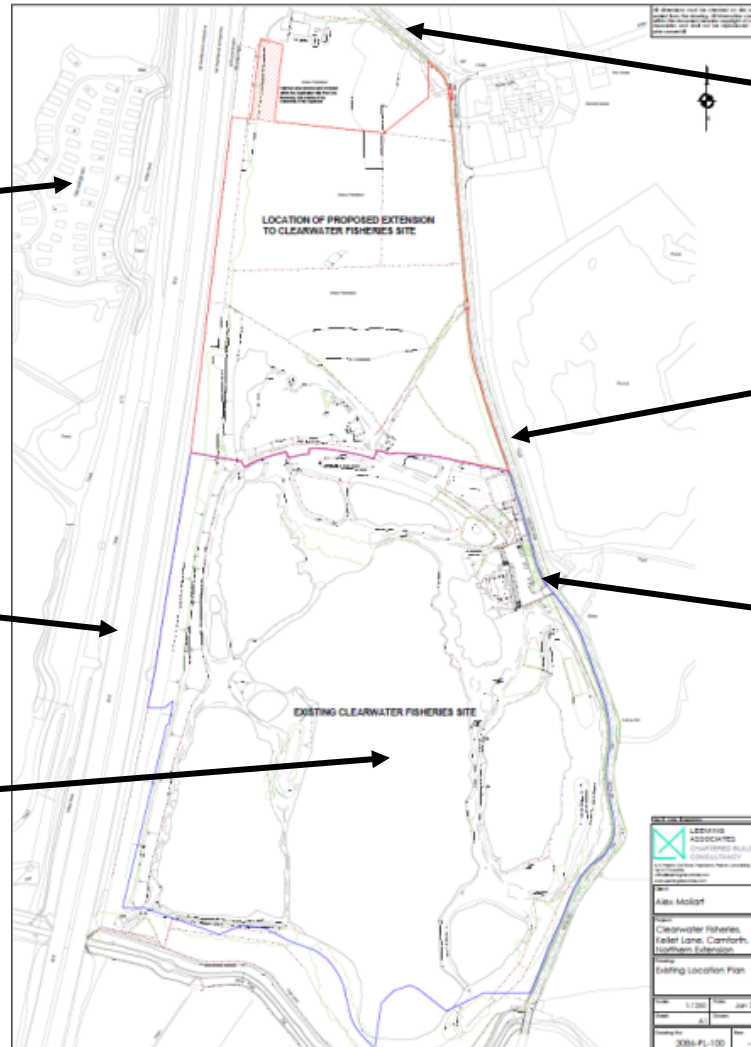
M6 Motorway



Existing site  
entrance



Existing fishery



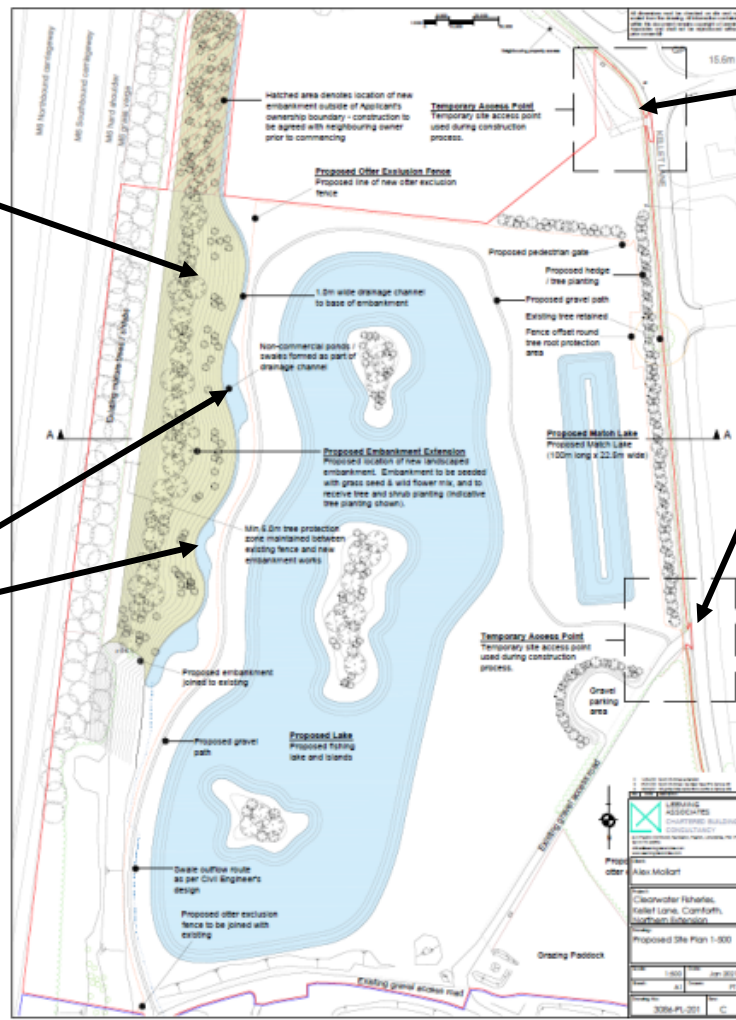
# Planning application LCC/2022/0016

## Proposed site plan

Proposed bund

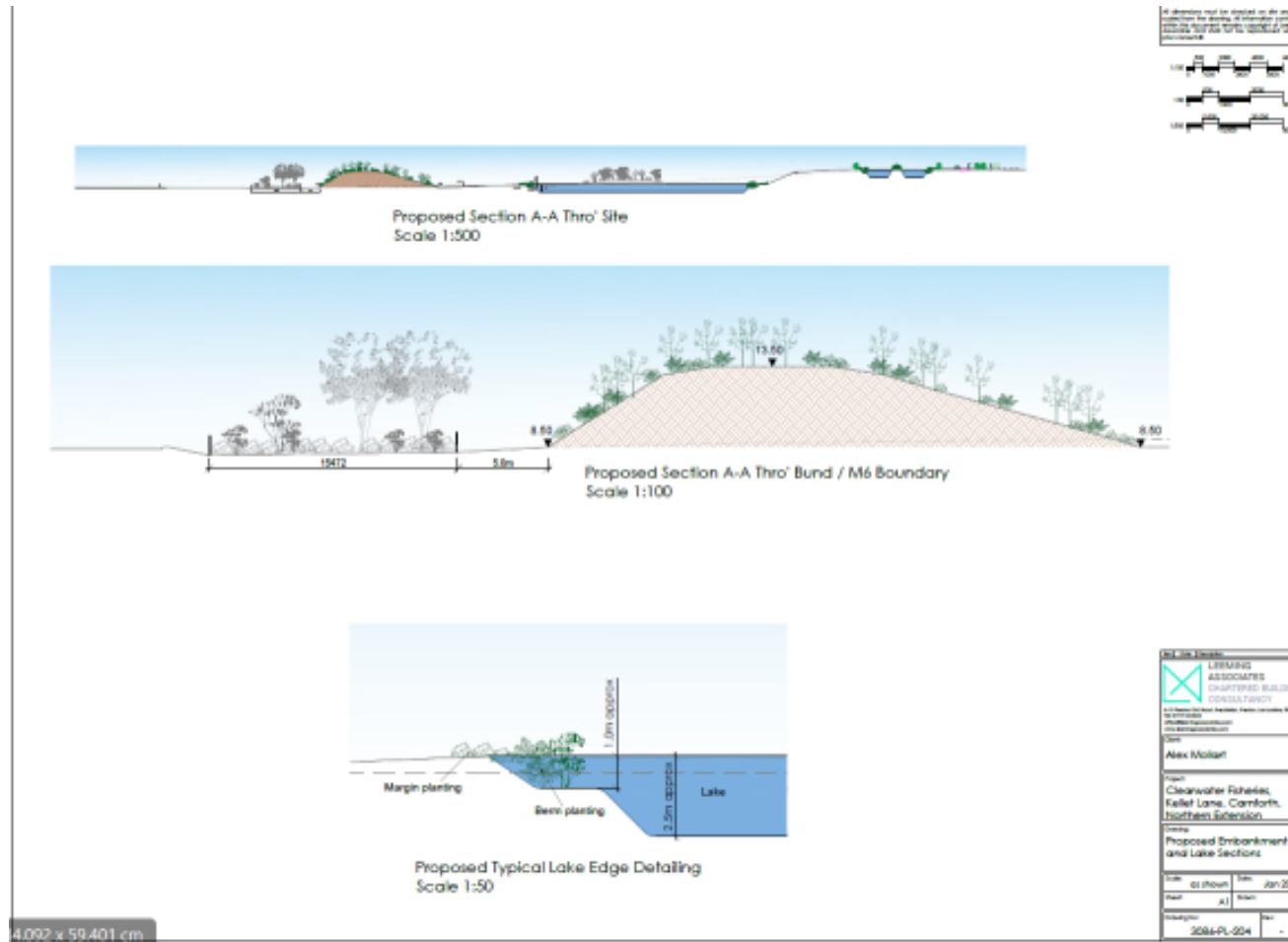
Proposed drainage swales

Temporary access point



# Planning application LCC/2021/0006

## Cross section of bund



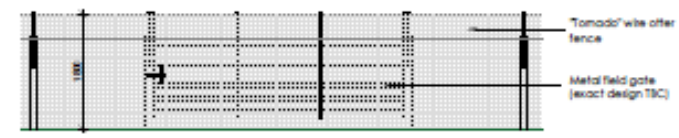
4,092 x 59,401 cm

# Planning application LCC/2021/0006

## Otter fencing



Proposed Typical Section Through Eastern Boundary Adjacent to Highway



Proposed Elevation of Access Gate Through Otter Fence



# Planning application LCC/2021/0006 – View from Kellet Lane



# Planning application LCC/2021/0006 – View from Kellet Lane



# Planning application LCC/2021/0006

## Temporary northern access





# Planning application LCC/2021/0006

## Pictures of existing bund





**Development Control Committee**  
Meeting to be held on 19 October 2022

Electoral Division affected:  
Morecambe South

**Lancaster City: application number LCC/2022/0036**

**Proposed multi-use games area located on secondary field**

**Morecambe Road School, Morecambe Road, Morecambe**

Contact for further information:  
Helen Ashworth, 01772 530084  
[DevCon@lancashire.gov.uk](mailto:DevCon@lancashire.gov.uk)

### **Brief Summary**

Application – Proposed multi-use games area located on secondary field.

Morecambe Road School, Morecambe Road, Morecambe

### **Recommendation – Summary**

That subject to the Secretary of State confirming that the application will not be called in for his own determination, that planning permission be **granted** subject to conditions controlling materials, surface water drainage, floodlighting and tree protection.

### **Applicant's Proposal**

This application is for the provision of a multi-use games area (MUGA). The proposed multi-use games area would measure 36 metres by 23 metres and would be surrounded by 3m high duo composite wire fencing coloured dark green. The pedestrian access gate and goal areas incorporated into the fencing would be coloured yellow. The multi-use games area would be surfaced in artificial grass. Access to the multi-use games area would be from the existing secondary pupil playground to the west. Basketball nets would be provided along all sides of the multi-use games area. It is proposed that any excavated soil will be relocated to an area of the school grounds adjacent to the north-eastern boundary of the school ground where the land level dips. The land level will not be raised above the existing field.

### **Description and Location of Site**

The proposed development is located within the boundary of Morecambe Road Primary School which is located in a residential area approximately 2km to the east of

Morecambe. Two main roads, A589 Morecambe Road and A683 Bay Gateway lie to the north-east and south-east respectively. The proposed development would be located to the east of existing school buildings on the existing school field adjacent to the secondary pupil playground.

The nearest residential properties are flats on Stanhope Court to the north. The proposed multi-use games area would be approximately 31m from the closest part of the flats. The proposed multi-use games area would be separated from these properties by the school entrance and car park. The school has a further playground area to the north-west and further amenity green space around the north-west and south of the existing school buildings. A mature conifer hedge screens the north-eastern boundary of the school grounds from the adjacent McDonalds Restaurant and the A589 beyond.

