LANCASHIRE CENTRAL, CUERDEN

Environmental Statement

Non-Technical Summary

Prepared by on behalf of
Maple Grove Developments

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CONTENTS

1. INTRODUCTION 1
2. EIA METHODOLOGY 3
3. SITE AND DEVELOPMENT DESCRIPTION 5
4. ALTERNATIVES & DESIGN EVOLUTION 8
5. CONSTRUCTION METHODOLOGY & PHASING 9
6. SOCIO-ECONOMICS 10
7. LANDSCAPE AND VIEWS 12
8. BUILT HERITAGE 14
9. TRANSPORT AND ACCESS 16
10. NOISE 18
11. AIR QUALITY 20
12. ECOLOGY 21
13. SUMMARY 23

FIGURES

Figure 1.1: Site Location Plan

Figure 2.1: Cumulative Schemes Plan

Figure 3.1a: Features Plan (Road Network)

Figure 3.1b: Features Plan (Designations)

Figure 3.2: Development Zones, Land Use and Quantum, Buildings Heights

Figure 3.3: Highways and Access

Figure 3.4: Landscape and Parameters Plan

Figure 3.5 Illustrative Masterplan

Figure 5.1: Outline Phasing Strategy

Figure 7.1: Visual Receptors

1. INTRODUCTION

1.1 Maple Grove Developments (the 'Applicant') is applying for outline planning permission, with all matters reserved for the employment led redevelopment with commercial and residential uses (the 'Development') at land at Lancashire Central (the 'Site'), see Figure 1.1. The Site is located in the administrative boundary of South Ribble Borough Council (SRBC) however this planning application will be determined by Lancashire County Council (LCC).

1.2 An Environmental Statement (ES) has been prepared to support the planning application. An ES is the report of an Environmental Impact Assessment (EIA) carried out as required by national law known as the "EIA Regulations". EIA is the process by which development proposals deemed likely to have significant environmental effects are appraised. This document is the non-technical summary of the ES and summarises the content and conclusions of the ES.

Environmental Statement Availability

1.3 The ES and planning application can be viewed at the following link, where comments can also be left: https://planningregister.lancashire.gov.uk/Search/

1.4 Comments on the planning application can also be forwarded to:

Development Management
Lancashire County Council
PO BOX 100
County Hall
Preston, PR1 0LD

Tel: 01772 531929

1.5 The ES may be purchased in volumes, the costs for which are set out below:

- Non-Technical Summary (NTS) - £15
- Volume 1: ES Main Text & Figures - £250
- Volume 2: ES Appendices - £450
- Full copy (Volumes 1 and 2 with NTS) of the ES on a data stick - £15

1.6 For copies of any of the above please contact:

Environmental Planning Team Secretary
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7 Soho Square
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Tel: 020 7446 6888
Email: IEPenquiries@bartonwillmore.co.uk

2. EIA METHODOLOGY

2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written into an ES which is submitted with the planning application.

2.2 The ES provides the planning authority (in this case LCC) with sufficient information about the potential environmental effects of the development before a decision is made about the planning application. Effects may arise during the construction and operational phases of the development.

2.3 The ES has been prepared in accordance with the *Town & Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017*, as amended (the "EIA Regulations")[i]. Reference has also been made to currently available good practice guidance on EIA[ii].

Assessment Methodology

2.4 The ES predicts the significance of each environmental effect, which is determined by two factors:

- The sensitivity, importance or value of the environment (such as people or wildlife); and
- The actual change taking place to the environment (i.e. the size or severity of change taking place).

2.5 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance. Each chapter of the ES states which effects are considered significant.

