

**Development Control Committee**  
Meeting to be held on 1 March 2023

Electoral Division affected:  
Moss Side and Farington

**South Ribble Borough: application ref 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.**

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### **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 planning permission be **granted** subject to conditions relating to time limits, working programme, ground reprofiling, control of cricketing use, control of use of pavilion and net facilities, surface and foul water drainage, highway matters, ecology and landscaping.

### **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'. The northern oval would have a diameter of 140 metres and would be used as a community and academy pitch. The southern oval would be slightly larger with a diameter of 160 metres and would be used for county level and above, professional matches. The ovals would be created by lowering the land



levels by approximately two metres below existing levels therefore creating a sloping terrace around the circumference of each oval for spectator purposes.

- A central pavilion building sited between the two ovals. The building would be triangular in plan form with the apex fitting into space between the two circular cricket grounds. It would be a two-storey structure with the floor level of the ground floor being approximately two metres lower than existing levels in order to reduce the effective height of the building. The lower floor would have an area of 500 sq metres and would include a reception, gym, groundskeeping facilities, plant room and cellar. The upper floor would have an area of around 1000 sq metres and would include male and female changing facilities, a players dining room and lounge, physio room, first aid room and accommodation for match officials. There would also be a hospitality space (capable of accommodating up to 160 covers) with associated bar/kitchen. External to the pavilion building on the south east and north east sides would be a terrace adjacent to which would be two spectator viewing areas formed in concrete with fixed seating located on the inward facing slopes of both cricket pitches.

The triangular roof of the building would slope towards its western side and would be covered with stone ballast. The roof would include a metal eaves and roof soffit coloured bronze which would overhang the north and south elevations of the building.

The external elevations of the pavilion would include full height glazing to the hospitality space over looking the pitches. Other areas of the north and south facing elevations would be clad in timber boarding with dark grey aluminium windows. The two storey west facing elevation would have timber cladding to the upper elevation with stone gabion walling to the lower elevation which would be continued to either side of the building to form a retaining wall.

- Car parking for 265 cars comprised of a 50-space car park on the western side of the pavilion building and a 215-space car park on the north eastern area of the site. These areas would be surfaced in tarmac. An overflow car park providing an additional 235 spaces would also be provided adjacent to the main car park which would be surfaced in a grasscrete material
- A new priority road junction off Stanifield Lane together with 7-metre-wide access road leading to the car parking. A narrower section of access road with passing places would continue around the north western side of the community pitch to provide access to the car park to the rear of the pavilion building.
- A practice area located on the western boundary of the site. This would include 12 practice wickets of which three would be for all weather use enclosed within a steel frame with polycarbonate roof panels. The remaining wickets would be enclosed within a steel framework supporting netting. The western edge of the practice area would be enclosed by 5-metre-high timber acoustic fencing.
- A compound for the storage of skips/refuse bins located adjacent to the nets/areas.
- A secondary emergency access would also be created linking the site access road with the A582. This would have a crushed stone surface.
- Peripheral landscaping including mounding and tree and shrub planting.
- A lagoon to act as a sustainable drainage facility.
- Diversion of two public footpaths that currently run across the site. One of the footpaths would be diverted around the eastern and southern sides of the site



whilst the other (which currently runs through the grounds of a property) would be realigned to the edge of the proposed car park.

The use of the facility will change throughout the year, but the use of the ovals would only be during the cricket season running from April to September. Throughout the cricket season, there will be some days when both pitches would be in use simultaneously and other days with limited or no use. It is expected that the site would host up to 20 days of ticketed admission per year when there would be a maximum crowd of 5000 spectators although it is expected that this would only occur with men's T20 matches only (up to six events per year). The other usage for ticketed admission would be up to two four-day fixtures for Lancashire men's first team (up to 2000 spectators) and up to six matches for Lancashire women's first team (up to 500 spectators per day).

The training nets and pavilion would be available for use year-round and would provide a range of facilities necessary for elite cricketing purposes such as changing, gym and physio room. The pavilion would also include a function suite which would be available for cricketing purposes and for private usage/hire.

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

The application site covers 13.7 hectares of agricultural land located to the west of the A5083 Stanifield Lane between Lostock Hall to the north and Leyland to the south.

The western boundary of the site is formed by Fowler Avenue. 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 (eight properties) and on Woodcock Estate to the east (six properties). There is also another property located at Sherdley Cottage off Stanifield Lane immediately east of the site.

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 (The Cuerden Strategic site including employment, retail, leisure, residential and hotel/food and drink uses).

The site is comprised of a number of agricultural grazing fields separated by hedgerows with mature trees. Many of these trees are subject to tree preservation orders. The land immediately north of the application site is crossed by a 25 KV overhead power line.

The site is in the Green Belt.

Two public footpaths are affected by this development. One footpath (7-4-FP6/9-12-FP1) follows the northern boundary of the site whilst the other (9-12-FP2/7-4-FP5) crosses the centre of the site. Both footpaths would require partial diversion.



## History

There is no relevant planning history for the site itself.

The A582 to the north of the site is the subject of a current planning application for widening to dual carriageway standard ref LCC/ 2020/0014.

Land to the east of Stanifield Lane is the subject of a current planning application for a large-scale mixed-use scheme, referred to above.

A report was considered at the meeting of the Development Control Committee on 21 December 2022 relating to the diversion of two footpaths across the site.

## Planning Policy

National Planning Policy Framework (NPPF): The following paragraphs of the National Planning Policy Framework (NPPF) are considered particularly relevant to this application: 8-11 (presumption in favour of sustainable development), 98 (access to sport and recreation facilities), 100 (public rights of way), 110-113 (transport and highway considerations), 130 (design), 131 (trees), 147–149 (Green Belt), 167 (flood risks), 169 (sustainable drainage systems), 180 (biodiversity), 185 (amenity impacts of development), 194 (heritage assets).

### Central Lancashire Core Strategy

Policy 1 Locating Growth

Policy 2 Infrastructure

Policy 3 Travel

Policy 16 Heritage Assets

Policy 17 Design of new buildings

Policy 18 Green Infrastructure

Policy 19 Areas of Separation and Major Open Space

Policy 21 Landscape Character Areas

Policy 22 Biodiversity and Geodiversity

Policy 24 Sport and recreation

Policy 27 Sustainable resources and new developments

Policy 29 Water Management

Policy 31 Agricultural Land

### South Ribble Local Plan

Policy A1 Developer Contributions

Policy F1 Parking Standards

Policy G1 Green Belt

Policy G5 Areas of separation

Policy G7 Green Infrastructure

Policy G8 Green Infrastructure and Networks- Future provision

Policy G13 Trees Woodlands and Development

Policy G16 Biodiversity and nature conservation

Policy G17 Design Criteria for new development



## South Ribble Borough Supplementary Planning Guidance

The Borough Council have also adopted the following Supplementary Planning Guidance which is of relevance to this application:

- Design Guide
- Open space and playing pitch provision
- Renewable and low carbon energy
- Biodiversity and nature conservation

### Consultations

South Ribble Borough Council: Advise that the following points are fully taken into account in the determination of this application:

- The development should result in inappropriate development within the Green Belt and consideration as to whether the pavilion would be exempt under National Planning Policy Framework (NPPF), and Local Plan policies.
- Ensure the development preserves the openness of the Green Belt.
- Raise objection to the impact of the development to neighbouring amenity by means of over bearing, noise and disturbance.

South Ribble Borough Council (Environmental Health): Raise the following issues:

- Noise impacts of pavilion – these noise impacts can mitigate against, and the mitigation measures can be decided at detailed application stage. The measures suggested by the applicant can form part of a suite of mitigation to protect nearby noise sensitive receptors.
- Noise impacts of net facilities: The applicant suggests a range of mitigation measures due to the proximity to residents on Fowler Avenue. A more practical solution without the need for future maintenance would be to relocate the nets/practice area to the northern edge of the site.
- Noise impacts on local residents including Fowler Avenue and Woodcock Estate – the submitted noise report recommends that noise impacts associated with larger capacity match days should be limited as far as possible. This would seem to acknowledge that there will be a detrimental impact on amenity at certain times. Mitigation to control such noise would not be possible and therefore the determining authority should either refuse the application or should restrict the number of match days as appropriate.

Farington Parish Council: The Parish Council are broadly in support of the application but wish to raise concerns regarding the infrastructure around the site. The Parish Council consider that there will be a huge impact on the surrounding areas of Lostock Hall, Bamber Bridge and Stanifield Lane which is not considered in the application. The County Council are asked to consider the wider impacts with several large developments being proposed in close proximity to the application site.



National Highways: National Highways initially directed that planning permission should not be granted due to outstanding concerns about the impact of this development on the strategic road network specifically in relation to:

- The operation of the existing M65 terminus roundabout and M6 J29/M65 J1 intersection.
- What an additional traffic from growth rates and committed development have been used within the Transport Assessment.
- Assessments are needed for the opening year and a future year assessment that is either 10 years after opening or the end of the local plan period.
- Confirmation on the collision data that has been used.
- Further details on car parking and coach parking including management.
- Submission of an event management plan regarding how site traffic will be managed.
- Development of sustainable transport measures to assess the site.
- Details of where additional overflow parking demands will be accommodated.
- Request further information to allow for an audit of the traffic modelling.

On receipt of further information, National Highways note that the predicted level of development traffic in morning and evening peaks is low at both motorway junctions with the highest levels on a Saturday daytime. The traffic impact of already committed development has also been adequately considered and the analysis of collisions on the nearby areas of motorway do not appear to show a common causation. A number of off-site parking facilities have been highlighted by the applicant, but National Highways note that not all of these are in the control of the applicant. An Event Management Framework should be prepared for each event on a match-by-match basis in order to manage parking issues, the use of sustainable transport modes and liaison with National Highways.

Lancashire County Council (LCC) Highways: Whilst the impact on the highway and transport network does vary considerably (whether it is day to day operation or ticketed events), its impacts during the weekday are generally outside of typical highway network peaks and traffic flows at the weekend are also much lower than weekdays. Consequently the highway authority is able to support the proposal subject to conditions relating to local highway improvements, the provision of a match day traffic management plan, a travel plan covering general day to day traffic and measures to prevent access to the site from other local roads.