## **History**

The application site is within an established education facility. The following permissions have been granted for development at the school:

LCC/2021/0048 – New timber clad self-contained building incorporating additional teaching accommodation  
Approved December 2021

LCC/2018/0006 – Formation of two timber garden classrooms  
Approved May 2018

LCC/2019/0017 - Single Storey extension  
Approved May 2019

LCC/2015/0006 – Formation of internal road to form one way system within school and creation of new parking area  
Approved February 2015

01/13/0107 - Single storey extension to provide two new classrooms, new access ramp with steps, soft play area, cycle path and cycle shelter  
Approved April 2013

01/13/0077 - Retrospective application for the retention of 74 solar panels on the roof of the school building  
Approved February 2013

01/10/0571 Single storey classroom extension, new disabled access ramp, new play area and canopy to main entrance  
Approved July 2010

## **Planning Policy**

National Planning Policy Framework (NPPF): Paragraphs 11 - 14, 95, 98 - 103 and 126 - 136 are relevant in terms of the presumption in favour of sustainable development, the requirement for educational development, protecting open spaces and the need for high standards of design.



Lancaster District Local Plan Part One: Strategic Policies and Land Allocations  
Development Plan Document

Policy SP1 – Presumption in Favour of Sustainable Development  
Policy SC3 – Open Space, Recreation and Leisure

Lancaster District Local Plan Part Two: Development Management Development Plan  
Document

Policy DM27 – Open Space, Sports and Recreational Facilities  
Policy DM29 – Key Design Principles  
Policy DM43 – Green Infrastructure  
Policy DM45 – Protection of Trees, Hedgerows and Woodland

### **Consultations**

Lancaster Council: No objection. It is recommended that a condition is attached requiring a tree constraints plan and a tree protection plan to be submitted and agreed prior to commencement of development.

Morecambe Town Council: No comments received.

Lancashire County Council Highways Development Control: No comments received.

United Utilities: The proposals are acceptable but request that a condition is added to require the drainage scheme to be completed in accordance with the submitted details.

Sport England: Sport England object to the proposals as they are not considered to accord with any of the exceptions to Sport England's Playing Fields Policy, or Paragraph 99 of the National Planning Policy Framework (NPPF). They request that the applicant provides additional information in relation to the following matters:

- Information should be provided on whether attempts have been made to improve the drainage and playing surface.
- The need for the facility should be identified in a local sport and recreation strategy, governing body facility strategy or similar document (such as a school development plan).
- Sport England would normally expect community use on any sports facility as part of the benefits.
- The applicant should provide justification for the proposed layout and surface type in line with Sport England design guidance. Cross sectional drawings should be provided.

County Councillor Edwards: Confirms support of the application.



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

## **Advice**

Morecambe Road School is a community special school for children aged 3-16 years old. There are 192 children on roll. The school caters for pupils who have special educational needs including physical difficulties, autism, hearing and visual impairments, speech, language and communication needs and social, emotional and mental health difficulties.

The proposal is for the creation of a multi-use games area measuring 36 metres by 26 metres. The multi-use games area would be surfaced with artificial grass and enclosed by a 2 metre high wire fence.

The applicant has provided the following information in support of the application:

- The field where the proposed multi-use games area is to be located cannot be used all year round. It floods easily during rainy periods and develops cracks in dry periods. The only other all year-round sports area is the school hall (measuring just 126 square metres in area) and this is also used as the dining area so cannot be accessed for sports at break and lunchtimes.
- The school has recently expanded its intake. The children enjoy a personalised curriculum with as much physical activity as possible. The proposal would provide a safe, contained area.
- The remaining playing field will be of a sufficient size to allow the running track to remain and continue to be used for athletics and rounders. It would only take up approximately 27% of the existing playing field. It will also provide a facility to play cricket, which is not possible at present.
- The use of the proposed multi-use games area would allow the school to double the amount of timetabled PE slots across primary and secondary phases. It would help to facilitate sessions with external providers.
- The facility would be available for use by extended services including after school clubs, Saturday and holiday clubs. Other primary schools in the area who have minimal or no outdoor space would be welcome to use the facility.
- The proposal will enable the school to evidence the impact of our Sports Premium Grant by making additional and substantial improvements to the quality of physical education, school sport and physical activity that is offered that will also benefit pupils in future years, as well as existing pupils.
- There are a number of other facilities offering community use in the area, such as Lancaster and Morecambe College and Salt Ayre Sports Centre.

## **Loss of playing field**

The main issue relates to the objection from Sport England in relation to the loss of the playing field.



The Lancaster Local Plan Part One identifies the application site as land within the settlement boundary, and as an existing open space facility. Policy SC3 states that these sites will be protected from inappropriate development. There will be a general approach of resisting development that would result in the loss of playing pitches, including school playing fields. The Local Plan Part Two (policy DM27) goes on to state that proposals that seek to protect and enhance existing designated open spaces, sports and recreational facilities will be supported by the Council and that the loss of designated open space will not be permitted unless it can be demonstrated that it is either surplus to requirements, has no community value, the loss would be replaced by equivalent or better quality provision or the development is for alternative open space, sports and recreation provision, the benefits of which clearly outweigh the loss.

Paragraph 99 of the National Planning Policy Framework (NPPF) states that existing open space, sports and recreational grounds should not be built on unless an assessment has identified that the open space is surplus to requirements, the loss would be replaced, or the development is for alternative sports and recreation provision, the benefits of which clearly outweigh the loss of the current or former use.

Sport England have a statutory remit to protect playing fields. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless it meets a number of exceptions. Sport England have indicated that they consider policy exception E5 to be the most pertinent to this proposal:

'E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields'.

However, Sport England do not consider that the applicant has presented sufficient information to demonstrate that this exemption applies and therefore object to the application.

A site investigation was carried out in respect of planning application LCC/2021/0048 (a timber clad self-contained building in the grounds of the school). This relates to a different part of the school grounds; however the applicant considers that it is indicative of the ground conditions of the school site. It shows that the soil is heavy clay, with peat fibres. The applicant explains that United Utilities would not permit the surface water drainage to be connected into the existing combined drainage system, so in normal circumstances a soakaway would be considered, but due to the poor ground conditions identified in the Site Investigation the drainage consultant did not even consider undertaking a porosity test and determined that the only option was to pump the surface water to the dyke at the rear of the school site, at considerable cost to the school.



The proposed development would result in the loss of part of the grass playing field. However, a substantial area would remain available for use for outdoor sporting activities. No footpath is proposed between the proposed multi-use games area and the adjacent playground (a distance of 10m) so that the school can retain this area as grass and potentially be used in the future to provide facilities such as a running track. It is considered that the site investigation report submitted by the applicant demonstrates the poor ground condition of the existing field, and its unsuitability for year-round sporting use. Detailed cross sections of the proposed surface materials could be secured by condition.

It is considered that, on balance, the particular circumstances of this application, and in particular the increased opportunities for outdoor sport and recreation that this proposal will provide for the pupils of this particular school and their special needs are considered to comply with the aims of the National Planning Policy Framework (NPPF) and Policy DM27 of the Lancaster Local Plan. Furthermore, the proposal would accord with wider aims of inclusivity, health and wellbeing, and increasing opportunities for outdoor sport and recreation for all, which outweigh the loss of a small part of the existing grass playing field.

As Sport England have maintained their objection to the proposals the application must be referred to the Secretary of State, should members resolve to approve the application.

### **Impact on Neighbour Amenity**

The National Planning Policy Framework (NPPF) states that developments should provide a high standard of amenity for existing and future users. Policy DM29 of the Lancaster Local Plan states that new development will be expected to ensure that there is no significant detrimental impact to amenity in relation to overshadowing, visual amenity, privacy, overlooking, massing and pollution. Impacts on noise and light pollution should also be minimised.

The proposed multi-use games area would be located approximately 31 metres from the nearest residential property to the north on Stanhope Court. A number of residential flats here overlook the existing school field where the multi-use games area would be located. The properties have been notified directly of the application, and a site notice has been posted. No comments have been received from any neighbouring residents.

No external lighting is proposed, nor is it anticipated that the facility will be used for any wider community uses. It will not be hired out and will only be used during usual school hours. It is however intended that the facility will be used by the school and made available for use by external providers for lunchtime activities, after school clubs, and for holiday care provision. The hours of use can be controlled through planning conditions.



It is considered that the proposed development is unlikely to give rise to any significant increase in vehicle movements to and from the application site that would cause any undue increase in the level of noise and disturbance experienced by neighbouring residents, beyond that which is already experienced from this and the adjacent McDonald's restaurant which is open from 5am until 12 midnight seven days a week which is also in close proximity to the adjacent residential properties.

The proposal is considered likely to result in a more intensive use of this part of the playing field by pupils of the school than is presently the case. However, it is important to note that the playing field can already be used by the school at any time.

The size, scale and appearance of the proposed multi-use games area is considered to be in keeping with the existing use of the site as a school. There are a number of mature deciduous trees along the north-west boundary of the school playing field, between the school and the adjacent flats to the north. The proposed multi-use games area would be positioned approximately 10m from these trees in order to avoid disturbing them. These provide some element of screening. The site is well screened to the east by a mature coniferous hedge along the north-east boundary of the field. The proposal would be viewed in the context of the existing school building and grounds and is sufficiently far from the adjacent residential properties so as not to form an unduly overbearing or obtrusive feature. There would be very limited views of the proposed facility from the street scene, and it would not appear as an incongruous feature.

The proposed development is therefore acceptable in terms of visual and residential amenity in accordance with the Framework and Policy DM29 of the Local Plan.

### **Highway Safety**

The vehicular entrance to the school is off Morecambe Road, a busy 'A' road, to the east. There is an existing staff car park located in the north-east corner of the site and an internal access road runs along the inside of the northern boundary of the school grounds forming a one-way circulatory system within the school grounds. The access onto Morecambe Road has recently been improved as a result of planning permission LCC/2015/0006.

The National Planning Policy Framework (NPPF) states 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.

### **Conclusion**

Subject to the imposition of appropriate conditions the proposal would not give rise to any undue loss of amenity for neighbouring residents and would enhance the quality



and availability of open space at the school. The proposal would also have benefits for sport and recreation at this school which would outweigh any loss of grass playing field. The proposal is accordingly recommended for approval. However, as Sport England have maintained their objections to the proposals the application must be referred to the Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2021 so that the Secretary of State may consider using the power to call in the application.

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

### **Recommendation**

That subject to the Secretary of State confirming that the application will not be called in for his own determination, 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 in accordance with the following documents:

- a) The Planning Application and supporting statement received by the County Planning Authority on 30 June 2022
- b) Submitted Plans and documents:

Ref. MRS / MUGA22 / JH / 1 Rev A Location Plan

Ref. MRS / MUGA22 / JH / 2 Plan of Proposed Multi-use Games

Ref. MRS / MUGA22 / JH / 3 Elevations of Proposed Multi-use Games Area

Note dated 12 August 2022 Morecambe Road School – Proposed Multi-use Games Area Technical Information

*Reason: To minimise the impact of the development on the amenities of the area and to conform with Policies DM27 and DM29 of the Lancaster Local Plan*

3. No floodlighting shall be erected to illuminate the multi-use games area.

*Reason: To minimise the impact on local amenity and to comply with Policy DM29 of the Lancaster Local Plan.*



4. The multi-use games area shall only be used between the hours of 08.00 -19.00 hours Mondays to Fridays

*Reason: In the interests of local amenity and to conform with Policy DM29 of the Lancaster Local Plan.*

### **Safeguarding of Watercourses and Drainage**

5. The drainage for the development hereby approved, shall be carried out in accordance with the details shown on plan ref MRS / MUGA22 / JH / 2, dated June 2022. No surface water from the site shall be permitted to drain directly or indirectly into the public sewer.

The drainage schemes shall be maintained thereafter for the lifetime of the development.

*Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding and to conform with Policy DM29 of the Lancaster Local Plan.*

### **Landscaping**

6. All hedges and trees forming part of the site boundaries or to be retained within the site as shown on Drawing MRS / MUGA22 / JH / 1 Rev A shall be protected from any damage and maintained throughout the development in accordance with the measures set out in the email dated 15 August 2022 from Mr Jeff Heskine.

*Reason: In the interests of visual and local amenity and the local environment and to conform with Policy DM45 of the Lancaster Local Plan.*

### **Building Materials**

7. Notwithstanding the details indicated on the approved plans and supporting documents no development shall commence until details (including cross sections) of all surfacing materials used in the development have first been submitted to and approved in writing by the County Planning Authority. Thereafter only those materials approved shall be used in the development.

*Reason: To ensure that appropriate materials for sporting activities are used and to conform with policies DM27 and DM29 of the Lancaster Local Plan*

### **Local Government (Access to Information) Act 1985**

#### **List of Background Papers**

Paper	Date	Contact/Directorate/Ext
LCC/2022/0036	Oct 2022	H Ashworth Planning and Environment (01772) 530084



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





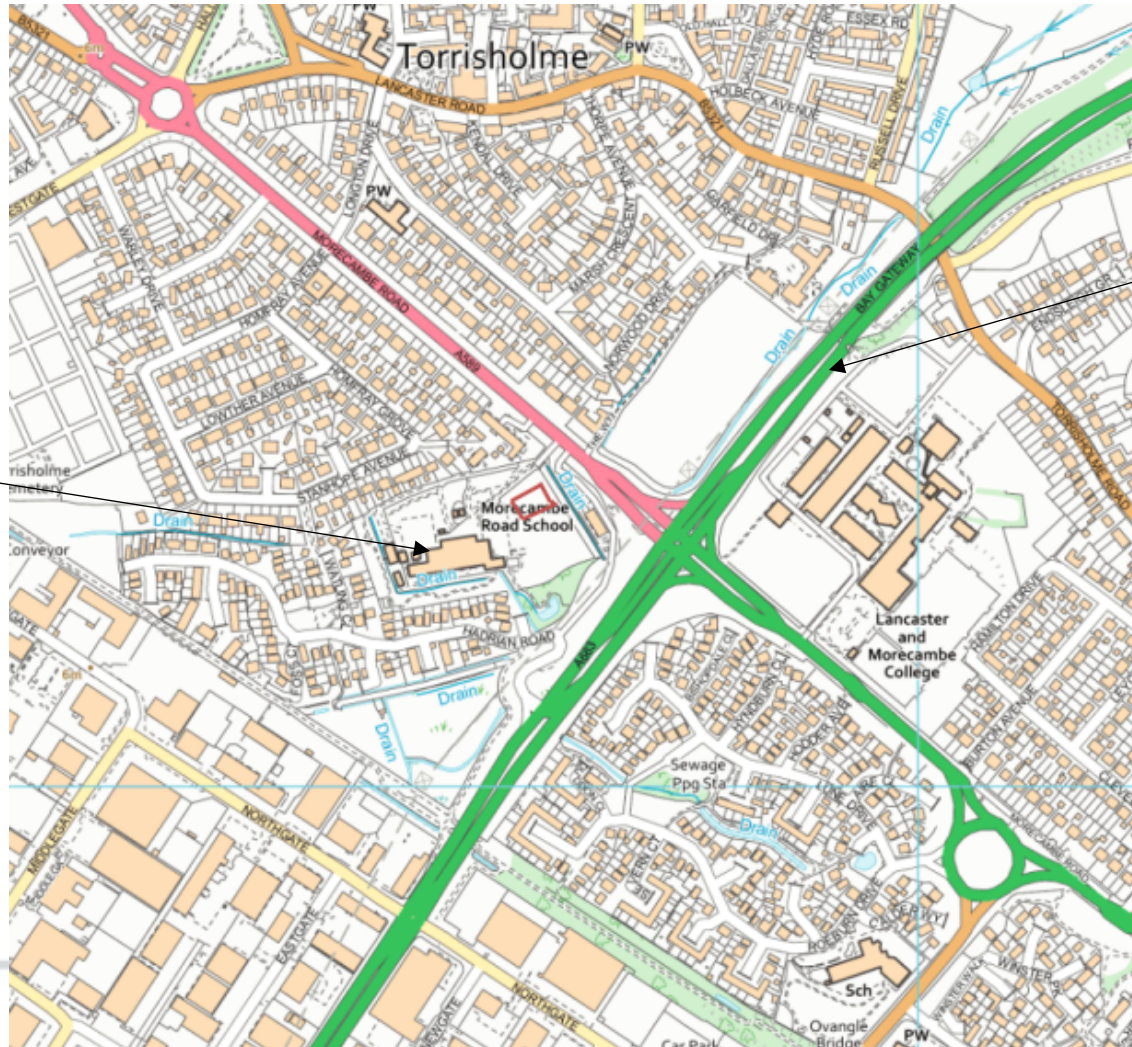
# **Planning Application LCC/2022/0036**

Proposed Multi Use Games Area located on  
secondary field

Morecambe Road School, Morecambe Road,  
Morecambe

# Planning application LCC/2021/0006

## Site Location Plan



Morecambe Road  
School

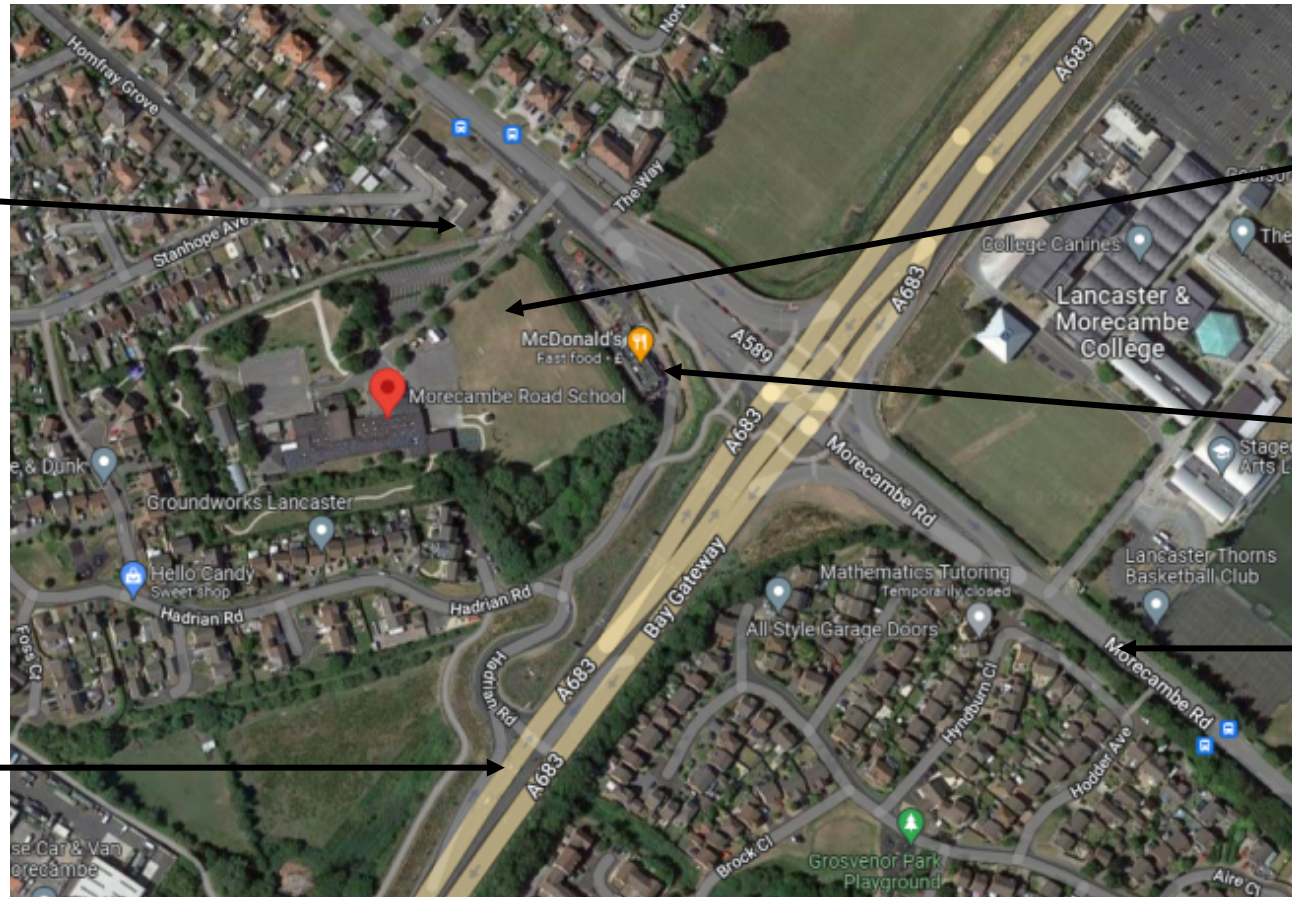
Bay Gateway

# Planning application LCC/2021/0006

## Aerial View

Stanhope Court flats

Bay Gateway (A683)



Existing playing field where proposed multi use games area is to be located

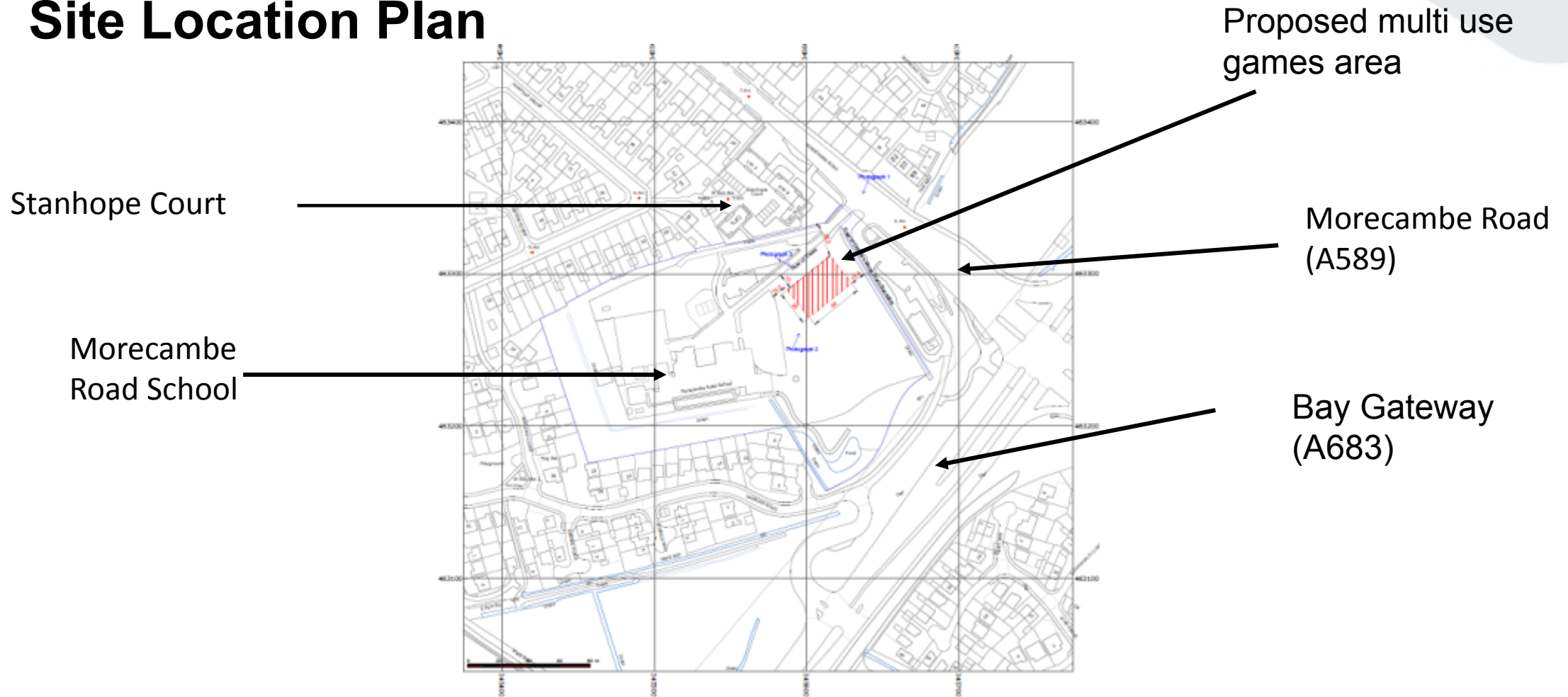
McDonalds restaurant

Morecambe Road (A589)