2.6 The ES includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the development are assessed.

EIA Scope

2.7 EIA Scoping involves focusing the ES on the likely significant effects of the Development on the environment at the construction and operational phases. Scoping is an important tool for identifying the likely significant effects of a proposed development through its design, construction and completed phases and ensures that appropriate mitigation options are considered where necessary. A Scoping Report was submitted to LCC on 2nd February 2022 in

support of a request for a Scoping Opinion. The Scoping Report identified the topics proposed to be scoped into and out of the ES; and for those assessments to be included, details of the scope and methodology of the assessments. LCC adopted an EIA Scoping Opinion on the 16th March 2022 and confirmed the topics to be scoped into the ES comprised:

- Socio-Economics;
- Landscape and Views;
- Built Heritage;
- Transport and Access;
- Noise;
- Air Quality; and
- Ecology.

Public Consultation

2.8 The planning application is the culmination of a design process which has involved consultation with LCC, statutory consultees, the local community and other stakeholders. An information leaflet was distributed to households and a consultation website was launched (www.lancashirecentral.co.uk) to enable people to view the proposals and provide feedback.

2.9 On the 4th of April 2022, letters were issued to the closest neighbouring residents to the Development informing them of the Development and inviting them to take part in the consultation. On 11th of May 2022, a further letter was issued enclosing an further information and offering the opportunity to arrange a meeting with the development team.

Cumulative Effects

2.10 EIA must assess any potentially significant effects of the development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. Government guidance states that 'existing and approved' developments should be considered. 14 cumulative schemes were included in the ES as shown on Figure 2.1.

3. SITE AND DEVELOPMENT DESCRIPTION

Site Context

3.1 The Site (Figure 1.1) is approximately 4.1km south of Preston City Centre and is bound to the north-west by the Farington Road/Lostock Lane and Stanifield Road roundabout, to the north by the Lostock Lane (A582), and to the north-east by the Lostock Lane and the A6 roundabout. The north-eastern boundary is formed by the A6 dual carriage way which leads to a junction 1A of the M56 which itself forms the remainder of the northern Site boundary. The eastern boundary of the Site lies adjacent to Wigan Road (A49). Agricultural fields and an operational quarry form the southern boundary, and Stanifield Lane spans the entire western boundary of the Site. Figure 3.1a shows the road network surrounding the Site as well as the railway network to the north and west. Figure 3.1b shows the statutory and non-statutory designations in the surrounding area.

3.2 The land use in the immediate vicinity of the Site comprises residential housing to the north and south, agricultural fields located to the west and highways infrastructure surrounding the eastern, western and northern boundaries. There are multiple commercial buildings located to the north-east of the Site, approximately 70m from the boundary. The commercial floorspace comprises supermarkets, hardware stores and takeaway food facilities. Leyland Business Park is located approximately 300m south-west of the Site.

Site Description

3.3 The Site covers 60.92 hectares (ha) of predominately grassed agricultural fields separated by hedgerows. There are three vehicular access points. The first is on the eastern boundary along Wigan Road (A49) providing access to the central regions of the Site. An additional access point is provided along the western boundary on Stanifield Lane along Stoney Lane, again providing access to the central regions of the Site. Lastly, an access point is located on Lostock Lane on the northern boundary known as Old School Lane.

Description of Development

3.4 The Development comprises an outline planning application. The application seeks permission for employment, residential and mixed uses and associated car parking, access, public open space, landscaping and other works. The formal description of development is as follows:

> *'Application for Outline Planning Permission (with all matters reserved save for access from the public highway and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis*

Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage, and the realignment of Public Right of Way Ref 9-12 FP12, 9-12 FP6/FP7/FP8, 9-12 FP9 and 9-12-BW11'

3.5 The planning application will be supported by a set of parameter plans[1] and a design document that will control future planning applications on the Site. The parameters that define the Development are shown on: Figure 3.2 Development Zones, Land Use and Quantum, Building Heights, Figure 3.3 Highways and Access and Figure 3.4 Landscape Parameter Plan. An illustrative masterplan is included as Figure 3.5 to show how the Development could realistically look, however, has not been used to assess the parameters of the Development.