Environment Agency: No objection but raise the following issues:

- Waste water must be managed in accordance with the following hierarchy of options: 1) connection to private sewer, 2) package treatment plan, 3) septic tank. Foul drainage should be connected to the main sewer and where this is not possible, any discharge made to either surface water or ground water will need to be registered as an exempt activity or hold a permit.
- Applicants are encouraged to include biodiversity net gain within their proposals.

Lead Local Flood Authority: Initially raised concerns regarding the method of modelling of the run off from the 'green' areas of the site and if the use of a 15% capture rate is



an appropriate figure to use in the design of the proposed sustainable drainage lagoon. Upon receipt of further information, the Lead Local Flood Authority confirm that the proposals are acceptable subject to conditions relating to the design of the drainage infrastructure, construction drainage and a maintenance and validation report.

United Utilities: No objection but request a condition requiring details of sustainable drainage and foul water drainage to be submitted prior to commencement.

Sport England: No objection. Sport England considers that it meets their objective to provide new opportunities to meet the needs of current and future generations. Sport England consider that this proposal addresses an identified need for this type of facility and has the potential to be of benefit to the development of cricket. Sport England recommend that a ground conditions assessment is undertaken by a sports turf specialist/agronomist who can recommend a scheme for preparing the pitches to the correct specification. Sport England are unclear if this is a requirement of the funding agreement between the England and Wales Cricket Board (ECB) and the applicant. If it is not, then Sport England recommend a planning condition relating to the construction and drainage of the pitches.

Jacobs UK Ltd (Ecology comments): Jacobs have reviewed the applicant's ecological survey and biodiversity net gain assessment. No nationally or locally rare plant species were located during the surveys. However, the construction would result in direct permanent losses of terrestrial habitats including hedgerows, grassland and trees. Consideration should be given as to whether any of the hedgerows are classified as 'important' under the Hedgerows Regulations.

Jacobs note the surveys that have been undertaken for bats and the assessment of the value of the trees for bats. Jacobs note the variability in the quality of some of the surveys that were undertaken but that the most recent surveys in 2020 and 2021 are satisfactory. It is recommended that pre development surveys for bats are conditioned which might trigger the need for additional requirements such as removal of trees using reasonable avoidance measures. Lancashire County Council (LCC) must give full regard to the species protection legislation within the Habitats Regulations and ensure that the proposal adequately addresses the three tests in the Regulations before making a planning decision. A number of other comments were made regarding the adequacy of the surveys for other species including water voles and birds. Comments were also made in relation to the Biodiversity Net Gain assessment in relation to how the existing site condition has been assessed and scored and how the landscaping proposals can be developed to provide additional net gains.

Following a review of an updated Ecological Assessment, Jacobs consider that the impacts on bats, great crested newts, water voles and birds is now acceptable subject to conditions relating to mitigation. A number of comments are still made with regard to the biodiversity net gain assessment in terms of how the value of the existing and proposed habitats on the site have been evaluated and scored.



Lancashire County Council (LCC) Landscape Officer: Recommends that the application is refused and raises the following concerns:

- A number of features of the development including the buildings, fencing, access road and car parking would harm the existing open character of this Green Belt site and its function as an Area of Separation. It is questioned whether this proposal is appropriate development in the Green Belt and that very special circumstances have not been demonstrated.
- The siting of the pavilion and practice nets are not considered to be appropriate in the landscape, neither in terms of scale or built form nor adjacent to residential properties.
- In relation to landscape impacts, it is noted that the site is currently characterised by the field pattern with hedgerows and mature oak trees many of which are subject to Tree Preservation Orders. It is suggested that the landscaping proposals should be amended so that the landscape impacts arising from the removal of these hedgerows/trees are properly compensated for.
- The landscape and visual impact assessment is deficient in a number of respects and does not properly address views from some footpaths or from residential properties directly adjacent to the site. The scoring of landscape impacts is also incorrect.
- The proposal would require the diversion of two footpaths. The diverted routes should be suitable for use in terms of drainage. It is also noted that one of the routes is very close to two properties on Woodcock Estate potentially affecting their privacy.
- The acoustic fencing around the nets area would have a significant visual impact. It would be better if the nets were located elsewhere thereby avoiding the need for the fencing.
- A number of comments are made regarding the design of the landscaping specifically to ensure that the loss of existing landscape character is mitigated for as far as possible, the use of non-native species, the general design of the planting and the management measures proposed.

Lancashire County Council (LCC) Historic Environment Service: Originally raised objection on the basis that the applicant's report had not satisfactorily investigated the archaeological interest of the site. Following the undertaking of a site evaluation, the Historic Environment Record (HER) Officer confirms that no significant archaeological features were encountered within any of the trenches that were excavated. However, one part of the site could not be fully investigated and therefore a conditions is recommended to address this issue.

### *Representations*

The application has been advertised by press and site notice and local residents have been notified directly by letter. Sixteen representations objecting to the application have been submitted along with three representations in support. These representations are summarised as follows:





## Objections

- No consideration has been given to the traffic impacts particularly in the context of the planning application for the Cuerden strategic site. The adjacent roads are already congested.
- The transport assessment does not take into account the proposals for the widening of the A582. This improvement scheme will effectively form a lower ring road around Preston and will increase traffic levels considerably as it will provide an alternative to the M6.
- The widening of the A582 needs to be carried out before the cricket facility is constructed.
- The cricket ground application and Cuerden (Lancashire Central) applications are being dealt with separately when in reality there are many issues that are common to both applications. The applicant's plans do not show this – more information is required showing both developments being carried out.
- The footways along Stanifield Lane are inadequate.
- The traffic dangers of Stanifield Lane have been understated in terms of speed and accidents.
- Use should be made of Leyland Trucks to provide overspill car parking and to provide bus services from local railway stations to reduce impact on local roads.
- The overspill parking proposals for match days are unworkable.
- Too much green space is being lost to development – the site is valuable open space for the local community and should be retained in its current form for future generations.
- The cricket facility should be on the Cuerden site as that site has better motorway access.
- There is concern that Todd Lane South will be used for on street parking when larger matches are held at the ground.
- There is no need for a new community cricket ground – there are existing pitches in the South Ribble area which are underused.
- How will spectator parking on the grass verges on Woodcock Estate, Fowler Avenue, Fowler Lane, Stoney Lane and Old Moor Lane be prevented. Some of these are single track land and unauthorised parking could prevent residents from accessing their properties.
- The proposal will increase traffic levels on Fowler Lane to the detriment of pedestrians, cyclists and residents of the Evergreen Respite Centre.
- Objection is raised to the scale, appearance, design and location of the pavilion. The building should be limited to changing facilities and indoor training facilities only.
- The pavilion is only a pavilion on a limited number of match days. For the remainder of the time it is a social club/restaurant and pub which is inappropriate on Green Belt land.
- The pavilion building should be moved from the western side of the site to the eastern side where it could still be a reasonable distance from properties. This would also remove the need for such a long access road behind the properties.
- The service road to the pavilion is too near properties on Fowler Avenue. There will be impacts from headlights, pollution and general use of this road.
- The embankments behind the properties will allow spectators to look straight into the rear of the properties on Fowler Avenue.



- There is a refuse bin area at the rear of Fowler Avenue the use of which will result in noise and other environmental impacts at the nearest properties when refuse and bottles are emptied into the bins late at night. The bins area should be moved to within the pavilion building.
- The nets have been moved from their original location adjacent to the properties on Fowler Avenue. This will bring the active use of the site with noise impacts from early morning to late evening.
- There is a maintenance access road served from Fowler Avenue which is a private road.
- There will be damage to properties and disturbance due to construction works.
- The use of the facility by 5000 spectators will cause unacceptable noise levels.
- What will be the conditions of the alcohol licence?
- The noise assessment does not assess the noise that will arise from a capacity crowd on match days. Currently the residents enjoy a high standard of amenity which will be lost due to the constant noise of practice, matches and daily maintenance. There is no information in relation to the use of the pavilion – there will be music, fireworks and crowd noise and the risk of anti-social behaviour.
- New lighting will be intrusive in the area.
- The proposal will result in a loss of best and most versatile agricultural land.
- The existing trees and hedges on the site will have a much higher biodiversity value than the proposed landscaping.
- Lancashire County Council (LCC) are both applicant and planning authority – the application should be decided by an independent authority.
- South Ribble Borough Council should have increased input into the design and planning of this facility.
- The implications for drainage and flooding have not been sufficiently investigated.
- The proposal will impact on the wildlife that currently uses the site.

The residents of Fowler Avenue have submitted an alternative site layout which they consider would be more acceptable. This places the pavilion building on the eastern side of the ovals with the nets facility directly to the east of the community/academy pitch. They consider that this alternative layout would result in reduced noise and general amenity impacts at their properties, would maintain sufficient standoff to other properties and would have a reduced impact on the Green Belt.

### *Support*

The representations of support state that the facility would be an asset to the area and create many opportunities.

### **Advice**

This application is for a major new sporting and recreational complex on a site within the Green Belt between Leyland and Bamber Bridge in South Ribble. The planning application has been submitted by the County Council under Regulation 3 of the Town and Country Planning General Regulations 1992 but has been developed in conjunction with Lancashire Cricket who would be the end user of the facility.



Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In considering the issues that arise from the proposed development, it is necessary to take into consideration the relevant policies of the Development Plan and the planning history of the site and all other material planning considerations. Government policy including the National Planning Policy Framework (NPPF) is a material consideration that should be given appropriate weight in the decision-making process.

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

The main issues in this planning application include the impacts of the Green Belt, highways, impact on the amenity of local residents, landscape and design, ecology and drainage/flooding. These issues are addressed below.

#### *Green Belt/Local Plan Policy*

The application site occupies part of a narrow belt of undeveloped land between the settlements of Leyland and Bamber Bridge and is designated as Green Belt. The site also forms part of an area of separation as designated by Policy 19 of the Central Lancashire Core Strategy and Policy G5 of the South Ribble Local Plan.

The policies in the Core Strategy and Local Plan relating to areas of separation are slightly inconsistent in their approach. Policy G5 of the Local Plan is more recent and, for the application site, effectively duplicates the Green Belt allocation and does not add any further requirement.

Paragraph 147 of the National Planning Policy Framework (NPPF) states that inappropriate development is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 goes on to explain that 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.

Paragraph 149 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. There are a number of exemptions to this general principle including '*b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it*'. There are also elements of the development that would be engineering operations (such as the cricket ovals themselves, the landscape mounding and car parking areas). Paragraph 150 of the National Planning Policy



Framework (NPPF) states that these types of development are not inappropriate provided that they preserve the openness of the Green Belt.