# Planning application LCC/2021/0006

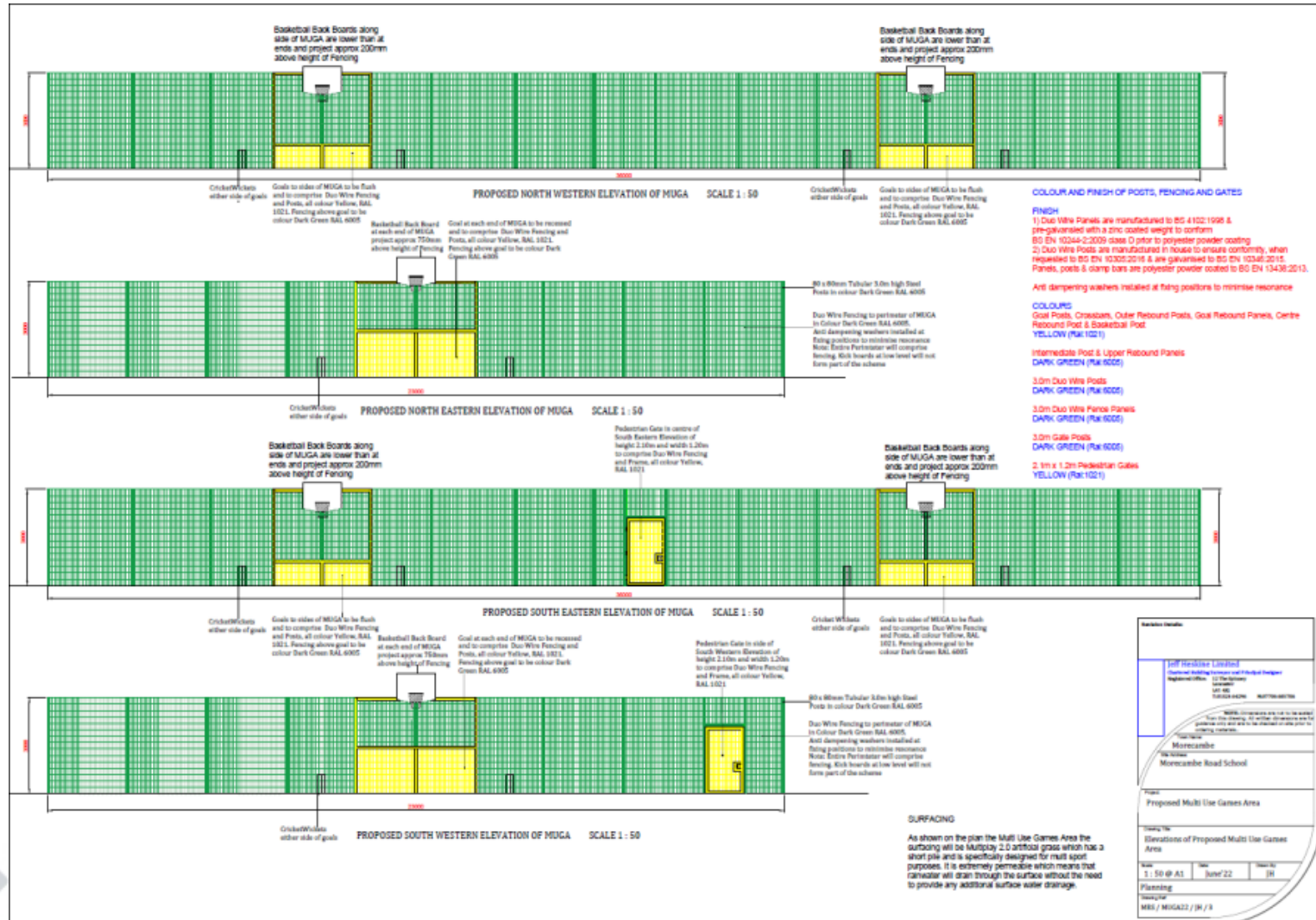
## Site Location Plan





# Planning application LCC/2021/0006

## Proposed elevations



**Site Plan**

Proposed Multi Use Games Area

**Drawn by:** M/S / M/S G22 / JH / J

**Scale:** 1 : 50 @ A1

**Date:** June'22

**Sheet No:** JH

**Planning:**

**Inspector:** M/S / M/S G22 / JH / J

# Planning application LCC/2021/0006

## Views of site from north



# Planning application LCC/2021/0006

## View towards site from school entrance



Location of  
proposed multi use  
games area

# Planning application LCC/2021/0006

## View towards Stanhope Court from playing field



**Development Control Committee**  
Meeting to be held on 19 October 2022

Electoral Division affected:  
Moss Side and Farington

**South Ribble Borough: application number. LCC/2022/0039**

**Erection of temporary inert waste processing and washing plant with a concrete base and export of recycled materials off-site at Lydiate Quarry, Lydiate Lane, Farington, Lancashire**

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

#### **Brief Summary**

Application - Erection of temporary inert waste processing and washing plant with a concrete base and export of recycled materials off-site at Lydiate Quarry, Lydiate Lane, Farington, Lancashire.

#### **Recommendation – Summary**

That planning permission be **granted** subject to conditions controlling commencement, time limits, working programme, access track, hours of working, reversing alarms, stockpile heights and restoration.

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

This application is for an inert waste processing and washing plant. The plant would include a number of components such as a primary feeder, feed conveyer, filter press and enclosure, stockpile conveyors, water tank, steel steps, handrails and walkways. The plant would sit on a new concrete pad covering an area of approximately 93m by 91m with the filter press enclosure the highest section at 15m above excavated ground level. The majority of the conveyor system would be steel finish with some sections coloured blue and white, and grey. The plant would be powered by mains electricity.

The applicant had originally requested a temporary permission to tie in with the permitted duration of mineral working, which is 1 June 2030 but has agreed that an end date of 1 June 2029 would be more appropriate in view of the existing landfill phasing arrangements at the site. Thereafter, final restoration is to be achieved by 2031.

Inert materials would be imported to the site in the same manner as they currently are for landfilling but the materials to be processed would be stockpiled immediately north of the concrete base. Any surface water from the stockpile would drain to the western and southern edge of the main water settlement lagoon/storage area located north of the processing and washing plant.

The plant would clean and sort materials into different sizes of aggregate, and fine and coarse sand. The new washing plant would also incorporate water recycling which the applicant states would ensure that up to 90% of the process water could be recirculated back into the system, offering an integrated water treatment solution. Clean water would be separated from the solid particles and those solid particles form a sludge which would be dried further in the filter press. The filter press would recover any remaining water for recirculation and create a dry filter cake that could then be used for landfill capping.

### **Description and Location of Site**

The application site is at the south western area of an operational sand and gravel quarry, to the north of Lydiate Lane, Farington. The plant and concrete pad would be constructed on an existing sand and gravel storage area adjacent to existing sand and gravel processing plant. The new development would be accessed via the existing quarry road entrance arrangement, which also features a weighbridge, office, and wheel washing infrastructure. The permitted mineral extraction area extends over approximately 19 hectares. The inert waste processing and washing plant would be located at the base of the quarry within an existing processing and stockpile/storage area.

Land beyond the site to the north is in agricultural use although some of it is identified as a strategic investment site for future mixed employment use development. Residential properties are located along Lydiate Lane with the nearest approximately 100m to the west. A housing estate is located beyond Lydiate Lane to the south with the nearest properties at approximately 120m from the processing plant at Bristol Avenue. The M6 motorway is located some 300m east of the processing plant beyond the active quarry and landfill. The site is within Green Belt.

### **Background**

Lydiate Lane sand quarry was granted planning permission on appeal in Aug 1993 (ref. 07/91/648) subject to conditions. The quarry has been operational since 1998.

On 13 July 2016 planning permission was granted for a continuation of sand and gravel operations until 1 June 2030 and restoration of the site using imported inert waste by 1 June 2031 (ref LCC/2016/0035).

### **Planning Policy**

National Planning Policy Framework

Waste Management Plan for England

National Planning Policy for Waste



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

Policy CS2	Minimising the need for mineral extraction
Policy CS3	Meeting the demand for new minerals
Policy CS7	Managing our Waste as a Resource
Policy CS8	Identifying Capacity for Managing our Waste

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

Policy NPPF1	Presumption in Favour of Sustainable Development
Policy DM1	Management of Waste and Extraction of Minerals
Policy DM2	Development Management
Policy WM4	Inert Waste Recycling

Central Lancashire Adopted Core Strategy

Policy 29	Water Management
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South Ribble Local Plan

Policy G17	Design Criteria for New Development
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**Consultations**

South Ribble Borough Council – No objection however would suggest that appropriate mitigating landscaping is implemented.

Farington Parish Council – Object on the basis that not enough information has been provided by the applicant. There will be more traffic, including commercial vehicles. There will be additional staff on site. More dust will be created, which does not appear to be mitigated and causes an environmental issue. There will be a requirement for additional drainage which has not been addressed in the application.

Environment Agency - The operator will need either a bespoke aggregates recycling permit that specifically includes washing or it may be possible to carry out a variation application relating to existing permits in operation at the site. If the applicant is able to satisfy the requirements of the bespoke permit that will be required for the proposed activities, there is no objection to the planning proposal.

Lancashire County Council Highways Development Control – No objection. There is no new site access or proposed alterations to the existing highway access arrangements. Lancashire County Council's five-year database for personal injury accidents has been reviewed, which indicates that there have not been any recorded incidents within the vicinity of the proposed access/access route for the last five years that could be attributed to the site operation. It would appear that the plant unit would be used for the processing of materials that would already be coming to the site and the application is unlikely to result in a material change in the current level of haulage traffic. The site access is of a good standard and there does not appear to



be any accidents associated with the existing site use. The proposal should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

Lancashire County Council Lead Local Flood Authority – No objection.

United Utilities – Request details/conditions relating to surface and foul water drainage to avoid sewer surcharge.

Representations – The application has been advertised in a local newspaper, by site notice, and neighbouring residents have been informed by individual letter. Four representations have been received objecting to the proposal for the following summarised reasons:

- The operator regularly burns all waste types at night, which leaves a smog over the residential area of Bristol Avenue.
- Unless a safer road access is created to the site, ie a roundabout, slow moving waste vehicles would be merging onto an already busy road where speeding is still an issue.
- Residents already suffer sand pollution on a regular basis when the wind blows from the east, which covers the house and vehicles, therefore requiring windows to be closed. Road sweeping often makes it worse and causes noise pollution by commencing at 7.30-8am.
- There is noise pollution from the site from machinery and vehicles entering and leaving the site as early as 6am.
- The addition of a recycling plant, the noise from the plant and additional vehicles is going to be horrendous, producing even more pollution.
- The junction of Lydiate Lane and Stanifield Lane is already very congested, additional heavy goods vehicles (HGVs) going to and from the site will only add to the congestion.
- Lydiate Lane from the motorway bridge onwards to Wigan Road is very narrow and even narrower when people park outside their cottages. Vehicles travel too fast, and it is dangerous.
- The development would be an eyesore.

## **Advice**

This application is for an inert waste processing and washing plant, ancillary equipment, and a concrete pad sited within the base of an active quarry. The purpose of the plant is to enable a proportion of the imported inert waste materials to be washed and processed to produce a variety of recycled fine and coarse aggregates for resale into the construction market. Residual waste materials and soils would be used for restoration of the worked-out areas of the quarry back to agricultural land.