3.6 Figure 3.2 (Development Zones, Land Use and Quantum and Building Heights) displays the spatial extent of the Development. The residential and non-residential commercial floorspace will be limited to these areas. As shown in Figure 3.2, residential dwellings will be within Zone E of the Development.

Commercial Uses

3.7 The maximum floorspace provision for each of the non-residential uses proposed by the Development as well as the maximum plot size are set out in Table 3.1 below. The max Gross Internal Area[2] (GIA) of the non-residential area will be no more than 214,300 sqm.

Table 3.1: Non-Residential Development Maximum Uses

Zone	Use	Floorspace Shall Be No More Than (square metres)	Max Plot Size (square metres)
A	Retail	4,000	30,000
	Hotel	2,500	
	Gym	1,000	
	Food, Drink & Drive Thru Restaurant	800	
	Car Sales	4,000	
	Creche	500	
	Health Centre	1,500	
	Employment	25,000	
	Business	4,000	
B	Employment	65,000	65,000
	Business	5,000	
C	Employment	18,000	18,000
	Business	5,000	
	Leisure Centre	13,000	
D	Employment	47,000	47,000
	Business	5,000	
	Leisure Centre	13,000	
Total	**N/A**		**160,000**

Residential

[1] Plans which set the uses on the Site but do not show detailed layouts
[2] Area of a building measured to the internal face of the walls at each floor level

3.8 116 residential dwellings in a range of sizes and tenures will be provided in Zone E, in the south-west region of the Site.

Building Heights

3.9 The Development will have a maximum building height of +77.00m above ordnance datum[3] (AOD), in Development Zone B in the western region of the Site.

Access

3.10 As set out on Figure 3.3, primary vehicular access will be provided into the Development from four locations:

- Wigan Road on the eastern boundary of the Site into Zone B;
- Stanifield Lane on the western boundary into two different access points with one into Zone B in the south-west and one into Zone E in the north-west; and
- Zone A from the M65 motorway.

3.11 The Development will provide additional pedestrian and cycle access from each of the vehicular access points on the western and eastern boundaries to the Development. The Development will also provide a pedestrian access point from the northern boundary.

Green Infrastructure

3.12 The Development includes areas of public open space provision within the Site. In the south-western region of the Site, an area of public open space will be provided parallel to the Stanifield Lane on the western boundary. Additionally public open space will line the boundary of the Development on Zone B on the south-eastern regions of the Site. Grassed areas of land comprising green and blue infrastructure will lie adjacent to the boundaries of Zones A and C.

Drainage

3.13 A Drainage Strategy will be submitted as part of the application which includes realignment of the across the Site and as a result will create a drainage infrastructure capable of efficiently preventing flooding.

[3] Mean sea level calculated from observation taken at Newlyn, Cornwall, and used as the official basis for height calculation on British maps

4. ALTERNATIVES & DESIGN EVOLUTION

4.1 The EIA Regulations require an ES to provide a description of reasonable alternatives studied by the developer, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects. Alternatives typically considered include:

- The 'do nothing' alternative whereby the Development would not be progressed;
- Alternative Locations and Uses for the Site; and
- Alternative Design/layouts for the Development.

The 'do nothing' Alternative and Consideration of Alternative Locations & Uses

4.2 The 'do nothing' Alternative refers to the option of leaving the Site in its current state and was not considered by the Applicant. The Site has planning consent for commercial development however this has not been brought forward because the existing configuration of the Development would not make the most efficient use of the land. Further, no alterative locations or uses have been considered as the Applicant can deliver the Development on the Site.

Consideration of Alternative Designs

4.1 The form of the Development has been influenced by a range of factors, including location, surrounding uses and landscape character, and input from LCC, statutory consultees and stakeholders.

Design Evolution

4.2 A hybrid planning application was submitted in 2017 and subsequently granted by South Ribble Borough Council for the comprehensive redevelopment of the Strategic Site. However, given the changing market and retail climate, the Development has been revised such that the Development align to a greater extent to the current market and commercial conditions. Part of the Strategic Site, which is under a separate ownership, has been excluded from the Development. However, the masterplan has been designed so that this land can be brought forward in future phases. The extent of the Development can be seen in Figure 3.2 Development Zones.