The purposes of the Green Belt are explained in paragraph 136 of the National Planning Policy Framework (NPPF) which are a) to check the unrestricted sprawl of large built up areas, b) to prevent neighbouring towns merging into one another, c) to assist in safeguarding the countryside from encroachment, d) to preserve the setting and special character of historic towns and e) to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Policy G1 of the South Ribble Local Plan contains very similar requirements in relation to Green Belt matters.

The proposal involves the undertaking of land engineering works to create the cricket pitches themselves with some of the excess materials being used to create screening mounds and other landscaping. To support the development would be the pavilion building, three areas of car parking, an access road and a structure enclosing the practice nets/training facility. On main match days there would also be temporary facilities to provide toilets, refreshments and for press and broadcast purposes.

The applicant considers that the pavilion building and nets facility would be appropriate facilities for outdoor sport and that they have been designed and located to preserve the openness of the Green Belt. They also consider that the elements of the development that are engineering operations would not harm the openness of the Green Belt. The applicant therefore concludes that the proposed development is not inappropriate development and is acceptable in terms of Green Belt policy.

The application site is currently comprised of a number of agricultural fields. Whilst there are a small number of properties along the western (Fowler Avenue) and eastern boundaries (Woodcock Estate and Sherdley Cottage) the site essentially has an open character and separates the urban development to the north and south. Although the pavilion building and nets facility has been located close to the western boundary near to the existing properties, these buildings would still be within the Green Belt and therefore in principle are inappropriate development in this location. The central area of the site would be occupied by the two cricket ovals and whilst these would retain the site in a 'green' use, they would require considerable engineering operations in their creation which would significantly alter the present appearance of the site. On the eastern boundary of the site would be a new access road and car parking which again would replace the existing open field with urban development.

Whilst the proposal is for outdoor sport and recreation, it is considered that the facilities go beyond what can reasonably be considered as appropriate facilities for outdoor sport and recreation. This particularly relates to the pavilion building, nets facility and the car parking where their scope is not restricted to that which is strictly required in terms of an outdoor sport facility, and which are of a scale and impact where they would not preserve the openness of the Green Belt. Taking into account the design of the whole development, it is considered that it would represent a further encroachment into the countryside therefore conflicting with purpose c) of Green Belt Policy. The application site also largely occupies the remaining undeveloped land between Leyland and Bamber Bridge and Green Belt and there would also be some harm to



purposes a) and b). For these reasons, it is considered that this proposal would conflict with Green Belt policy and therefore should only be approved if very special circumstances can be demonstrated.

### *Need for and benefits of the development*

Notwithstanding their view that the development is not inappropriate development in the Green Belt, the applicant has provided a substantial body of information in terms of the need for and benefits of the development and the absence of other sites that could be used for this facility in order to demonstrate that very special circumstances exist. This is summarised as follows:

Lancashire Cricket currently operate from Emirates Old Trafford, Manchester where they have a main ground and associated training facility. However, Lancashire Cricket have a long-standing desire for a second ground to function alongside Old Trafford to overcome overuse issues at Old Trafford, to improve player development and expand the appeal of the game across Lancashire and the north west.

Historically Old Trafford was used only for men's first and second team cricket plus one international test match per year. It is now used for international cricket, elite Lancashire men's, 100 ball competitions, women's elite, Lancashire second XI and prospective knock out quarter finals and semi-finals. This usage totals up to 127 days per year when the maximum capacity of Old Trafford is around 114 days per year out of a cricket season lasting 150 days per year. Lancashire Cricket therefore consider that the main ground at Old Trafford is already over used. The over use issue extends to the nets area which is fully utilised by the above teams with little scope to accommodate age group and academy sessions. As the main pitch and nets are either full grass or part grass/part artificial, capacity is finite due to the timescales for resting and renovation.

Lancashire Cricket also maintain that there has been a significant increase in women and girl's cricket in recent years which adds to the demands on the Old Trafford facilities. Previously Lancashire Cricket have used other facilities at Clubs around Lancashire in order to take pressure away from Old Trafford and to widen exposure to the game around the North West. Lancashire Cricket claim that many of these other clubs now struggle to provide the facilities and quality of playing conditions required.

Lancashire Cricket view the facility at Farington as their strategic priority which would provide a second centre of excellence to complement the Old Trafford facilities and would match the facilities operated by other county cricket clubs. The Farington ground would have a particular emphasis on creating a regional centre for women and girls' cricket and would provide opportunity to further develop youth and community cricket including to progress young players to professional level by enabling their matches to be staged at a first-class facility. It would also provide practice, playing and training facilities for the men's and women's professional teams when Old Trafford is out of commission or being used for high level matches. Consequently the English and Welsh Cricket Board (the national governing body) fully support the Farington project.

In relation to the availability of land to provide the above facilities, a site selection exercise was undertaken after entering a partnership arrangement with the County



Council to deliver a new cricket facility somewhere in Lancashire. Two main requirements were a central location accessible via a range of transport modes and a site with reasonable acquisition costs given that sites in the main urban areas and those with development potential would be likely to be prohibitively expensive. Other criteria were sufficient size (at least 13 hectares), availability, located in places with current deficiencies in cricket pitch provision, reasonably level topography, low flood risk and an absence of fundamental planning constraints. A total of 32 potential sites were assessed from which the Farington site emerged as the preferred option. No other site scored well on the above criteria and for that reason the applicant concludes that there are no other alternative sites which are suitable, available and deliverable to accommodate the facility.

### *Very special circumstances*

Section 8 of the National Planning Policy Framework (NPPF) is concerned with the promotion of healthy and safe communities. Paragraph 92 states that planning decisions should enable and support healthy lifestyles through the provision of a number of means including sports facilities. Paragraph 93 emphasises the need to plan positively for a range of social, recreational and cultural facilities including sports venues. Paragraph 98 recognises that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities.

Policy 24 of the Central Lancashire Core Strategy deals with sport and recreation and seeks to ensure that everyone has the opportunity to access good sport, physical activity and recreation facilities including by developing minimum local sport and recreation standards and identifying sites for major new facilities where providers have evidence of need. The policy is supported by a Playing Pitch Assessment produced in 2019 which considered sports pitch provision across Central Lancashire including for cricket. In South Ribble there were nine grass wicket squares and two non turf pitches. Of the grass pitches two were assessed as being of good quality with the remainder being standard quality. Only three of the cricket facilities in South Ribble had additional training facilities (nets). The assessment included a supply and demand analysis which found that in South Ribble and across Central Lancashire generally there was an existing shortfall in senior cricket provision on grass wickets which was anticipated to increase in future. The existing pitches in South Ribble were also considered to be over played. This assessment therefore appears to demonstrate that there is a need for further cricket facilities in the Central Lancashire area generally and the proposed facility would therefore help to address the local provision target within Policy 24. Although there does appear to be a local need for such facilities which this proposal would help to satisfy, it should also be appreciated that this facility would be of a scale and quality where it would address a wider regional demand. This is recognised by Policy 24 in terms of identifying sites for major new facilities.

In relation to the wider need for cricket facilities, Sport England have been consulted on this planning application. In responding they have sought the views of the England and Wales Cricket Board (ECB) who act as Sport England's technical advisors on cricket matters. The England and Wales Cricket Board (ECB) comment *'that there is a strategic sporting need for the development and that the proposal will have a particular impact on tackling inequalities by supporting disability cricket and the growth*



*of women's and girl's cricket'*. Sport England therefore consider that the proposal addresses an identified need for this type of facility which has the potential to be of benefit to the development of cricket.

In terms of wider economic benefits, the County Council commissioned Amion Consulting to produce a report assessing the wider economic benefits of the proposal. Amion estimate that the construction of the facility would generate £10.8m of investment and that wider economic benefits during the operation phase would be £2.13m per annum. As well as the financial benefits, there would also be local supply chain and tourism benefits from visitor attendance and increased levels of health and wellbeing across a wide range of the community.

In conclusion, the proposal would meet the aims of national policy concerning the availability of high-quality sporting facilities, helping to raise participation rates and promoting healthy and active communities. The facility would address issues in local provision but would also be of a scale and quality where it would have a regional significance and benefit to cricket. Whilst the value of the site selection exercise is more limited through its restriction to county council owned land, it should be recognised that this project demands that a site of sufficient size be available at reasonable cost and timescale and in a central location accessible by a variety of transport modes. The application site satisfies these requirements.

Paragraph 148 of the National Planning Policy Framework (NPPF) states that very special circumstances will not exist unless the potential harm to Green Belt by inappropriateness and any other harm resulting from the development is clearly outweighed by other considerations. The extent to which this policy requirement is satisfied is considered in the conclusions to this report.

#### *Highway and Transport matters*

The site would be served from a new access off the A5083 Stanifield Lane. This road links with a fully signalised roundabout at the junction with the A582 from where access can be gained to the A6 and the roundabout at the western end of the M65. At the location of the proposed access, Stanifield Lane is subject to the national speed limit of 60 mph and has a footway along its eastern side.

The application is accompanied by a Transport Assessment which contains information on the likely traffic generation of the development. The traffic generation at the site would be highest during the cricket season between April and September and particularly on ticketed admission days (up to 20 days per year). The maximum usage of the site during those days is expected to be for Lancashire men's first team matches (up to six matches per year) when the site would be expected to attract up to 5000 spectators. For other ticketed events it is expected that there would be between 2,000 and 500 spectators. During ticketed events only one oval would be in use. The busiest time for vehicle movements would be following the end of a T20 game where spectators and some staff would depart the site between 18.30 and 19.30 where up to around 540 two-way vehicle movements could be expected.

During the other days during the cricket season, the site would be used for professional and non-professional training, youth and community cricket (such as school use) and



for non-ticketed matches. The traffic generation during these times would be significantly less than for the main ticketed events. For example, it is possible that one of the ovals could be used for a training session/non-ticketed match with up to 30 players with the other oval being used for a community session with up to 90 players and 12 coaching staff. It is also possible that during those times there could be use of the nets and pavilion building although that would not add significantly to the overall numbers of visitors which in any event would be significantly below the ticketed events.

For the main ticketed events (for example the Lancashire Men's county championship matches), the matches would start at 11.00 and finish around 18.00. These are normally four day matches lasting from Thursday to Sunday. Other one day matches or limited over matches can start at 11.00 or later, sometimes in the afternoon or early evening. Generally, traffic generation from the facility would therefore not be within peak periods.