The site already contains aggregate screening and washing plant for the sand and gravel worked from the adjacent quarry and this can be carried out under permitted development rights (subject to conditions). However, this planning application relates to waste management operations and no permitted development rights are available so separate planning permission is required.





The National Planning Policy for Waste sets out the national planning policies for waste development and should be read in conjunction with the National Planning Policy Framework. It sets out the Government's continuing ambition to work towards a more sustainable and efficient approach to resource use and management including driving waste up the hierarchy and minimising waste. This includes helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment and recognising the need for a mix of types and scale of facilities, and that adequate provision must be made for waste disposal.

Policy CS3 of Joint Lancashire Mineral and Waste Development Framework Core Strategy sets out provision for sand, gravel and aggregate working and importantly stipulates that this will be met through a combination of rolling forward and identifying a minimal range of new mineral sites and relying on the maximum contribution from secondary and recycled aggregates.

Following on the policy above, Policy WM4 of the Joint Lancashire Minerals and Waste Local Plan gives support for aggregate recycling facilities at Lydiate Lane on condition that it will not compromise the long-term restoration of the quarry back to a beneficial after-use within the original timescale of the parent permission.

The applicant estimates that the quarry has approximately 200,000-300,000 tonnes of remaining sand and a void space of around 900,000m<sup>3</sup> (approximately 1.6 million tonnes), which will be filled with residual inert waste, soils and top soils. The quarrying side of operations is heading towards completion and the pace at which restoration takes place is governed by market forces, fluctuations in the availability of suitable material and site ground conditions.

The current Environmental Permit for the site allows for up to 200,000 tonnes of waste to be deposited at the site each year. Theoretically, the site could be restored to approved levels in eight years and within the current approved time limit of the planning permission. However, daily, weekly and annual inputs can vary depending on the factors mentioned above. Therefore, it is very difficult to predict how long restoration will actually take. Similarly, it is difficult to predict what impact recycling facilities would have on restoration of the site as this would depend on the availability of waste materials and the nature of those materials for recycling or disposal.

Fundamentally, the proposed development would allow the production of recycled aggregate materials of a higher quality helping to preserve mineral reserves elsewhere and would also reduce the likelihood of waste materials being landfilled, which is supported by local and national policy. At this stage there is no strong reason to argue that the proposal would compromise the long-term restoration of the quarry back to a beneficial after-use within the original timescale of the parent permission and the overriding benefits are supported in principle. A condition is recommended for the removal of the processing and washing facilities prior to the approved final restoration date for the sand quarry.



## Green Belt

The application site is located in the Green Belt. Paragraph 137 of the National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

Paragraph 138 of the National Planning Policy Framework (NPPF) explains that the purposes of including land in Green Belt includes checking the unrestricted sprawl of large built-up areas, preventing towns merging into one another, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns, and assisting in urban regeneration.

Paragraph 147 of the National Planning Policy Framework (NPPF) advises that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The development includes built development in the form of the processing and washing plant and associated concrete pad that are inappropriate development and therefore very special circumstances must be demonstrated.

Paragraph 148 of the National Planning Policy Framework (NPPF) advises that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

In this instance there would be limited harm on the openness of green belt and purposes of including land in green belt as the proposed development is for a temporary period, is of a similar nature to existing quarry operations, and would be located within an existing sand quarry that is being restored with inert waste. A weighting of these very special circumstances against any other harm from the proposal is made in the conclusion of this report.

## Landscape and visual Impact

The quarry has limited visual impact on the local area given that mineral working, and processing operations largely take place at or below surrounding ground levels, and there are well established peripheral screening mounds and tree planting. Views of the site can be experienced from the M6 motorway and public footpaths to the east; however these are transient and largely insignificant in terms of the processing and washing plant. The proposed development would be located at the south western corner of the quarry at a base level of 40m above ordnance datum (AOD), some 5-10m lower than surrounding land. The highest part of the plant would be lower than the top of tree planted peripheral bunding (50-54m above ordnance datum (AOD) when viewed from key residential receptors off Lydiate Lane.

The proposed development would be of a temporary nature and would be removed prior to the final restoration of the site. A condition is recommended to prohibit stockpile heights exceeding approved landfill restorations levels, which will minimise



visual impact and also help to minimise dust entrainment. On this basis it is considered that there would be no adverse landscape or visual impacts. South Ribble Borough Council raises no objection however recommends appropriate mitigation landscaping. Given the aforesaid assessment, further mitigation landscaping would not be necessary.

#### Impact upon local amenity and pollution control

The National Planning Policy Framework (NPPF) and the Joint Lancashire Minerals and Waste Local Plan (JLMWLP) recognise that minerals and waste developments have the potential to give rise to adverse impacts on the quality of life of people for a variety of reasons including noise, dust and vibration. Paragraph 185 of the National Planning Policy Framework (NPPF) 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.

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

The applicant has submitted a noise assessment that considers local ambient noise levels and predicted noise levels from the operation of the new processing and washing plant. The report concludes that there would be no significant or unacceptable adverse impacts at noise-sensitive premises in the vicinity of the site from the activity. This is primarily because of the relatively high background noise levels from road traffic using the M6 and M65 motorways along with other local routes including Lydiate Lane and Stanifield Lane and that the plant would only be used during the daytime in line with normal quarry working. On this basis, a condition is recommended to restrict plant usage to between 07.00 and 18.30 Monday to Friday, 08.30 and 12.30 on Saturdays, and no working on Sundays and public holidays. A condition is also recommended in relation to reversing alarms so that where they are employed on site on mobile plant and equipment, only broadband multi-frequency sound alarms (white sound) are to be used.

Paragraph 188 of the National Planning Policy Framework (NPPF) states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. The existing waste operations at this site are already subject to an Environmental Permit, which specifies acceptable waste types and sets standards for the control of noise, water quality and air emissions. The introduction of the processing and washing plant



would require an amendment to the permit or a new permit. There is no reason to conclude that the permit should not provide the necessary pollution controls in this respect and the Environment Agency raise no objection. For existing quarrying operations, conditions are already in place for noise and dust control as part of permission ref. LCC/2016/0035.

### Highway Matters

Paragraph 110 of the National Planning Policy Framework (NPPF) 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.

The policies of the Development Plan in particular DM2 of the Joint Lancashire Minerals and Waste Local Plan (JLMWLP) seek to ensure that proposals for minerals and waste development do not give rise to unacceptable traffic and road safety problems or unacceptable effects on amenity along the routes used.

The development would be at an existing quarry and landfill site with established access arrangements. There would be no change to these highway arrangements associated with the application and vehicle movement numbers have historically not been restricted due to the suitability of Lydiate Lane and the surrounding highway network to accept heavy goods vehicles (HGVs). The applicant has stated that the recycling plant has a maximum rating of 200 tonnes per hour, so for a typical 8-hour day this could be a throughput of 1600 tonnes, which could equate to approximately 64 trips a day at an average 25 tonne load. Inert waste already being delivered to Lydiate Lane for landfilling contains materials that are capable of being recycled however which are currently not for physical or economic reasons and are therefore deposited in the landfill site. The volumes imported to the site, are, and would be dependent on the availability of waste. The applicant anticipates that there could be an average of 100 trips per day and up to 200 trips per day for disposal and recycling operations, which would cater for such occasions where there was a large volume arising from a particular waste producing activity. The County Council's Highways Development Control has raised no objection and commented that the proposals would have a negligible impact on highway safety and capacity in the immediate vicinity of the site.

Notwithstanding the acceptability in highway capacity terms, heavy goods vehicle (HGV) movements have the potential to generate dust/mud nuisance. Historically, complaints have been received in relation to mud being tracked out of the site during wet weather and dust when the road is dry. This has been a particular problem when there have been high numbers of vehicle movements and there have also been contributions of mud and dust from overhanging kerb edge soil along Lydiate Lane. In recent times, there have been no particular concerns in this respect due to highway kerb edge clearance work and more disciplined wheel cleaning and road sweeping.



The operator has a responsibility to ensure that highway cleanliness is carefully monitored, and that action is taken in the event that there is evidence of dust or mud leaving the site. This application is for a processing and washing plant that has the potential to generate additional heavy goods vehicle (HGV) movements. However, the application provides for the construction of a concrete pad and internal concrete access road that would also serve the sand processing area of the site. This would represent an improvement on the existing sand quarry and landfill arrangement and is considered a positive planning gain. A condition is recommended to require that the concrete pad and access road be constructed before recycled products are exported off site.

### Water management

Paragraph 169 of the National Planning Policy Framework (NPPF) 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 (NPPF) 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 processing and washing plant and associated development would be located on a concrete pad within the confines of the existing quarry. The site currently operates a closed-loop surface water management system to feed water into the existing quarry wash plant system. The water flows through a system of lined ditches and lagoons constructed from cohesive material excavated from the quarry. The concrete base would have a very gradual descending profile and small quantities of process water drainage and water runoff would be directed to the existing surface water ditch. The ditch would direct water north to the settlement lagoon/storage area.



No surface water is currently discharged from this system to controlled surface waters around the site or the sewer. This would continue to be the case with the proposed development. This is considered to be an appropriate and acceptable water management system and no concerns are raised by the Lead Local Flood Authority. United Utilities requested further details/conditions relating to surface and foul water drainage to avoid sewer surcharge. However, this is considered unnecessary given the proposed arrangements that are set out above.

### Human Rights

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

This application was it to be approved would be unlikely to generate a degree of impact on neighbouring properties, which would breach these rights bearing in mind the existing use of the site. It is considered that any potential impacts could be satisfactorily controlled by conditions and the requirements of other regulatory pollution control measures.

### Conclusion

This is an application for a temporary inert waste processing and washing plant to sort and process construction, demolition and excavation waste and efficiently retrieve materials that may otherwise end up being landfilled. The proposed development is inappropriate development in the Green Belt, however it is considered that very special circumstances exist to justify the development within the Green Belt that would outweigh the limited harm to the Green Belt, or other harm, by virtue of the presence of the processing and wash plant and its operation. The plant would be temporarily sited at a location that is allocated in the Joint Lancashire Minerals and Waste Local Plan (JLMWLP) for this purpose and there is strong policy support for the recovery and recycling of waste and production of secondary aggregate minerals. Recommended conditions and further regulation covered by the requirements of an Environmental Permit should mean that there would be no unacceptable impact on local amenity, the highway network or the environment. Overall, it is considered that, subject to conditions, the development complies with the policies of the development plan and the policies of the National Planning Policy Framework (NPPF) and should be supported.

### **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.*

2. The development authorised by this permission shall be removed from the site not later than 1 June 2029. Thereafter the site shall be restored in accordance with the approved timeframe and restoration details for permission LCC/2016/0035.

*Reason: Imposed pursuant to schedule 5 of the Town and Country Planning Act 1990 and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.*

### **Working Programme**

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

#### Submitted Plans

Figure 1, Rev A - Site Location Plan

Figure 3, Rev B - Proposed Recycling Washing Plant

Figure 3, Rev A - Sections A-C

Figure 4, Rev A - Proposed Recycling Washing Plant Storage Area, Surface Water Drainage and Water Supply

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

4. No heavy goods vehicles (HGVs) shall leave the inert waste processing and washing site (with the exception of construction working vehicles) until the access route and concrete pad shown on Figure 3, Rev B have been fully surfaced with concrete.

*Reason: To safeguard the amenity of local residents and the highway network and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan (JLMWLP).*

5. No inert waste processing and washing plant operations, including heavy goods vehicle movements, shall take place outside the hours of 0700 to 1830 hours Mondays to Fridays (excluding Public Holidays) and 0830 to 1230 hours on Saturdays.

No inert waste processing and washing plant operations 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 Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan (JLMWLP).*



6. All mobile plant on the site shall be fitted with broadband/non-audible reversing systems, which shall be employed during the operation of the mobile plant.

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

7. No stockpiles of waste or processed/washed material shall exceed a height in excess of the final restoration levels approved under permission LCC/2016/0035.