5. CONSTRUCTION METHODOLOGY & PHASING

5.1 Planning for demolition and construction is necessarily broad at this stage and may be subject to modification. This chapter is based on reasonable assumptions and experience and allows assessment of the realistic "worst case" demolition and construction phase effects**.**

Anticipated Programme & Phasing

5.2 The construction of the Development is anticipated to commence in 2023 subject to gaining planning permission, and span approximately eight to ten years (as shown on Figure 5.1).

Controls to Protect the Environment

5.3 A Construction Environmental Management Plan (CEMP) will be prepared for the Development that will provide the methods of managing environmental issues, such as noise and dust during construction. The following control measures will also be incorporated into the CEMP:

- Temporary surface water management system, for example oil interceptors, holding tanks to remove suspended sediment before discharge etc;
- Equipment maintenance;
- Wheel washing;
- Covering stockpiles; and
- Storage of substances in accordance with applicable legislation

Hours of work

5.4 Working hours on the Site will be agreed with LCC through the CEMP. However, it is likely that standard hours of work will be adhered to. These are:

- Monday to Friday, 8am to 6pm;
- Saturday, 8am to 1pm; and
- Sunday and Bank Holidays, no noisy activities on-site (if works take place).

6. SOCIO-ECONOMICS

6.1 This chapter of the NTS sets out the baseline conditions and assesses the likely significant effects of the Development on the environment in respect of socio-economics during the construction and operation phases.

Baseline Conditions

Population

6.2 The latest official population estimates show that there were 374,000 people living in Central Lancashire in 2020, of which 111,000 live in South Ribble. The population within Central Lancashire is growing at a rate higher than both Lancashire and the north-west.

Employment

6.3 Historically, Central Lancashire had seen an increase in its economic activity rate, increasing from 76% in 2010/11 to a peak of 86% in 2017/18. Since 2019/20 there has been a sharp decrease in the economic activity rate in Central Lancashire, decreasing to just 76% in 2020/21. This rate is lower than both the national and South Ribble averages.

Employment sectors

6.4 As of 2020, there were 189,000 people working in Central Lancashire. The largest sectors of employment in Central Lancashire are Health (16% of employment), Retail (10% of employment) and Construction (9% of employment).

Housing

6.5 As of 2020, there were approximately 50,571 dwellings in South Ribble. Since 2001, the number of houses by 16%. This is above both the Lancashire and north-west averages (both 13%) and in line with the national average.

Construction

6.6 During the construction phase of the Development, one potential effect has been identified; the effects on construction employment. The effects have been assessed to be minor beneficial and as a result no mitigation is required and the residual effects remain minor beneficial.

Completed Development

6.7 During the operational phase of the Development, six potential effects have been identified and assessed: the effects on operational employment, population, household expenditure, housing stock, education, and health. The effects on population and household expenditure have been assessed to be of negligible significance and therefore no mitigation is required, and the effects remain negligible. The effects on operational development and housing stock have been assessed to major beneficial and moderate to minor beneficial in significance, respectively, and again, no mitigation is required therefore the residual effects remain at major beneficial and moderate to minor beneficial.

6.8 With regards to education and health effects, it has been identified that the Development the potential to result in minor to negligible adverse effects and moderate adverse effects, respectively. As such, mitigation has been proposed which comprises early discussions with the LCC and local health commissioners to understand how the existing infrastructure can accommodate the identified changes and to what extent to which financial contributions are required. With mitigation the residual effects would be reduced in significance to negligible.

Cumulative Effects

6.9 The Development has been assessed in terms of its cumulative impacts in conjunction with permitted development. The effects on operational employment, population and housing stock have been assessed to be major beneficial where no mitigation is required. Housing expenditure has been assessed to be moderate to minor beneficial where no mitigation is required.