Parking provision for visitors/spectators would be in the form of a permanent car park for 265 cars. There would also be a temporary over flow car park on an adjacent field area for a further 235 cars. Using car occupancy rates obtained from other cricket matches, it is estimated that on-site parking could accommodate around 1000 spectators. This level of provision is likely to be sufficient for many of the ticketed events.

It would also be possible for spectators to use public transport to reach the site. Stanifield Lane is on a main bus route between Preston and Leyland where there are existing stops. These stops are proposed to be relocated and upgraded with new links to be provided into the site together with a new pedestrian crossing on Stanifield Lane to assist bus passengers on the southbound side to cross the road safely. There are existing railway stations at both Leyland and Lostock Hall. The Lostock Hall Station is approximately 10-minute walk from the site with Leyland being approximately 25 minutes on foot.

For larger events, Lancashire Cricket propose an event day management plan. This would include use of off-site parking facilities and use of park and ride to transport visitors to the site. Lancashire Cricket also state that it would be possible to use coaches for transport between Old Trafford and Farington.

Paragraph 111 of the National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Paragraph 112 requires that priority be given to pedestrian and cycle movements and to facilitate access to high quality public transport with appropriate facilities that encourage public transport use.

The site is located close to the strategic road network including the motorway junctions on the M6 and M65 and therefore the traffic generated by this proposal should not result in additional unacceptable congestion on local roads.

National Highways have been consulted on this planning application given the implications for the nearby motorway junctions on the M65 and M6. National Highways originally raised concerns that the impacts on the strategic road network had not been





adequately demonstrated. Their concerns related to evidence including queuing at the motorway junctions, the use of 2015 traffic data, the impact of committed development and the assessment of future year traffic. Further information was also requested on the management of match day traffic and parking. Following the submission of further information, National Highways offer no objection. They note that the predicted level of development traffic in the morning and evening peak at both the M65 terminal junction and the M65/M6 junction is low and therefore the network is capable of accommodating the additional traffic without unacceptably adding to queuing and associated safety concerns. National Highways note the measures that are proposed to manage match day traffic and request that these are the subject of an Event Management Framework which is subject to regular review.

Lancashire County Council (LCC) Highways reach a similar conclusion that the traffic impacts of this development would be acceptable. The applicant has submitted a drawing showing the design of the proposed new junction onto Stanifield Lane. These works include widening of Stanifield Lane to incorporate a right turn lane into the site access with ghost islands, relocation of bus stops and creation of a new pedestrian footway into the site and provision of new pedestrian crossing across Stanifield Lane to allow crossing of the road safely. Lancashire County Council (LCC) Highways also request that the applicant undertakes a review of the Microprocessor Optimised Vehicle Actuation (MOVA) traffic light signalling controls at the roundabouts at the junctions of the A582 and Stanifield Lane and the A582 and the A6. Lancashire County Council (LCC) Highways consider that all these works along with an event management plan with regular review are required to ensure that the traffic from the development would not have unacceptable impacts on the safety and capacity of the local highway network.

National Highways and Lancashire County Council (LCC Highways have requested that a condition being imposed requiring an event management plan to be submitted prior to every ticketed match. It is considered that this would be difficult to manage. As an alternative, it is proposed that a match day management plan be submitted at the start of each year setting out the programme of matches and the traffic and event management for each year. A condition is proposed to address this point.

The development would require the diversion of two footpaths. The diversionary routes are considered acceptable and no less convenient to use than the existing routes. A condition is proposed to deal with the surface of the footpath and other footpath infrastructure.

Provided that the conditions appended to this report relating to the design of highway works and submission of a regular plan to manage traffic impacts from ticketed events, it is considered that the development is acceptable in terms of Paragraph 111 of the National Planning Policy Framework (NPPF).

### *Ecology*

The site is comprised of a number of agricultural fields divided by hedgerows with mature hedgerow trees. There are no statutory or non-statutory nature conservation designations affecting the site or adjacent areas.



The application includes an ecological assessment the purpose of which is to map the habitats on the site, assess potential impacts on protected sites, habitats and species, identify the requirement for further surveys and provide recommendations to protect and enhance ecology on the site.

The surveys indicate that the dominant habitat within this site is improved grassland which has limited ecological value, and which is not a UK priority habitat. However, the hedgerows within the site are a priority habitat and one section of hedgerow would qualify as an 'important hedgerow' under the Hedgerow Regulations 1997 due to its historical value. The most important habitat features within the site are likely to be the mature trees within the hedgerows. There are 27 such trees within the application site the majority of which are oaks.

Given the impact of the proposal on these trees, the ecological assessment concentrated on establishing the potential impact on bat species. Surveys were undertaken in 2020 and 2021 to assess the general value of the site for bats and to identify if any of the trees are likely to accommodate bat roosts. Further assessment in terms of emergence surveys on each tree with moderate to high potential as a bat roost was then undertaken in order to establish if any trees were roosts. The assessment identified significant bat activity along the hedgerows within the site although no bats were observed entering any of the surveyed trees. The ecological assessment has also covered Great Crested Newts, badgers, water voles, otters, reptiles and bird species. No significant value was identified for any of these species except for birds where three red listed species of conservation concern were noted as either foraging or breeding on the site.

The planning application also includes a biodiversity net gain assessment to determine the losses and gains to ecological interests. The applicant calculates that there would be a 56% increase in the biodiversity value of the site given the landscaping measures that are proposed as part of the development.

In relation to ecology matters, Paragraph 180 of the National Planning Policy Framework (NPPF) requires that local planning authorities should apply the following principles when determining planning applications:

- If significant harm to biodiversity from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated or as a last resort compensated for, then planning permission should be refused.
- Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused unless there are wholly exceptional reasons, and a suitable compensation strategy exists.
- Development whose primary objective is to conserve or enhance biodiversity should be supported while opportunities to improve biodiversity in and around developments should be integrated as part of the design especially where this can secure measurable net gains for biodiversity.

Policy 22 of the Central Lancashire Core Strategy requires that planning decisions conserve, protect and seek opportunities to enhance and manage biological assets by promoting the conservation and enhancement of biological diversity and seeking opportunities to conserve, enhance and expand ecological networks.



Policy G16 of the South Ribble Local Plan contains similar requirements in relation to the protection of statutory sites, protected species, the need to avoid impacts and to provide sufficient mitigation if impacts cannot be avoided.

All bat species are European protected species and are therefore given full protection under the Habitats Regulations 2017. In determining planning applications that affect European protected species, the County Council must give full regard to the species protection under this legislation and should only grant planning permission if the following three tests are satisfied:

- The consented development must be for preserving public health or public safety or other reasons of overriding public interest including those of social or economic nature.
- There must be no satisfactory alternative.
- The development authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status.

Jacobs UK have provided ecological advice on this proposal. Jacobs agree with the applicant's assessment of the biodiversity value of the agricultural grassland and that the development would have no impacts on otters or badgers or on any designated sites. In relation to bats, Jacobs comment on the third test within the Habitat Regulations and state that impacts on bat species must be fully understood in order to be able to satisfy the legal test and to be able to design mitigation that will maintain the species at favourable conservation status. Jacobs considered that the initial ecological assessment did not adequately assess the value of the trees that would be removed as part of this development. In relation to birds, Jacobs noted that the proposals have the potential to adversely affect certain bird species and that further information is required prior to determination to address these impacts. Jacobs also raised comments in relation to some inconsistencies in the surveys that were undertaken for great crested newts, reptiles, water voles and other notable species.

The main ecological impact arising from this development is likely to be the removal of the hedgerows and associated trees and the implications for any bat populations. There are nine trees within the site which would be felled as part of this proposal, and which have been identified as having moderate or high potential for roosting bats.

Although the applicant has stated that none of the trees on the site would be classed as ancient or veteran trees, many are still of considerable size and likely biodiversity value and therefore could be considered as irreplaceable. Such features should not be lost unless there are wholly exceptional reasons, and a suitable compensation strategy exists. The obligation in terms of Paragraph 180 of the National Planning Policy Framework (NPPF) is also that harm should be avoided in the first instance. The proposal has been amended on two occasions to allow the retention of trees that would have been removed (including one assessed as having high bat roost potential). The remainder of the hedgerows and associated trees cross the centre of the site and therefore it is impossible to construct this development without some loss of these



features. It is considered that the loss of hedgerow and trees has now been restricted to the minimum required to construct the development.

The applicant has provided an amended ecological assessment which contains further information on the surveys that have been undertaken. Jacobs consider that the applicant has now demonstrated that the impacts on water voles, birds and amphibians are acceptable. In relation to bats, Jacobs consider that the survey effort for bats is now acceptable and demonstrates no significant impacts but that further pre construction surveys of all trees with bat roost potential should be carried out prior to felling. This can be the subject of a planning condition along with a mitigation strategy for all bird and bat species.

In terms of net gain, the applicant estimates that the development of the site would give rise to a considerable uplift in the biodiversity value of the site. Jacobs raise various issues regarding how the losses and potential gains have been calculated. A mandatory requirement for an uplift of at least 10% in biodiversity value of a development site is contained in the Environment Act 2022 but the net gain provisions in this legislation do not become law until November 2023. Until then, the only requirement is that opportunities for net gain should be sought where appropriate. The applicant has set out various landscaping proposals to off-set the biodiversity impacts of the development. It is acknowledged that the proposals would provide some level of gain even if not to the levels predicted by the applicant. However, it is considered that further benefit could be achieved through further native tree and hedgerow planting on the eastern and south western boundaries of the site which in time would help to off-set the loss of the existing landscape features. It is also considered that some of the non-native planting around the site access should be replaced with native planting and that further details should be provided for the landscaping of the drainage lagoon and mitigation measures for bats and birds. These matters can be the subject of planning conditions.

Subject to the conditions referred to above the ecological impacts of the proposal are considered acceptable in terms of policy 22 of the Central Lancashire Core Strategy and policy G16 of the South Ribble Local Plan.

#### *Landscape/Visual impact*

At present the site is generally open with a flat topography comprising agricultural pasture divided into fields by hedgerows. The mature and semi mature trees within the hedgerows are the most significant landscape feature. There are only isolated buildings on the boundaries of the site at Woodcock Estate, Sherdley Cottage and along Fowler Avenue to the west giving the site a generally semi-rural character.