### **Definitions**

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

### **Notes**

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

### **Local Government (Access to Information) Act 1985**

#### **List of Background Papers**

Paper	Date	Contact/Ext
LCC/2022/0039	Sept 2022	R Hope Planning and Environment (01772) 534159

Reason for Inclusion in Part II, if appropriate

N/A





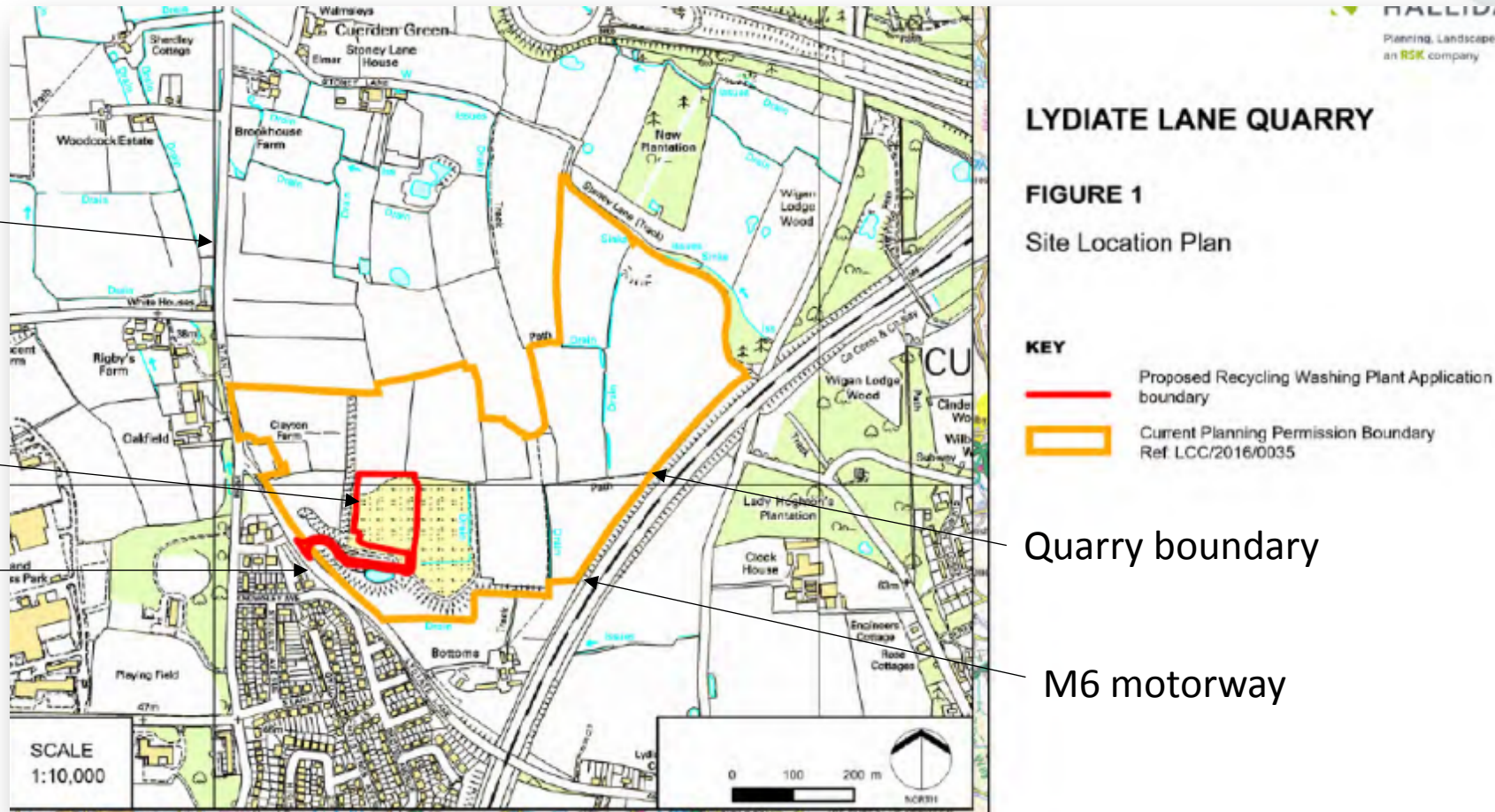


# Planning Application LCC/2022/0039

Erection of temporary inert waste processing and washing plant with a concrete base and export of recycled materials off-site at Lydiate Quarry Lydiate Lane, Farington, Lancashire

# LCC/2022/0039

## Site Location



Stanifield Lane

Application boundary

Lydiate Lane

**LYDIATE LANE QUARRY**

**FIGURE 1**  
Site Location Plan

**KEY**

- Proposed Recycling Washing Plant Application boundary
- Current Planning Permission Boundary Ref LCC/2016/0035