7. LANDSCAPE AND VIEWS

7.1 This chapter of the NTS sets out the baseline conditions and likely significant effects of the Development on the environment in respect of landscape and views during the construction and once the Development is complete and occupied. The landscape and visual impact assessment has been undertaken in accordance with all relevant best practice guidance documents.

Baseline Conditions

7.2 The character of the Site is largely derived from semi-improved agricultural grassland, with trees and hedgerow boundaries, albeit with residential housing in the western regions of the Site. The Site is bound within the wider landscape predominantly by farmland and highways infrastructure. An extractive landscape with disturbed landform, mounds and water bodies lies immediately to the south.

7.3 The landform within the Site slopes gradually from south-east, at a high point of approximately 56.0 metres AOD along the boundary to Wigan Road to the north-west, to a low point of approximately 34.5AOD along the boundary adjacent to the Stanifield Lane and Lostock Lane roundabout. Locally the surrounding motorway infrastructure creates engineered steep slopes, engineered forms and retaining features that are out of character with the surrounding topography, with the section of M65 Motorway along the Site boundary rising approximately 7.0m higher than the Site at the highest point (59.2AOD) at the Wigan Road Bridge.

Construction

7.4 The Development has been assessed to identify the effects that will occur during the construction phase. The landscape effects on Tree Protection Order[4] (TPO) and veteran trees has been assessed to be major adverse prior to mitigation, with mitigation proposed in the form of retention where possible and protection in accordance with arboricultural recommendations.

7.5 The effects of the Development during the construction phase were assessed with regard to the local landscape character the effects prior to mitigation were assessed to be major to moderate adverse. Inherent mitigation in the form of landscape buffers are included in the Development softening the appearance of the built form, as seen in Figure 3.4. Landscape

[4] An order made by a local planning authority in England to protect specific trees, groups of trees or woodlands.

proposals with appropriate management and establishment create no change to the residual effects.

7.6 The assessment has identified 15 viewpoints (Figure 7.1) which may experience potential effects ranging from negligible neutral to major adverse as a result of the Development's construction. Mitigation has been proposed, however, given the nature of construction it is not possible to the significance of the Development's effect on the 15 viewpoints during the temporary construction phase.

Completed Development

7.7 The ES has assessed the effects of the Development following completion of the construction works. The effects on landscape regarding the impact on TPO and veteran trees as well as the effects on the local landscape character remain consistent with the construction effects in terms of significance with landscape management proposals; Residual effects on TPO and veteran trees being no change neutral and effects on landscape character will be of moderate adverse, moderate adverse and major to moderate adverse significance, respectively.

7.8 The effects on the 15 viewpoints have again been assessed during the operational phase of the Development. Prior to mitigation, the significance of effects ranges from minor neutral (viewpoint 10) to major adverse (viewpoints 13 and 14). Mitigation has been proposed in the form of landscape proposals with appropriate management. As such, the major adverse identified at viewpoints are lowered in significance to moderate to major adverse.

Cumulative Effects

7.9 The cumulative effects associated with the Development have been assessed during the construction and operation phases with regards to landscape. The significance of effects have seen assessed to be no change neutral prior to mitigation for both phases and as such, no mitigation is required.

8. BUILT HERITAGE

8.1 This chapter of the NTS sets out the baseline conditions and likely significant effects of the Development on the environment in respect of built heritage during the construction and once the Development is complete and occupied.

Baseline Conditions

8.2 There are seven Listed Buildings and five undesignated built heritage assets in the locality of the Site. There are no Scheduled Monuments or Conservation Areas within a 1km study area. Cuerden Hall parkland was formerly a registered parkland but was de-listed in 1999 due to fragmentation and encroachment by infrastructure and modern development. The gardens of St Catherine's Hospice (formerly Lostock Hall) are on the list of Lancashire's unregistered historic designed landscapes. There are no buildings within the 1km area recorded on the Lancashire Local List[5] (2022).