The applicant has submitted a variety of information to assess and illustrate the landscape and visual impacts of the proposals including a full landscape and visual impact assessment, a design and access statement and drawings showing the elevations of the pavilion and nets structures and other elements of built development proposed.

Paragraph 130 of the National Planning Policy Framework (NPPF) requires that development should function well and add to the overall quality of the area, be visually



attractive as a result of good architecture, layout and effective landscaping, should be sympathetic to local character and history including the landscape setting. Paragraph 131 concerns trees and draws attention to the contribution of trees to the character and quality of urban environments and requires that existing trees be retained whenever possible.

Policy 21 of the Central Lancashire Core Strategy concerns landscape character areas and requires that new development shall be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.

Policies G7 and G8 the South Ribble Local Plan relate to green infrastructure. These policies require that existing green infrastructure should be protected, and that all development should provide appropriate landscaping, conserve existing environmental assets and provide access to well-designed footways.

Policy G13 of the Local Plan concerns trees and woodlands and states that planning permission will not be granted for any proposal which adversely affects trees which are protected by a tree preservation order or individual ancient or veteran trees. The policy also has a presumption in favour of the retention and enhancement of existing tree and hedgerow cover, where there is unavoidable loss for there to be adequate replacement and for adequate management for all new landscape planting.

The Lancashire County Council (LCC) Landscape Officer has considered the information submitted in support of the application. They make a number of comments in relation to Green Belt issues and raises concerns with regard to the assessment of visual impacts, the placement of the pavilion and nets area with regard to the nearby properties, the loss of trees and general impacts on landscape character and the landscaping proposals. They conclude that planning permission should not be granted due to the significant landscape impacts of the development.

Their concerns regarding impacts on landscape character and loss of trees are noted. The site is located in the undulating lowland farmland area within the Lancashire Landscape Strategy. The key elements of this landscape character area are the woodlands, copses and hedgerow trees creating the impression of a well wooded landscape. The site exhibits some elements of this landscape character which would be significantly changed as a result of the development. Most significant would be the loss of approximately 900 metres of hedgerows and associated mature trees which are the dominant components of landscape character on this site. In the original planning application 20 individual trees were proposed for removal the majority of which are subject to tree preservation orders. However, the application has been amended post submission to retain four significant trees close to the periphery of the site. The removal of the remainder with associated hedgerow will still lead to a significant loss of landscape character. However, the losses have now been minimised to those essential to allow this development and there is no other reasonable layout within the site that would allow greater retention of existing landscape features. The Landscape Officer has also commented upon the more general landscape impact including the land contouring required to create the pitches and screening to adjacent properties. However, none of the mounds would be particularly significant in scale and



the pitches themselves would be created by reducing ground levels to create two amphitheatres. The existing open views across the majority of the site would therefore be retained.

The car parking area would occupy an existing field adjacent to Stanfield Lane from where the access would be gained. The access construction and visibility splays would require the removal of 180 metres of the existing low hedge along the western side of Stanifield Lane which would be replanted behind the new verge. Low bunding would be created around the sides of the new car park area which would be landscaped as species rich grassland with occasional trees. Only approximately half of the car park would be hard surfaced with the remainder using grasscrete or similar which would provide an acceptable appearance and would reduce the landscape impacts of this part of the development.

It is considered that the landscape impacts of this development would be significant mainly due to the loss of the existing landscape characteristics. Some of this landscape character would be replaced by the new landscaping proposals although it would take a significant time to achieve full mitigation. It is also considered that the applicant's landscaping proposals require further modification in order to properly mitigate for the impacts of the development. These modifications include the further native planting referred to in the ecology section of this report. It will also be important to ensure that all landscaping is managed over a suitably long period. Even with appropriate landscape mitigation, it is still considered that there will be some landscape impacts of this development conflicting with policy 21 of the Central Lancashire Core Strategy and policy G13 of the South Ribble Local Plan. These impacts will have to be given appropriate weight in the overall planning balance.

#### *Design and location of the pavilion and nets facility*

Paragraph 130 of the National Planning Policy Framework (NPPF) requires that developments should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping, be sympathetic to local character and landscape setting.

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

Policy G17 of the South Ribble Local Plan sets out design criteria for new development including ensuring that development is acceptable in terms of neighbouring buildings by virtue of height, design, scale and use of materials, provision of appropriate landscaping and ensuring highway safety including parking is not prejudiced.

In relation to the location and design of the pavilion building, the applicant has provided information within the design and access statement. The overall site layout and position of the pavilion building has been driven by a range of technical and climatic/aspect requirements. There is a requirement to have two cricket pitches on



the site, one to accommodate county level cricket and the other for use as a community and training facility. The configuration of the site and position of the access from Stanifield Road determined that the pitches needed to be orientated north – south across the site and that the pavilion building should be in a location which offered views over both pitches. The proposed position of the pavilion on the western side of the site is predominately influenced by the position of the sun. Locating the pavilion and associated spectator terraces on the western side of the site allows spectating without looking directly into the sun and the building would also provide some shelter from the prevailing wind.

The upper floor level of the pavilion building would be constructed at approximately existing ground level. As both pitches would be developed by reducing ground levels by around two metres this would create a bowl effect allowing formal terrace seating on either side of the pavilion building together with informal seating around the remaining perimeter of both pitches. The triangular pavilion building sitting between the two pitches would therefore be seen as a focal element on the approach from the car park. It is considered that this is a logical approach to the development of the site which has the potential to create an attractive design from a landscape and architectural perspective.

On the west facing elevation, the pavilion would have two floors. This would be achieved by setting its floor level around 1.5 metres below existing ground level thereby allowing the pavilion to have a lower floor but without significantly increasing its apparent height particularly when seen from the adjacent properties on Fowler Avenue. The roof would also slope towards the western side of the building reducing its impact when seen from the properties.

In terms of materials, approximately half of the elevations facing the cricket pitches would be in full height glazing to enable views across the pitches from the interior function space. The other parts of these elevations would be in vertical timber boarding which is considered to be an acceptable material in this setting.

The west facing elevation would be two storeys in height although the full height would not be apparent from Fowler Avenue due to the reduction in ground levels. The lower storey would be clad in stone gabion walling which would be continued as a wing wall/retaining wall on either side of the building within which would be various doors and windows into the rooms on the ground floor. The upper floor elevation would have a continuation of the wooden cladding which again is considered to be a suitable material which would help to integrate the building in this location. The roof surface which would only be seen from the west would be covered with stone ballast which would provide a suitably mottled appearance and would be better than profiled aluminium sheeting which is often used on roofs of this design. Overall the design of the pavilion building is considered to be acceptable and is a successful approach to the design issues on this site.

The nets/practice area would occupy a rectangular area to the west of the pavilion building adjacent to Fowler Avenue. It would be split into four sections. Approximately one quarter of the area (three wickets) would be enclosed within a steel framed structure with a domed roof covered with polycarbonate sheeting to provide an all-weather facility. The other three sections would be within steel frameworks covered



with netting. The covered facility would have a maximum height of five metres. The nets area would also be enclosed on three sides by 5-metre-high acoustic fencing to reduce noise impacts. To reduce the apparent height of the net structures and acoustic fencing from Fowler Avenue, the floor level of nets area would be sited approximately 1.5 metres below existing land levels. Immediately adjacent to Fowler Avenue would be a reinforced earth bund to provide some landscape screening to the fencing and there would also be additional tree and shrub planting on the land between the rear of the existing properties and the nets/access road.

The location of the nets/practice area has been the subject of considerable discussion. A number of representations have been received from residents of Fowler Avenue who consider that the nets/practice facility should be located on the eastern side of the site away from their properties. The Borough Council's Environmental Health Officer has also commented that a basic principle of any acoustic design is to engineer out any problems which in this case could be achieved by relocating the nets to the northern boundary of the site away from the residents at Woodcock Estate and Sherdley Cottage.

At pre-application stage, the nets were located on the eastern boundary close to Sherdley Cottage. However, the nets location has been further considered by Lancashire Cricket and the England and Wales Cricket Board (ECB) who maintain that a location adjacent to the pavilion is the preferred option. This is due to the need to address safeguarding issues as the nets will be used by children, need for proximity to disabled toilet provision as disability cricket will be a key aim of the facility and the need to provide security and physical separation from the visiting public. Lancashire Cricket state that only the location next to Fowler Avenue can satisfactorily meet all these requirements.

At its closest point the nets area would be approximately 30 metres from no.2 Fowler Avenue and approximately 50 metres from no.6 Fowler Avenue. There are similar distances to the properties at nos. 3 / 4 and 7 Fowler Avenue. The nets area would not be directly in front or behind of any of these properties and with the proposed reduction in ground levels and landscaping it is considered that the visual impacts would be acceptable. However, the nets would be used all year round and into the evening and therefore there are potential impacts on the amenities of these properties through noise and general disturbance. The nets would be used either by professional players or by supervised groups/teams and would not be available for the general public to use therefore giving some additional control over potential noise issues. The wicket areas would be enclosed by mesh fencing to prevent balls hitting the acoustic fencing or polycarbonate sheeting surrounding the nets structure. Noise impacts should therefore be limited. However, conditions are considered necessary to control the times of use, the design and maintenance of the netting, lighting of the nets area along with landscaping details.

Taking into account the above issues, it is considered that the overall layout of the site is acceptable, and the design and materials of the pavilion would ensure a high quality of finish that is in keeping with the semi-rural location of the site. The nets would be located close to existing properties, but these facilities have been designed to reduce their amenity impacts and there are a number of reasons for their siting in the proposed location. Subject to the conditions set out above, the design and layout of the





development is therefore considered acceptable in terms of paragraphs 130 and 131 of the National Planning Policy Framework (NPPF), Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan.

### *Amenity Impacts*

There are a number of private dwelling houses located on the boundaries of the site particularly along Fowler Avenue, on Woodcock Estate and at Sherdley Cottage. Occupiers of these dwellings have the potential to be disturbed by noise from cricket games and use of the pavilion building and nets facilities.

Paragraph 185 of the National Planning Policy Framework (NPPF) requires that planning decisions should ensure that new development is appropriate for its location taking account the likely effects (including cumulative effects) of pollution on health and living conditions. This includes ensuring that potential adverse impacts from noise are mitigated and reduced to a minimum including avoiding noise giving rise to significant adverse impacts on health and quality of life. The policy also requires light pollution to be limited.

The planning application is accompanied by an acoustics assessment which contains details of current noise levels at the site and the noise impacts that would be generated by typical match day usage.