Quarry boundary

M6 motorway



# LCC/2022/0039

## Aerial view (2020)



Existing sand processing and washing plant and storage areas

Quarry working

Residential property

Location for processing and washing plant

Restoration working

Residential properties

M6 motorway



# LCC/2022/0039

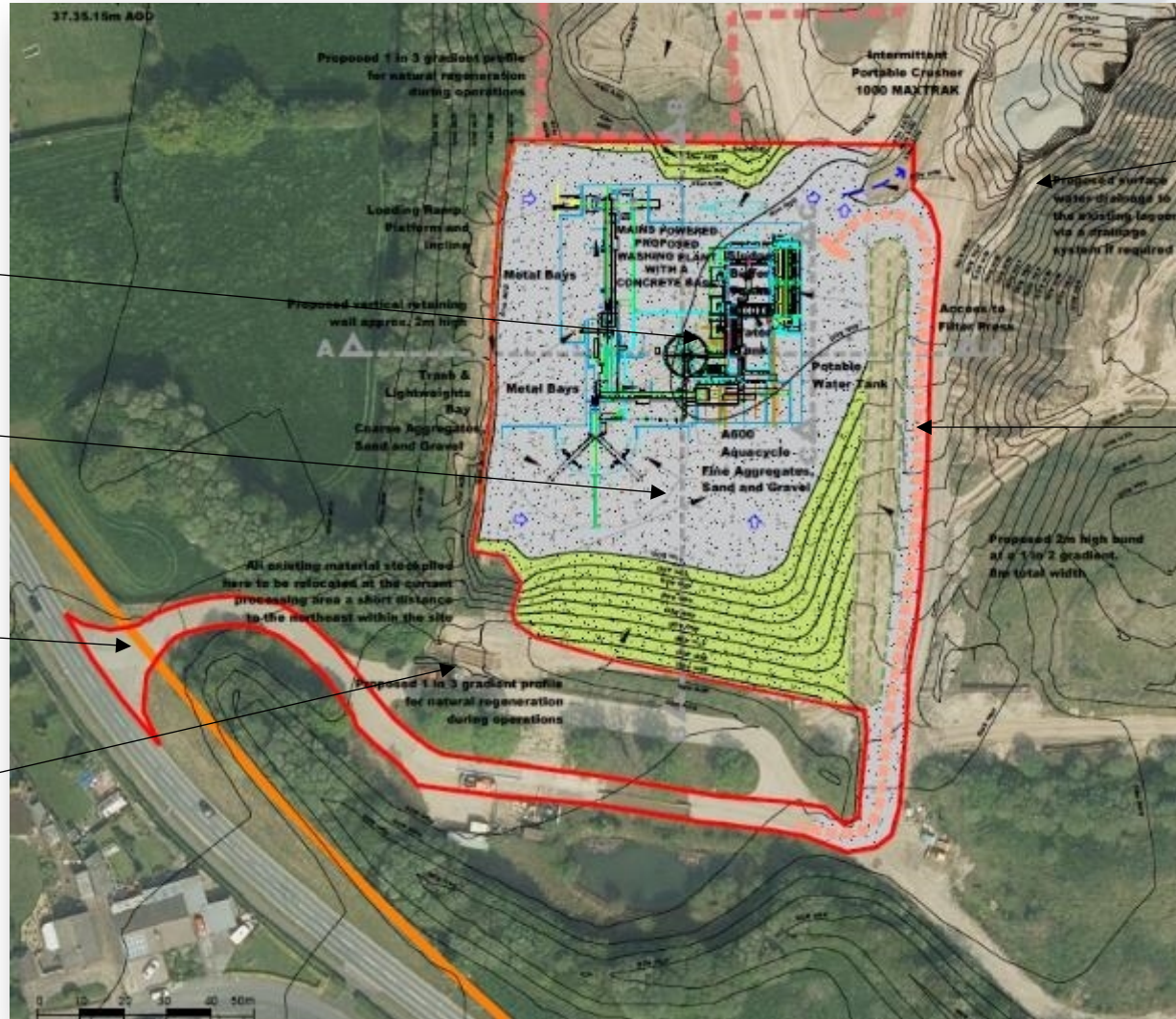
## Site Layout

Processing and wash plant

Concrete pad

Existing access

Office, wheel cleaning and weighbridge



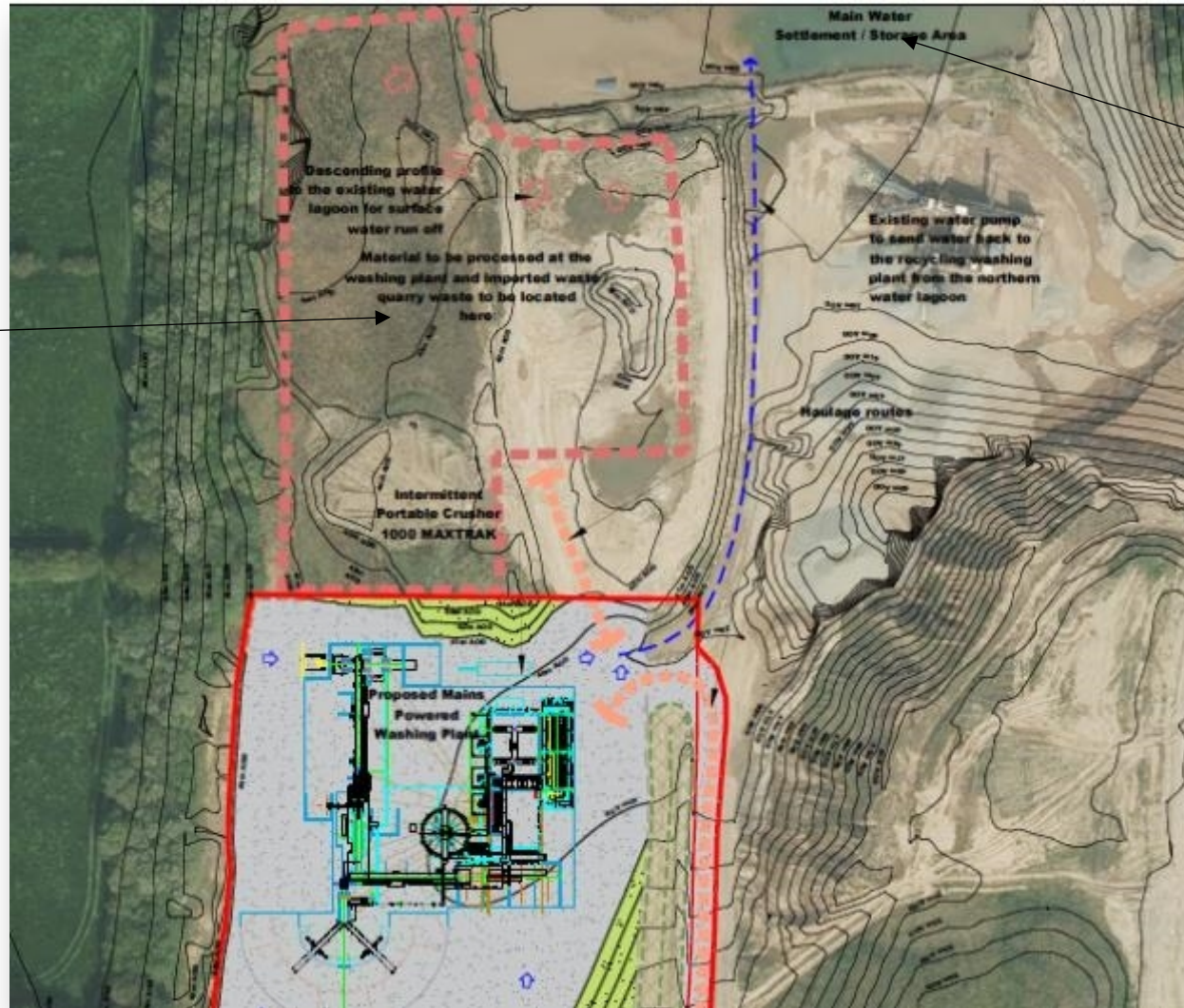
Quarry

Proposed new concrete access track



# LCC/2022/0039 Stockpile and Drainage arrangements

Waste storage

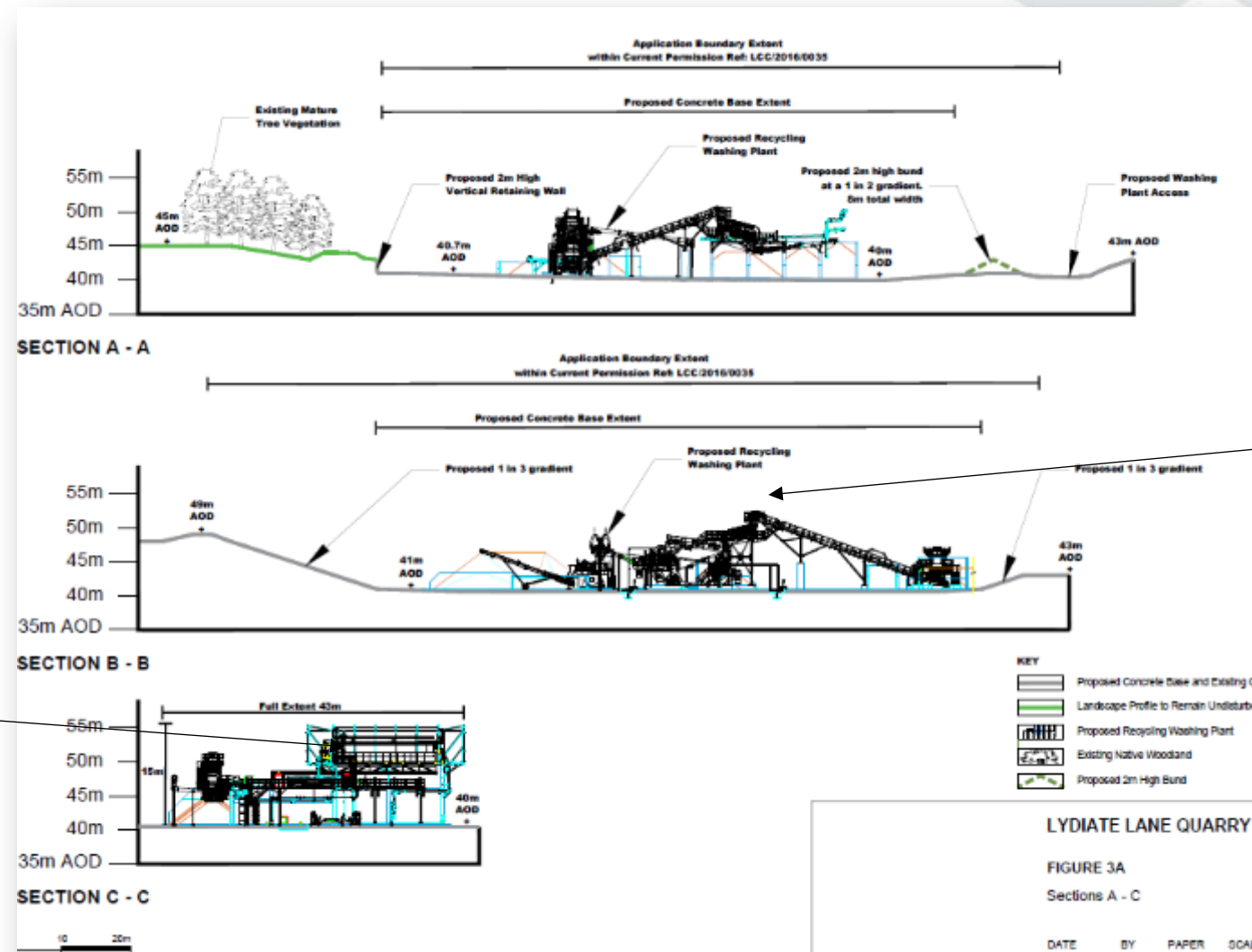


Settlement and  
storage lagoons



# LCC/2022/0039

## Cross Sections

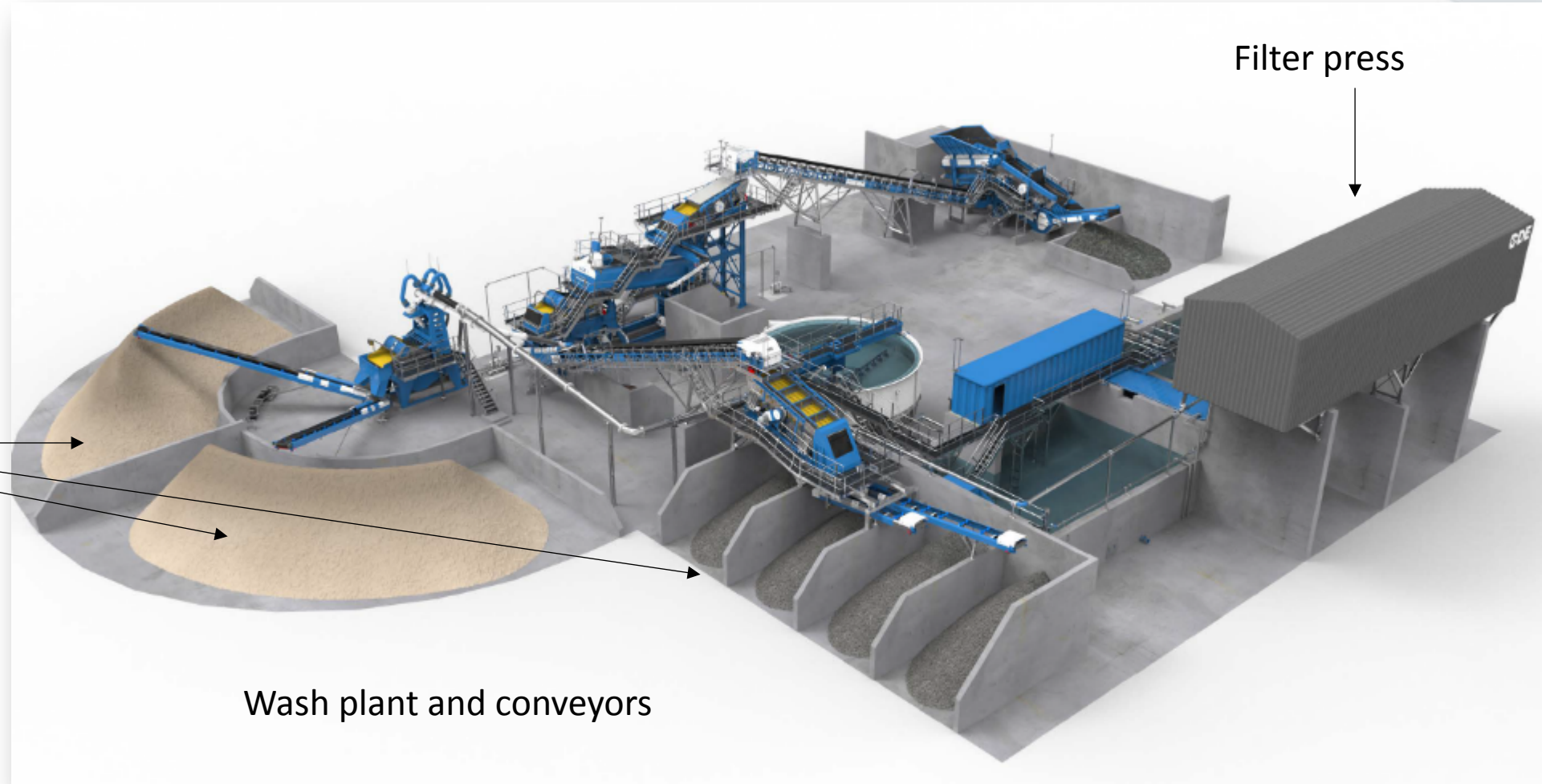


Conveyor

Filter press

LCC/2022/0039

Computer generated image



Filter press

Processed and washed aggregate and sand from inert waste

Wash plant and conveyors

LCC/2022/0039

Computer generated image





# LCC/2022/0039 photos



Site entrance at Lydiate Lane

# LCC/2022/0039 photos



Lydiate Lane with properties on Bristol Avenue

# LCC/2022/0039 photos



Site access towards office, weighbridge and wheel bath

# LCC/2022/0039 photos



Existing sand and aggregate processing and stockpiles

Internal access to application site



# LCC/2022/0039 photos



Application site with existing sand storage



**Development Control Committee**  
Meeting to be held on 19 October 2022

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 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 (Use 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  
[DevCon@lancashire.gov.uk](mailto:DevCon@lancashire.gov.uk)

### **Brief Summary**

Application - Application for outline planning permission (with all matters reserved save for access from the public highway 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 (Use 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 the Development Control Committee visits the site before determining the application.

## **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 and strategic green infrastructure running between 5 development zones. The application includes parameter plans, to establish a framework for the nature, size and scale of the proposed development including development zones; land use and 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 proposed development is subject to Environmental Impact Assessment and the application is accompanied by an Environmental Statement.

## **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 Lane, 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 comprised of agricultural fields, with associated hedgerow field boundaries, trees, field drains, ponds and public rights of way. Old School Lane dissects part of the western 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.

Lydiat 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**

Hybrid planning permission (part outline and part full) was granted in December 2017 by South Ribble Borough Council for a similar development at the same location albeit on a 65 hectares footprint (ref: 07/2017/0211/ORM). The permission has not yet been implemented and some conditions are still to be approved.

The 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.





## Advice

The application is for a major development of a green field site which would have a number of significant potential impacts in terms of traffic, landscape, ecology, drainage and impacts on adjacent properties.

It is considered that a site visit would provide the Committee with a clearer understanding of the development proposal and the relationship of the site to the surrounding area before determining the application.

## Recommendation

That the Development Control Committee visits the site before determining the application.