Construction

8.3 The Development has been assessed during the construction phase to understand the effects on built heritage on and around the Site. The two identified effects comprise the loss of setting which contributes to the value of Grade II Listed Building 'The Old School House' and the loss of setting which contributes to the value of the undesignated 'Lostock Hall' (now St Catherine's Hall). The effects on the 'The Old School House' have been assessed to be moderate adverse prior to mitigation. Mitigation has been proposed in the form of measures applied through the implementation of the CEMP reduce visual intrusion. The residual effects remain at moderate adverse. The effects prior to mitigation on 'Lostock Hall' have been assessed to be negligible adverse. Through mitigation proposed in the form of measures applied through the implementation of the CEMP, the residual effects remain at negligible adverse.

Completed Development

8.4 The effects on the two identified heritage assets of the 'The Old School House' and 'Lostock Hall' have been assessed during the operational phase. The effects have been assessed to be of moderate adverse and negligible adverse significance, respectively. No mitigation has been proposed as none were possible and therefore the effects identified remain.

[5] A List of Local Heritage Assets in the Lancashire area.

Cumulative Effects

8.5 No cumulative effects have been identified during the construction phase and operational phase with respect to built heritage.

9. TRANSPORT AND ACCESS

9.1 This chapter of the NTS sets out the baseline conditions and significant effects of the Development on the environment in respect of the transport and access during the construction and operational phases.

Baseline Conditions

9.2 The Site is well located for access to the Strategic Road Network. The Site boundary borders the terminus of the M65, an east-west route connecting southern Preston to nearby towns of Blackburn, Accrington, Burnley and Colne. It is also approximately 1km from access to the M6 via J29. The M6 is a strategic north-south route providing connections towards Lancaster, Carlisle and Scotland to the north, and towards Wigan, Merseyside, Cheshire and the West Midlands to the south. The M61 3.5km to the east of the site provides a strategic link to Chorley and Greater Manchester to the south. The M6, M65 and M61 are part of the SRN and retained by National Highways (NH).

9.3 The Site is also well situated for access onto key local routes including the A6, located approximately 650m from the Site, which provides a north-south connection to Preston City Centre, and the A582 South Ribble Western Distributor Road.

Construction

9.4 The Development has been assessed during the construction phase. Four potential effects have been identified in the form of additional goods vehicles on the local highway network, potential additional delay due to construction traffic, additional staff vehicles on the local road network and potential diversions of vehicle routes and pedestrian areas.

9.5 The potential effects on additional goods vehicles has been assessed to be moderate adverse prior to mitigation, mitigation in the form of a construction management plan (CMP) which includes timing and routing strategy has been proposed. As such, the residual effects on additional goods vehicles has been assessed to be of negligible significance.

9.6 The potential additional delay due to construction access junctions has been assessed to be minor adverse. With junctions designed to appropriate safety standards the residual effects have been reduced to negligible.

9.7 The effects of additional staff vehicles on the local network as a result of the Development has been assessed to be moderate adverse. Mitigation has been proposed in the form of

encouragement of non-car staff travel, lift sharing and shift timing to avoid peak travel times. As such, the residual effects have been reduced to negligible.

9.8 The potential diversions of vehicles and pedestrian routes has been assessed to be minor adverse prior to mitigation and lowered to negligible significance through suitable diversion routes.

Completed Development

9.9 The Development has been assessed during the operation phase to understand the effects on transport. The three potential effects identified are the additional traffic impact, additional pedestrian / cycle flows and additional use of public transport. The effects prior to mitigation are moderate adverse, minor adverse and negligible, respectively. Mitigation has been proposed in the form of active travel infrastructure measures on and off site and public transport promotion. As such, the three potential effects have been reduced in significance to negligible.