Although the main cricket ovals site would be open for use between April and September, the ticketed events attracting large numbers of spectators would be restricted to 20 days per year. On other non-ticketed event days, noise levels from the pitches would be significantly lower and would not be dissimilar to the existing noise climate. The main noise impacts therefore relate to the larger ticketed events. The acoustic assessment predicts that pre match activity for these events will increase noise levels for the nearest noise sensitive properties by up to 11 dB(A). A noise increase of this magnitude would normally indicate a significant adverse effect. Only on approximately 6 days would up to 5,000 spectators be expected with the other events only drawing crowds of between 500 and 2,000 when noise impacts would be lower. No flood lighting is proposed and therefore it is likely that matches would finish by not later than 21.00 hrs and only then in mid-summer. Although the larger events would undoubtedly increase noise levels in the locality, the potential noise and general disturbance impacts on the adjacent residents have to be seen in the context of the limited frequency of the main events. As this activity is taking place in the open air, no fixed mitigation measures are possible without also having a significant visual impact. Therefore, the only mitigation is to limit the number of days per year when such ticketed events can take place. This can be the subject of a planning condition.

Concern has been expressed by some adjacent residents that spectators will be able to stand on the perimeter banking and overlook the gardens and properties particularly on Fowler Avenue. However, in general the spectator terraces would be created by lowering the land levels of the pitch areas themselves and would not require the creation of embankments that are considerably higher than existing land levels. Where some raising of levels is proposed, it is considered that some landscaping should be employed to keep spectators away from the crest of the slope to avoid any overlooking



issues and provide additional screening. This can be the subject of a planning condition.

Between the nets and pavilion building would be a car parking facility for around 50 vehicles. This would be used for staff and also players during major match days. Coaches associated with visiting teams would also use this car park as a drop off pick up area. As with the nets and pavilion building, the base level of the car park would be set approximately 1.5 metres below existing ground levels and screening to the nearby properties on Fowler Avenue would be achieved by the acoustic fencing and associated landscaping. The impacts on this car parking on the nearby residents is therefore considered acceptable. However, it is considered that guest parking for evening non cricketing events within the pavilion should be accommodated within the main car park adjacent to Stanifield Lane to avoid late night disturbance to residents on Fowler Avenue. This can be achieved through condition.

The western elevation of the pavilion building would be approximately 100 metres from the nearest houses on Fowler Avenue. The pavilion building includes a function space and Lancashire Cricket wish to be able to use this area for non-cricket related functions. They suggest such use on up to 50 occasions per year. It is acknowledged that the use of pavilion buildings for such functions is commonplace and would support the overall viability of the site. It is considered that no objections are raised to the principle of using the building for such events. Lancashire Cricket wish to be able to play amplified music within the building as part of such events. Given the outside terrace arrangements, the glass doors that would open onto the terraces and the proximity of the properties on Fowler Avenue, it is considered that this needs to be approached with care and to ensure that sufficient control measures are in place to prevent harm to amenities. This issues would need to be the subject of an entertainment licence from the Borough Council, but it is considered that a planning condition should be imposed dealing with the hours of use, the control equipment that would be employed to control noise levels and procedure to be followed in the event of complaints.

Provided that conditions are imposed to address the matters highlighted above, it is considered that the amenity impacts on the nearest local residents are acceptable and that the proposal complies with Paragraph 185 of the National Planning Policy Framework (NPPF) and policy 17 of the Central Lancashire Core Strategy.

#### *Flooding/Drainage*

The site is not located in a flood zone and only small areas of the site are at risk of surface water flooding. However, the application is accompanied by a flood risk assessment due to the size of the development being greater than one hectare.

In terms of surface water, the ground conditions are not suitable for infiltration and therefore surface water from most of the site will be captured and will drain to a new surface water lagoon in the north west corner of the site which would provide a balancing facility to accommodate storm water. There is no gravity connection from there to a water course and therefore flows will need to be pumped to a suitable water course. The size of the lagoon has been calculated to be able to hold storm water discharges plus an allowance in case of pump failure. Some areas of the site including



the car park would be surfaced in permeable pavement or grasscrete in order to reduce demands on the engineered drainage system.

Foul drainage would be way of a package treatment facility there being no mains foul drainage in the area. The treated waste water would be discharged into the new on - site drainage infrastructure before discharge into the River Lostock via the existing water course network.

Paragraph 160 of the National Planning Policy Framework (NPPF) requires that major development should incorporate sustainable drainage systems unless there is clear evidence that they would be unsuitable. Then policy requires that advice should be taken from the flood authority, have appropriate minimum operating standards, have maintenance regimes in place for the lifetime of the development and where possible have multi-functional benefits.

Policy 29 of the Central Lancashire Core Strategy concerns water management and aim to improve water quality and reduce risk of flooding by minimising use of potable water in new developments, appraising, managing and reducing flood risk in new development and encouraging the adoption of sustainable drainage systems.

The Lead local Flood Authority originally had concerns that the drainage modelling had used incorrect infiltration rates resulting in the drainage lagoon being undersized. However, upon further explanation, the Lead Local Flood Authority have withdrawn their objection.

The proposed drainage strategy would comply with the hierarchy within Paragraph 160 of the National Planning Policy Framework (NPPF). The proposed lagoon would also provide a secondary treatment stage for effluent from the package treatment plant and suitable landscaping around the lagoon would provide additional wetland habitats therefore meeting the multi-functional objectives stated in the National Planning Policy Framework (NPPF). Subject to the conditions suggested by the Lead Local Flood Authority, the proposal is considered acceptable in terms of flooding and drainage issues and complies with Policy 29 of the Central Lancashire Core Strategy.

#### *Agricultural Land*

Policy 31 of the Central Lancashire Core Strategy requires that best and most versatile agricultural land is protected to avoid irreversible damage to and achieve the full potential of the soil.

The site is currently Grade 3a agricultural land therefore within the best and most versatile category. Whilst the majority of the site would remain in a 'green use' the works to create the cricket pitches would require considerable earthworks involving removal of the existing soils. Other parts of the site would also be built upon or would be used for car parks. The development would therefore result in a loss of the existing



agricultural potential of the land. This loss would be an unavoidable impact of the development which will have to be taken into account in the overall balancing exercise.

### *Archaeology*

Paragraph 194 of the National Planning Policy Framework (NPPF) concerns heritage issues and requires that planning authorities should require applicants to describe the significance of any heritage assets affected including any contribution made by their setting. It states that where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, planning authorities should require developers to submit an appropriate desk-based assessment and where necessary a field-based evaluation.

There are no listed buildings or scheduled ancient monuments or other designated sites of archaeological importance on the site or in the adjacent areas. However, a number of areas of archaeological interest have been identified on the Cuerden Strategic Site immediately to the east and also at Brookhouse Farm where evidence of a medieval settlement has been found. Although the planning application was accompanied by a desk-based assessment, this did not allow an adequate and informed decision on the archaeological significance of the application site. For this reason, the county council's historic environment service requested that a field evaluation be carried out prior to determination of the application.

The field evaluation was carried out in December 2022 and comprised a number of trenches being excavated across the site to allow recording of any archaeology. The evaluation did not encounter any significant features within the site. However, one area corresponding to the former parish boundary could not be fully evaluated due to it being the course of an existing drainage ditch. The Historic Environment Service therefore raise no objections subject to a condition being imposed that no development works are undertaken until a further programme of evaluation is carried out in the area of the former parish boundary. With such a condition, the proposal is considered acceptable in relation to Paragraph 194 of the National Planning Policy Framework (NPPF).

### *Conclusions*

The site is within the Green Belt, and it is considered that the scale and design of the development is such that there would be an impact on green belt openness. There would be harm to certain of the purposes for including land within the Green Belt. In such cases, planning permission should only be granted if very special circumstances are demonstrated. Such circumstances will only exist if the harm to Green Belt by reason of inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations.

Subject to the imposition of planning conditions, the proposal is considered acceptable in terms of highway impacts, drainage/flooding, archaeology, ecology and the amenity



of local residents. The design of the proposal including the design of the pavilion structure and other built elements of the development are also considered acceptable.

Although the proposal has been amended to minimise the impacts of the scheme, there would still be impacts on landscape character that would not be capable of satisfactory mitigation even with the additional landscaping that is proposed. There would also be a loss of best and most versatile agricultural land. This harm should be added to the harm by reason of inappropriate development within the Green Belt and the cumulative harm then weighed against the benefits of the proposal to assess if very special circumstances exist.

The proposal offers the opportunity to create a major new sport and recreation facility that would be of regional significance as well as providing a sporting facility to address local shortfalls in the quantity and quality of provision. The facilities to be offered would improve access to high standard sports provision and would therefore help to meet policy ambitions to improve health and levels of activity for all sections of society. The application site is centrally located and has good access to public transport and the strategic highway network. This site therefore has significant advantages over other locations that could potentially accommodate the development. It is considered that these benefits are considerable and outweigh the harm to the Green Belt and any other harm that would be caused by the proposal. Very special circumstances are therefore demonstrated to justify the location of the development in the Green Belt.

The proposal therefore complies with the policies of the National Planning Policy Framework (NPPF) and the Development Plan.

The Town and Country Planning (Consultation) (England) Direction 2009 requires certain types of applications to be referred to the Secretary of State prior to the grant of planning permission in order to afford him/her the opportunity to call in the application for determination. The legislation covers applications which include inappropriate development on land in the green belt and which consists of development which by reason of its scale or nature or location would have a significant impact on the openness of the green belt. Whilst this proposal does include development that is considered to be inappropriate, it is considered that the loss of openness would not be significant and therefore it is not necessary to refer the application before granting planning permission.

## **Recommendation**

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

### **Time limits**

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

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



2. Written notification of the date of commencement of the development shall be sent to the County Planning Authority within seven days of such commencement.