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

Paper	Date	Contact/Ext
LCC/2022/0044	Sept 2022	R Hope Planning and Environment (01772) 534159

Reason for Inclusion in Part II, if appropriate

N/A



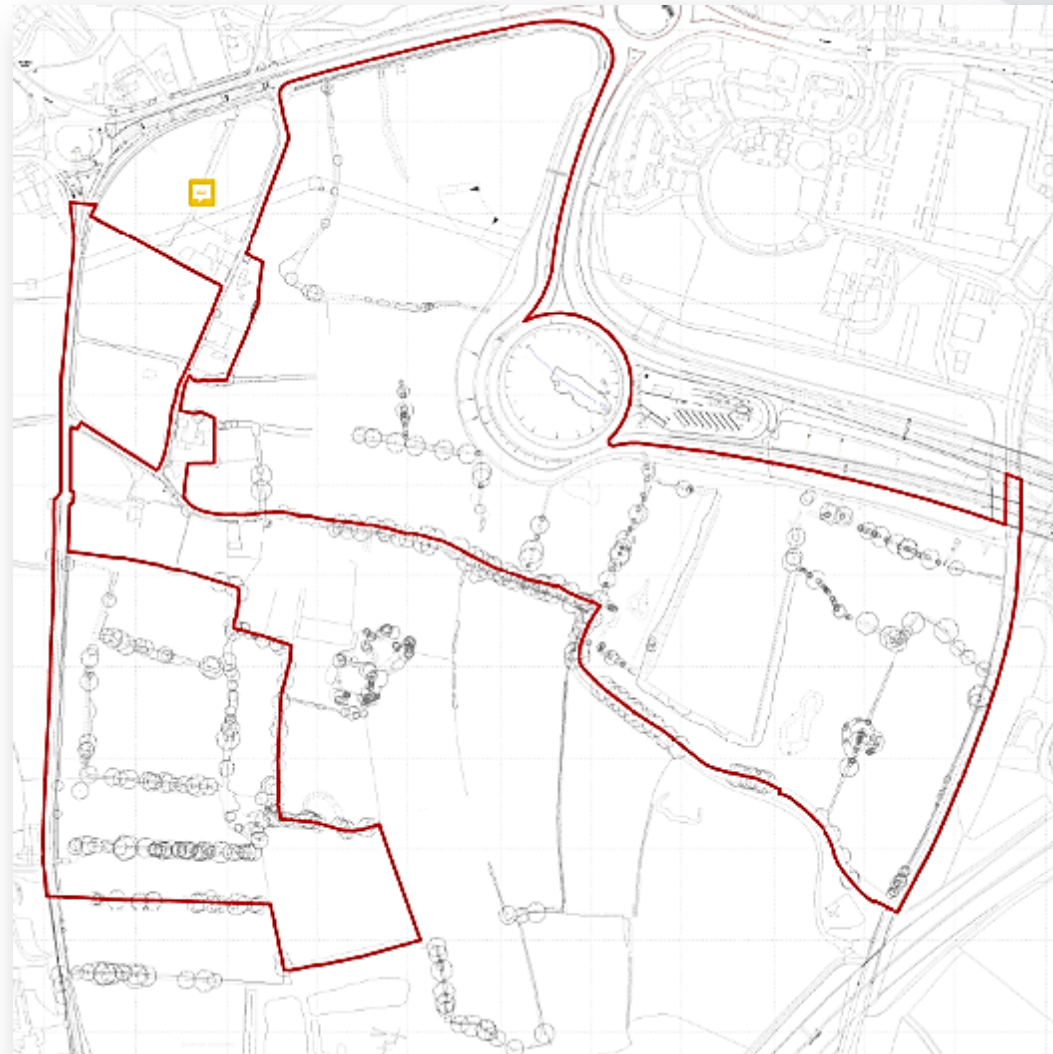


# Planning Application LCC/2022/0044

Application for outline planning permission (with all matters reserved save for access from the public highway 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 (Use 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

Lydiate Lane  
Sand Quarry



A6 / A582 Lostock Lane

M65 Motorway

A49 Wigan Lane

M6 Motorway

# LCC/2022/0044

## Aerial view (2020)





# LCC/2022/0044

## Strategic landscaping





**Development Control Committee**  
Meeting to be held on 19 October 2022

Electoral Division affected:  
Moss Side and Farington

**South Ribble Borough: application number LCC/2022/0048**

**Proposed cricket facility comprising 2 no. cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works (including temporary event overlay facilities on ticketed match days), and realignment of public rights of way**

**Land at Woodcock Estate, Stanifield Lane, Farington, Leyland**

Contact for further information:  
Jonathan Haine, 01772 534130  
[DevCon@lancashire.gov.uk](mailto:DevCon@lancashire.gov.uk)

#### **Brief Summary**

Application - Proposed cricket facility comprising 2 no. cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works (including temporary event overlay facilities on ticketed match days), and realignment of public rights of way.

Land at Woodcock Estate, Stanifield Lane, Farington, Leyland.

#### **Recommendation – Summary**

That the Committee visit the site before considering the proposal.

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

The application is for the development of a new county level cricket facility that would be used alongside Lancashire Cricket's existing facility at Emirates Old Trafford stadium in Manchester. The development would comprise the following elements:-

- Two full size cricket ovals each of which would be surrounded by sloping terraces providing informal seating for spectators accommodating a maximum crowd size of 5,000.
- A central pavilion building sited between the two ovals. The building would be a two-storey structure and would include changing rooms, gym, groundskeeping office and store, reception and a players dining and hospitality space (capable of

accommodating up to 160 covers). External to the pavilion would be two formal seating areas on the pitch terraces.

- Car parking for 265 cars comprised of a 50 space car park next to the pavilion building and a 215 space car park on the north eastern area of the site. An overflow car park providing an additional 235 spaces would also be provided adjacent to the main car park.
- A new priority road junction off Stanifield Lane together with a 7 metre wide access road leading to the car parking and pavilion building.
- A practice area incorporating partially covered nets is also proposed adjacent to the pavilion building.
- Peripheral landscaping.
- Diversion of two public rights that currently run across the site.

A full description of the proposal will be provided when the proposal is reported for determination.

### **Description and Location of Site**

The application site covers 13.7 hectares of agricultural land located to the west of Stanifield Lane between Lostock Hall to the north and Leyland to the south.

The western boundary of the site is formed by Fowler Avenue which is a private road serving a number of properties. The A582 passes close to the northern boundary of the site whilst to the south are further agricultural fields beyond which is Fowler Lane.

The nearest residential properties are located on Fowler Avenue immediately to the west of the site (8 properties) and on Woodcock Estate to the east (6 properties). There is also another property located at Sherdley Cottage off Stanifield Lane immediately east of the site.

The site is comprised of a number of agricultural grazing fields separated by hedgerows with mature trees. The site is in the Green Belt.

To the east of Stanifield Lane is an area of land that is currently the subject of an outline planning application ref LCC2022/0044 for a mixed-use development (employment, retail, leisure, residential and hotel/food and drink) that is the subject of a report elsewhere on this agenda.

A full description of the site and surrounding area will be provided when the application is presented for determination.

### **Advice**

This is an application for a major new sport and recreation facility on a green field site within the Green Belt.

In view of the scale of development and its location, it is considered that the committee should visit the site before considering the application.



## Recommendation

That the Committee visit the site before considering the application.

## Local Government (Access to Information) Act 1985

### List of Background papers

Paper	Date	Contact/Tel
LCC/2022/0048	Oct 2022	J Haine Planning and Environment (01772) 534130

Reason for inclusion in Part II, if appropriate

N/A







# Planning Application LCC/2022/0048

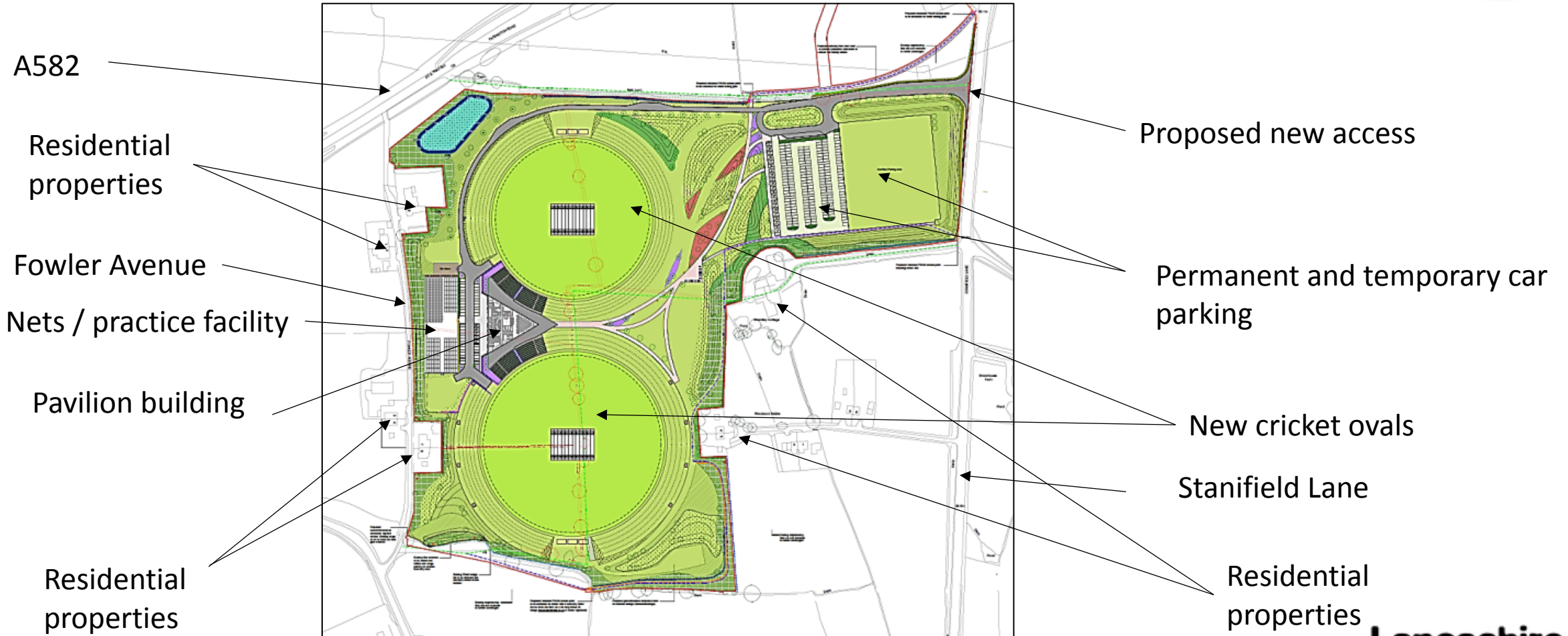
Proposed Cricket Facility comprising 2no cricket ovals, pavilion building and spectator seating, covered cricket nets, access, car parking, landscaping and diversion of public rights of way.  
Land at Woodcock Estate, Stanifield Lane,  
Farington

# Planning Application LCC/2022/0048



Application site

# Planning Application LCC/2022/0048







**Development Control Committee**  
Meeting to be held on 19 October 2022

Electoral Division Affected: All
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**Decisions taken on development control matters by the Head of Planning and Environment in accordance with the County Council's Scheme of Delegation**

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

**Brief Summary**

Decisions taken on development control matters by the Head of Planning and Environment 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 7 September 2022, the following decisions have been taken on development control matters by the Head of Planning and Environment in accordance with the County Council's Scheme of Delegation:

**Lancaster**

Application: No. LCC/2022/0027  
Lancaster Wastewater Treatment Works, Stodday Lane, Lancaster  
Retention of workshop for use by wastewater network operations team as approved under temporary planning permission LCC/2017/0026

**Wyre**

Application: No. LCC/2022/0018/1  
Manor Beach County Primary School, Manor Drive, Thornton Cleveleys  
Compliance with conditions 3 (drainage scheme) and condition 7 (surface materials) of planning permission LCC/2022/0018 provision of a multi-use games area and associated 2m high permitter fencing and connecting pathway

## **Preston**

Application: No. LCC/2022/0038

Unit D4, Red Scar Industrial Estate, D4 Longridge Road, Preston

Installation of fire suppression equipment consisting of a fire water tank, pump house and 12no. oscillating sprinklers

## **West Lancashire**

Application: No. SCR/2022/0007

Westhead Wastewater Treatment Works, Castle Lane, Westhead, Ormskirk

Screening opinion request for extension of wastewater treatment works including: raised tanks; kiosks; internal site access road and fencing as well as temporary vehicular access and landscaping

Application: No. LCC/2022/0021

Westhead Wastewater Treatment Works, Castle Lane, Westhead, Ormskirk

Extension of wastewater treatment works including: raised tanks; kiosks; internal site access road and fencing as well as temporary vehicular access and landscaping

## **Chorley**

Application: No. SCR/2022/0006

Land Adjacent to Wigan Lane, Heath Charnock, Adlington

Screening opinion request for a proposed anaerobic digester (AD) unit and ancillary development

## **Hyndburn**

Application: No. LCC/2022/0035

Peel Park County Primary School, Alice Street, Accrington

erection of 2.4m high fencing and 1.6m high railings to the school boundary including vehicular and pedestrian access gates.

## **Recommendation**

That the report be noted.

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

None