Cumulative Effects

9.10 The anticipated cumulative effects will mirror the residual effects during the construction phase, which have been assessed to be negligible for all potential effects.

9.11 No cumulative effects have been identified during the operational phase.

10. NOISE

10.1 This chapter of the NTS sets out the baseline conditions and assesses the likely significant effects of the Development on the environment in respect of noise during the construction and once the Development is complete and occupied.

Baseline Conditions

10.2 This assessment is based upon noise monitoring conducted at the Site in February 2022. Data provided by the Office for National Statistics suggests that road traffic flows have largely returned to pre-covid figures and as such baseline noise data is considered to be both robust and representative of the existing noise climate.

Construction

10.3 Three potential effects have been identified during the construction phase, and these relate to noise, vibration and traffic. Prior to mitigation, the noise effects have been assessed to be major adverse, the vibration effects have been considered to be moderate adverse whilst the traffic effects have been considered to be of negligible significant. Mitigation has been proposed in the form of the implementation of the CEMP and preparation of a construction logistics plan. As such, the residual effects for the three effects identified will reduce to minor adverse, negligible and negligible, respectively.

Completed Development

10.4 The potential effects during the operational phase of the development have been identified as: noise effects relating to fixed mechanical plant and building services; noise breakout from industrial, storage and commercial uses; heavy goods vehicles (HGV) movements and road traffic noise. The effects relating to fixed mechanical plants, noise breakout and HGV movements have been assessed to be negligible prior to mitigation and therefore insignificant. Road traffic noise however has been assessed to be major adverse. Mitigation has been identified in the form of compliance to plant noise limits, provision of façade providing adequate acoustic performance. As such, the residual effects on road traffic noise are expected to be reduced to minor adverse and therefore not significant.

Cumulative Effects

10.5 The cumulative effects of the Development have been assessed in combination with other permitted schemes in close proximity to the Development. During the construction phase, noise, vibration and traffic have been identified. The effects prior to mitigation have been

assessed to be major adverse, moderate adverse and negligible in significance. Mitigation has been proposed in the form of the implementation of the CEMP lowering significance to minor adverse, negligible and negligible, respectively.

10.6 During the operation phase, fixed mechanical plant and building services along with road traffic road have been identified. The effects prior to mitigation have been assessed to be negligible and major adverse. Limiting noise permitted from plant noise will reduce any residual effects to negligible and minor adverse.

11. AIR QUALITY

11.1 This chapter of the NTS sets out the baseline conditions and identified significant effects of the Development on the environment in respect of air quality during the construction and once complete and occupied.

Baseline Conditions

11.2 The Site is not located within any air quality management areas[6], the closest being 750m north-east and 800m north-west of the Site boundary respectively.

Construction

11.3 The assessment has identified three potential effects during the construction phase of the Development: nuisance dust, construction vehicle exhaust emissions and constriction plant emissions. The effects of nuisance dust have been assessed to be minor adverse prior to mitigation whilst, construction vehicle exhaust emissions and construction plant emissions have been assessed to be of negligible significance. A range of mitigation measures have proposed in the CEMP which include removing materials that produce dust and enclosing of material stockpiles and damping down dusty materials during dry weather. These measures identified reduce all three effects post mitigation to negligible significance.

Completed Development

11.4 The assessment identified the potential for effects relating to road traffic emissions one the Development is complete and operational, however the assessment confirmed that there would be no significant effects and therefore no mitigation is required.

Cumulative Effects

11.5 The effects identified during the construction and operational phases have been assessed regarding the potential cumulative effects they may have. The effects of nuisance dust have been assessed to be of minor adverse significance, whilst the remaining effects have been assessed to be negligible and no mitigation is required. The effects of nuisance dust can be reduced through implementation of the CEMP and therefore the significance has been reduced to negligible.

[6] Areas identified by the local authority that do not meet appropriate standards for air quality

12. ECOLOGY

12.1 This chapter of the NTS sets out the baseline conditions and likely significant effects of the Development on the environment in respect of ecology during the construction and operational phases.