*Reason: To enable the County Planning Authority to monitor the development to ensure compliance with this permission and to conform with Policy G17 of the South Ribble 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:

- a) The Planning Application received by the County Planning Authority on 29 July 2022

- b) Submitted Plans and documents:

Drawing ZZ-XX-DR-A 00001 P12 Proposed site location plan  
Drawing ZZ-XX-DR-A-00002 P13 Proposed Site Plan  
Drawing ZZ-XX-DR-A-00006 PO4 Red line site plan  
Drawing FCR-WSP-ZZ-XX-DR-C-0011 Rev B Site access 30mph  
Double Ghost Island with consented Cuerden Scheme  
Drawing 210002-BDP-ZZ-ZZDR-C-0002 Rev TO2 Earthworks Analysis  
Drawing ZZ-XX-DR-A-001002 PO8 Practice nets - sections  
Drawing ZZ-XX-DR-A-001001 PO8 Practice nets elevations  
Drawing UG-1016-LAN-BT-DRW-05-P13 - Boundary Treatments  
Drawing UG-1016-LAN-LD-DRW-08-P01 Landscape details native  
hedge planting  
Drawing UG-1016-LAN-LD-DRW-13-PO7 Lighting proposals plan  
Drawing UG-1016-LAN-LSN-DRW-12-PO1 Landscape supporting  
notes  
Drawing UG-1016-LAN-PROW-DRW-11 -P12 PROW Diversion plan  
Drawing UG-1016-LAN-SL-GA-01-P34 General Arrangement  
Drawing UUG-1016-LAN-SL-DRW-02-P12 Soft landscape sheets 1/3  
Drawing UG-1016-LAN-SL-DRW-03-P11 Soft landscape 2/3  
Drawing UG-1016-LAN-SL-DRW-04-P14 Soft landscape 3/3  
Drawing Z1-XX-DR-A-(0) 0011 -PO7 East Elevation  
Drawing Z1-XX-DR-A-(0) 0012 -PO7 South Elevation  
Drawing Z1-XX-DR-A-(0) 0013 -PO8 West Elevation

- 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 policies 17,21,22,27 and 29 of the Central Lancashire Core Strategy and Policies F1, G1, G7, G8, G13 and G16 of the South Ribble Local Plan.*



4. All earthworks and landscape mounding shall be constructed according to the contours shown on drawing 210002-BDP-ZZ-ZZDR-C-0002 Rev TO2.

*Reason: In the interests of the visual amenities of the area and to conform with policy G17 of the South Ribble Local Plan.*

### **Conditions on use**

5. The cricket pitches shall only be used for the playing of cricket (including training and community sport use) and shall be used for no other use or activity.

*Reason: In the interests of local amenity and highway safety and capacity and to conform with Policy G17 of the South Ribble Local Plan.*

6. The use of the cricket pitches for ticketed events shall be limited to not more than 20 days per calendar year. Such events shall be managed in accordance with the scheme and programme approved under the requirements of condition 13 below.

Starting from the date of the first ticketed event, a record shall be made of the occasions when the pitches are used for ticketed events. Such a record shall be retained within the pavilion building for a period of 6 months and shall be made available for inspection by the County Planning Authority on request.

*Reason: In the interests of local amenity and to conform with policy G17 of the South Ribble Local Plan.*

7. Any temporary event overlay facilities required to serve ticketed events including toilet and refreshment facilities, retail structures, advertising, outside broadcast equipment, or fencing shall only be retained on site for the duration of the cricket season between 1 April and 30 September in any year. No such facilities shall be retained anywhere on the site outside of these dates.

*Reason: In the interests of the visual amenities of the area and to conform with policy of the G17 of the South Ribble Local Plan.*

8. No flood lighting shall be installed to illuminate the cricket pitches.

*Reason: In the interests of local amenity and to conform with policy G17 of the South Ribble Local Plan.*

### **Net facilities**

9. There shall be no construction of the net facilities until details of their construction have been submitted to and approved in writing by the County Planning Authority. The details shall include information on the following matters:

- a) the colours of the supporting framework for the mesh netting and polycarbonate sheeting



b) details for the lighting of the covered facility and control of the lighting to ensure that the area is not illuminated outside the hours of use specified in condition 10

c) details for the design and construction of the ball restraint netting

The ball restraint netting shall be maintained in such a condition at all times to ensure that cricket balls do not contact the perimeter fencing or polycarbonate sheeting.

*Reason: In the interests of the amenities of local residents and to conform with Policy G17 of the South Ribble Local Plan.*

10. Except for ticket match day events as authorised under the provisions of condition 6, the nets/training facility shown shall not be used other than between the hours of:

09: 00 - 21:00 hours Monday to Sunday

*Reason: In the interests of the amenities of local residents and to conform with policy G17 of the South Ribble Local Plan.*

## **Highway Matters**

11. The development shall not be brought into use until highway works have been undertaken in accordance with a scheme and programme to be first submitted to and approved in writing by the County Planning Authority.

The scheme and programme shall contain details of the following: -

a) A review and assessment of Microprocessor Optimised Vehicle Actuation (MOVA) technology/operation at the Stanifield Lane/A582 roundabout and at the A582/A6 roundabout to determine if any amendments are required to the traffic light controls.

b) Installation of CCTV monitoring of the operation of the Stanifield Lane/A582 roundabout.

The works contained in the approved scheme shall be implemented prior to the development being brought into use.

*Reason: In the interests of highway safety and to prevent congestion and to conform with Policy G17 of the South Ribble Local Plan.*

12. The development shall not be brought into use until a Travel Plan, as defined by this permission, has been submitted to and approved in writing by the County Planning Authority.





The Travel Plan shall include:

- a) A brief description of the development, its location and a summary of the particular transport and road safety issues at the site.
- b) Evidence and results of consultation with staff and other interested parties.
- c) Targets and measures to minimise the impact of/reduce private car use for the journey to and from the site by staff and other visitors.
- d) Proposals for monitoring progress of the Travel Plan including a timetable for its implementation and review.

*Reason: In the interests of highway safety and to conform with Policy G17 and F1 of the South Ribble Local Plan.*

13. Prior to the first ticketed match taking place, an Event Management Plan for ticketed events shall be submitted to the County Planning Authority for approval in writing. The Event Management Plan shall contain details of the following:

- a) A timetable of the ticketed events that are planned for the forthcoming cricketing season.
- b) measures to prevent the parking of vehicles on Fowler Avenue and Fowler Lane during ticketed events.
- c) details of the sites that will be made available for the off-site parking of cars during ticketed events including details of transport that will be provided between the off-site car parks and the Farington Cricket Ground.
- d) details of how purchasers of tickets will be advised of the parking options and transport options to travel to the site.
- e) details of any bus / coach services that will be provided between the Old Trafford Cricket Ground and the Farington site on ticketed match days.
- f) details of signage on the road network to direct spectators to the site or off-site parking facilities.
- g) Details of temporary fencing to be erected around the perimeter of the cricket ovals to control access to the site during ticketed events.
- h) Details of stewarding during ticketed event days to advise visitors of parking and access arrangements.
- i) Details of litter collection facilities to be provided and for litter picking after ticketed events have finished.
- j) Details of the PA system to be employed including measures to limit the impacts of noise on adjacent residential properties.
- k) Details for the review of the Event Management Plan on an annual basis taking into account the schedule of matches planned for the forthcoming season and a review of the effectiveness of the event management measures that have been implemented over the previous season.

The use of the pitches during ticketed events shall be managed in accordance with the approved Event Management Plan or subsequent annual reviews of that plan.



*Reason: In the interests of highway safety and local amenity and to conform with policies 3 and 17 of the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan.*

14. The development shall not be brought into use until a scheme and programme of sustainable transport measures has been submitted to the County Planning Authority for approval in writing. The scheme and programme shall contain details of the following:
- a) Details for secure and covered cycle parking for both staff and visitors/spectators. The details shall include information on the location, design and numbers of facilities to be provided.
  - b) Details of electric vehicle charging points to be provided for both staff and visitors/spectators. The details shall contain information on the location, design and numbers of charging points to be provided.
  - c) Details of relocated bus stop provision for north bound and south bound services on Stanifield Lane. The details shall include information on the location and design of bus stops and the measures to be implemented to allow the safe crossing of Stanifield Lane to/from the southbound bus stop.
  - d) The location and design of a taxi/coach waiting area and shelter within the main spectator car park.

The measures contained in the approved scheme and programme shall be implemented in full prior to the facility being brought into use and retained in full working order thereafter.

*Reason: In order to secure sustainable transport measures and to conform with Policies 3 and 17 of the Central Lancashire Core Strategy.*

15. No works to construct the site access from Stanifield Lane shall commence until a scheme and programme for the design of the access has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall be based upon the highway layout shown on drawing ref FCR-WSP-ZZ-XX-DR-C-0011 Rev B and shall contain details of the following: -
- a) The layout of the new junction including splitter island and dropped kerbs, visibility splays to be provided and construction details of the new road pavement.
  - b) The relocation of the existing traffic sign on the northbound carriageway of Stanifield Lane.
  - c) The dimensions of the new footway to be provided adjacent to the northbound carriageway of Stanifield Lane.
  - d) The design of a pedestrian crossing to be located across Stanifield Lane.
  - e) Details of any signage to be erected at the site entrance including location, size and design.
  - f) Details for the hard surfacing of the emergency access at its junction with the A582.
  - g) Details of the turning radii from the site access road into the overflow car park.



The new junction and access road into the site as required by parts a) - c) shall be constructed in accordance with the approved details prior to any other development commencing on the site. The works required by parts d) - g) shall be carried out prior to the development being brought into use.

*Reason: In the interests of highway safety and to conform with Policy G17 of the South Ribble Local Plan.*

16. The car parking spaces including disabled parking provision within the hard surfaced car park areas shall be marked out on the surface of the car parks prior to the development being brought into use.

*Reason: In the interests of highway safety and to ensure the provision of sufficient car parking and to conform with Policy of the South Ribble Local Plan.*

### **Construction works**

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

07.00 to 18.00 hours Monday to Friday (except Public Holidays)  
08.00 to 13.00 hours on Saturday

No construction development, delivery or removal of materials shall take place at any time on Sundays or Public Holidays.

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

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

18. Measures shall be taken during the duration of construction works to ensure that no mud, dust or other deleterious materials are deposited on Stanifield Lane by heavy goods vehicles (HGVs) leaving the site.

*Reason: In the interest of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with policy G17 of the South Ribble Local Plan.*

### **Use of pavilion facility**

19. The pavilion building shall only be used between the following hours:

09.00 to 23.00 hours Mondays to Sundays

This condition shall not apply to maintenance works to the building.



*Reason: In the interests of the amenities of local residents and to conform with Policy G17 of the South Ribble Local Plan.*

20. The pavilion building shall not be hired out for non-cricket or community private hire events on more than 50 occasions in any calendar year. A record of the occasions when the facility is hired out for such use including the name of the hiring organisation or person shall be retained and made available for inspection by the County Planning Authority on request.

*Reason: In order to control the level of use in the interests of the amenity of local residents and to conform with Policy G17 of the South Ribble Local Plan.*

21. Any waste or recycled materials shall not be emptied into the refuse bins located to the west of the pavilion building after 21.00 hours on any day.

*Reason: In the interests of the amenities of local residents and to conform with policy G17 of the South Ribble Local Plan.*

22. All visitors to the pavilion facility associated with the events authorised by condition 20 shall use the main car parking facilities located off the main access road. Such visitors shall not use the parking area located to the west of the pavilion building which shall only be used by staff.

*Reason: In the interests of the amenities of local residents and to conform with policy G17 of the South Ribble Local Plan.*

23. No amplified music shall be played within the building until a noise management plan has been submitted to and approved in writing by the County Planning Authority. The noise management plan shall contain the following information:

- a) The hours within which amplified music will be played.
- b) The measures to be employed to ensure that the playing of amplified music does not result in unacceptable noise levels at the curtilage of no. 6 Fowler Avenue.
- c) The procedure to be followed in the event that noise complaints are received including a review of the noise control measures approved under part b) of this condition.

The measures contained in the approved noise management plan shall be complied with at all times when amplified music is being played at the pavilion building.

*Reason: In the interests of the amenities of local residents and to conform with Policy G17 of the South Ribble Local Plan.*

### **Building materials**

24. The building materials for the pavilion building shall conform to the schedules of materials listed in the submitted Design and Access Statement.



*Reason: In the interests of visual amenity and to conform with Policy of the South Ribble Local Plan.*

25. Notwithstanding the details included in the submitted Design and Access Statement, no development of the pavilion building shall take place until details of the following have been submitted to and approved in writing by the County Planning Authority.
- a) The stone materials to be used as ballast on the pavilion roof.
  - b) The stone materials to be used on the stone gabion retaining walls and rainscreen walls on the west facing elevations of the pavilion building.
  - c) The colours of railings on top of the retaining walls.
  - d) Details of any security or flood lighting attached to the west facing elevation of the building.

*Reason: To ensure a high-quality design in the interests of visual amenity and to conform with Policy G17 of the South Ribble Local Plan.*

### **Sustainable Drainage**

26. No development except for site clearance works shall commence until a detailed surface and foul water sustainable drainage strategy for the site has been submitted to and approved in writing by the County Planning Authority. The drainage strategy shall be based upon the information contained within the site-specific flood risk assessment P3000932-LCCC-BDP-XX-XX-RP-C-1000 revision PO4 and surface water drainage strategy P3000932-LCCC-BDP-XX-XX-RP-C-1001 revision PO4 and shall include details of the following:
- a) Sustainable drainage calculations for peak flow and volume control for the:
    - i) 100% (1 in 1 year) annual exceedance probability event
    - ii) 3.3% (1 in 30 year) annual allowance probability event + 40% climate change allowance with an allowance for urban creep
    - iii) 1% (1 in 100 year) annual allowance probability event + 45% climate change allowance with an allowance for urban creep
  - b) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.
  - c) Details of the package treatment plant
  - d) Details of the pumping facilities required to pump foul water effluent to the sustainable drainage lagoon and pump required to transfer surface water flows into a receiving watercourse including measures to be employed in the event of pump failure.

The measures contained in the approved sustainable drainage strategy shall be fully implemented prior to the development being brought into use.



*Reason: In the interests of sustainable drainage and to conform with Policy 29 of the Central Lancashire Core Strategy.*

27. No development except for site clearance works shall commence until a construction surface water management plan detailing how surface water and storm water will be managed during construction operations has been submitted to and approved in writing by the County Planning Authority. The management plan shall contain details of the following:
- a) The measures to be taken to ensure surface water flows are retained on site during the construction phase including temporary drainage systems and if surface water flows are to be discharged, they are done so at a rate that must not exceed the greenfield run off rate from the site.
  - b) The measures to be taken to prevent siltation and pollutants from the site entering any receiving groundwater or surface water course.

The measures contained in the approved management plan shall be implemented throughout the duration of construction works

*Reason: In the interests of preventing flooding and pollution and to conform with Policy 29 of the Central Lancashire Core Strategy.*

28. The development shall not be brought into use until an operation and maintenance manual for the drainage systems installed on the site has been submitted to and approved in writing by the County Planning Authority. The manual shall include details of:
- a) Details of the maintenance, operational and access requirements for all sustainable drainage systems (SuDS) components and connecting drainage structures including all water courses and their ownership.
  - b) A proforma to allow the recording of inspections and maintenance activities as well as allowing faults to be recorded and the actions taken to rectify such faults.
  - c) The arrangements for adoption by any public body or statutory undertaker to secure the functioning of the sustainable drainage system in full operational order.

A copy of the approved manual shall be retained at the site thereafter.

*Reason: In the interests of sustainable drainage and to conform with Policy 29 of the Central Lancashire Core Strategy.*

29. The development shall not be brought into use until a certification report pertaining to the sustainable drainage systems installed at the site has been submitted to and approved in writing by the County Planning Authority. The verification report must demonstrate that the sustainable drainage system has been constructed in accordance with the strategy approved under the requirements of condition 26 above. The report shall contain information and evidence, including photographs of details and locations of critical drainage



infrastructure (including inlets, outlets and control structures) and full as-built drawings.

*Reason: To ensure that the sustainable drainage infrastructure is installed according to the approved strategy and to conform with Policy 29 of the Central Lancashire Core Strategy.*

## **Archaeology**

30. No development except for site clearance works shall commence until a scheme and programme of archaeological work in accordance with a written scheme of investigation has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall detail the archaeological investigations that are necessary to detail and investigate the archaeological significance and interest of the boundary within the site between Farington and Cuerden Parishes.

The archaeological works contained in the approved scheme shall be undertaken during the construction of the development.

*Reason: In the interests of the historical environment and to conform with Policy G17 of the South Ribble Local Plan.*

## **Landscape and Ecology**

31. Any felling of trees or removal of hedgerow shall take place in accordance with the methodology set out on section 5 of the Ecological Assessment dated January 2023. This shall include the supervision by a qualified ecologist of all felling and hedge removal works.

*Reason: In the interests of ecology and to conform with Policy G13 and G16 of the South Ribble Local Plan.*

32. Within six months of the commencement of the development, a scheme and programme of ecological mitigation works shall be submitted to the County Planning Authority for approval in writing. The scheme and programme shall contain details of the following:

- a) Details for the number, location and design of bird nesting boxes to be erected.
- b) Details for the number, location and design of bat boxes to be erected on retained trees.
- c) Details for the creation of habitat features including hibernacula, log piles.
- d) Details for the management of areas shown with wildflower mixes including mowing regimes to be followed.
- e) Measures to be undertaken for the management of Himalayan Balsam within the site.



The ecological mitigation works contained in the parts a), b) and c) of the approved scheme shall be implemented prior to the development being brought into use. The works in d) and e) shall be implemented throughout the landscape management period specified in condition 35 below.

*Reason: In the interests of biodiversity mitigation and to conform with policies G13 and G16 of the South Ribble Local Plan.*

## **Landscaping**

33. Within six months of the commencement of development, a revised landscaping scheme shall be submitted to the County Planning Authority for approval in writing.

The landscaping scheme shall provide for the following:

- a) A soil specification for the areas to be seeded with wildflower mix.
- b) A planting plan providing details of the tree, shrub and hedgerow planting. The plan shall provide for additional hedgerows incorporating native tree planting on the eastern and south western boundaries of the site and on the southern side of the access road.
- c) Details for the reinforcement of the existing hedgerows on the boundaries of the site with additional planting.
- d) Details of the techniques to be used to transplant the hedgerows adjacent to Stanifield Lane.
- e) Details of the location, numbers and species of tree and shrub planting and planting techniques, sizes of plants, plant spacings and protection measures for all tree, shrub and hedge planting.
- f) Details for the surface treatment of the overspill parking area.
- g) Details for the design of the diverted public rights of way including surfacing, provision of stile/gate/bridge facilities, signposting and removal of existing footpath facilities that are no longer required.
- h) Details for the landscaping of sustainable drainage systems (SuDS) lagoon including details of marginal and aquatic planting.
- i) Details of the construction of and landscaping of the reinforced earth structure adjacent to the nets facility.
- j) Revised details for boundary treatment and landscaping to the rear of nos 5 and 6 Fowler Avenue.
- k) The works to be carried out to create the event/maintenance access from Fowler Avenue.
- l) A phasing plan for the above landscaping works.

The site shall be developed in accordance with the approved scheme and the landscaping works contained in the approved scheme shall be carried out according to the phasing approved under l) above.

*Reason: To secure the proper landscaping of the development in the interests of local amenity and ecology and to conform with Policies G13, G16 and G17 of the South Ribble Local Plan.*





34. No felling of trees or removal of vegetation shall take place until the trees numbered T59, T60, T61, T21 and T22 together with the hedgerows edged in green on drawing UG-1016-ARB-TRP-01rev 05 within the amended Arboricultural Impact Assessment have been protected by fencing or other means or demarcation which shall be retained in position throughout the duration of construction works.

*Reason: In the interests of ecology and landscape and to conform with policies G13 and G17 of the South Ribble Local Plan*

35. All landscaping works carried out in accordance with the scheme and programme approved under the requirements of condition 30 shall be managed for a period of 15 years from the date of their implementation.

The management works shall be undertaken in accordance with a scheme to be submitted for the approval in writing of the County Planning Authority within two years of the commencement of the development. The scheme shall contain details of the following:

- a) Replacement of failed plants, weed control and maintenance of tree and shrub protection measures.
- b) Hedgerow management of new hedgerows and those on the boundary of the site including laying or other forms of management.
- c) Management of other biodiversity features including wildflower areas.
- d) Measures to control invasive species.

*Reason: In order to secure the proper landscaping of the site and in the interests of ecology and to conform with Policy G13 and G16 of the South Ribble Local Plan.*

## **Definitions**

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

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

## **Notes**

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

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping - up or diversion of a right of way should be the subject of an Order under the appropriate Act. Footpath nos. (7-4-FP6 / 9-12-FP1) (9-12-FP2 / 7-4-FP5) are affected by this development.



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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0048	February 2023	Jonathan Haine Planning and Environment 01772 534130

Reason for Inclusion in Part II, if appropriate

N/A