Baseline Conditions

12.2 There are no statutory sites designated for nature conservation within the boundaries of the Site. However, there is one within the search radius of 2km: Preston Junction Local Nature Reserve (LNR). The LNR lies approximately 500m to the north of the Site. There is one non-statutory site within 2km of the site, Cuerden Valley Park and River Lostock Biological Heritage Site (BHS). The BHS lies approximately 500m to the north and west of the Site.

Construction

12.3 The assessment has considered seven potential impacts during the construction phase of the Developments. The potential effects identified include impacts on priority hedgerow, priority ponds, species poor semi-improved grassland (outside and inside the Lancashire Grassland Network), common toads, bats and breeding birds. The impact prior to mitigation has been assessed to be negative at a level which is considered significant. To mitigate against the effects on priority hedgerow, mitigation has been proposed whereby hedgerow considered 'important' will be retained through the design, as well as no net loss of linear meterage. The residual effects on priority hedgerow remains negative to a significant level. The loss of priority pond habitats will be mitigated during the construction phase through the creation of new pond habitats and therefore the residual effects have been assessed to be slight positive, but not significant.

12.4 The effects on species poor semi-improved grassland inside and outside the Lancashire Grassland Network has been proposed to be mitigated against through creation of species rich grassland, however, the residual effect remain significant at Site level and borough level.

12.5 The creation of ponds and construction works undertaken in accordance with a detailed methodology has been assessed to reduce the residual effects on common toads from negative that is significant to not significant. Additionally, the effects on bats have been proposed to be mitigated against through significant linear commuting features and tree / hedge lines along Stoney Lane and Old School Lane, as well as new habitat creation and

sensitive lighting to prevent severance. As a result, the residual effects are lowered to a level which is not significant.

12.6 The effects on breeding birds have been proposed to be mitigated against through timing of works to avoid breeding season and provision of bird boxes during the construction and operation phases. However, the effects on breeding birds cannot fully be mitigated against therefore the effects are considered to be negative to a significant level.

Completed Development

12.7 One effect has been considered during the operation phase of the Development; the effects on Cuerden Valley Park & River Lostock BHS. The effects have been assessed to be negative at a significant level. The residual effect on the receptor has been assessed to be slight positive through the provision of financial contributions to enable managers to implement long term sensitive habitat protection measures.

Cumulative Effects

12.8 The cumulative effects of the Development comprise the effects on restoration of Lydiate Quarry, Lydiate Lane. The effects are considered to be neutral and slight positive (not significant) during the construction phase and operational phase, respectively. No mitigation has been proposed and the effects remain the same.

13. SUMMARY

13.1 This chapter of the NTS summarises the mitigation measures and residual effects identified in each of the technical assessments included, which has been prepared to accompany an outline planning application for the employment led redevelopment with commercial and residential uses on land at Lancashire Central.

13.2 The Development has been subject to an iterative design process. As this process progressed measures have been incorporated into the development parameters in order to avoid, reduce or offset significant environmental effects.

13.3 In summary, the Development will result in the following significant beneficial residual effects on the environment:

- Minor beneficial effects on construction employment;
- Major beneficial effects on operational employment; and
- Moderate to minor beneficial effects through housing provision;

13.4 The ES has also identified the following significant adverse residual effects on the environment:

- Major to moderate adverse effects on landscape character during the construction and operation;
- Moderate to major adverse effects on views 14 during the construction and operation; and
- Moderate adverse effects on loss of setting which contributes to the value of Grade II Listed Building The Old School House during the construction and operation;
- Significant negative effects on priority hedgerow habitats;
- Significant negative effects on semi improved grassland;
- Significant negative effects on breeding birds

REFERENCES

[i] *The Town and Country Planning (Environmental Impact Assessment) Regulations 2017* (2017 No.571) (as amended) (2020 No.505)

[ii] National Planning Policy Framework. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf