# APPENDIX 2.1
# EIA SCOPING REPORT

# Lancashire Central, Cuerden

## Environmental Impact Assessment Scoping Report

**February 2022**

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BARTON WILLMORE
PLANNING / DESIGN / DELIVERY

# Lancashire Central, Cuerden

## Environmental Impact Assessment Scoping Report

## Prepared on behalf of
## Maple Grove Developments and Lancashire County Council

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# APPENDICES

# 1 INTRODUCTION

1.1 This report has been prepared by Barton Willmore[i] on behalf of Maple Grove Developments and Lancashire County Council (the "Applicants"). The report accompanies a request for an Environmental Impact Assessment (EIA) Scoping Opinion from Lancashire County Council (LCC) in accordance with Regulation 15 of the *Town and Country Planning (EIA) Regulations 2017*, as amended[ii] (the "EIA Regulations") with respect to the comprehensive redevelopment of the Lancashire Central development site at Cuerden.

1.2 In accordance with the EIA Regulations, a person who is minded to make an EIA application may ask the relevant planning authority to state in writing its opinion as to the information to be provided in the Environmental Statement (ES) (a "Scoping Opinion"). Regulation 15 (2) states that a scoping request must be accompanied by:

*(i) a plan sufficient to identify the land;*
*(ii) a brief description of the nature and purpose of the development, including its location and technical capacity;*
*(iii) an explanation of the likely significant effects of the development on the environment; and*
*(iv) such other information or representations as the person making the request may wish to provide or make.*

**The Site**

Site Context

1.3 The site (see Appendix 1) is located approximately 4.1km south of Preston city centre and is allocated in the South Ribble Local Plan[iii] under C4 as a 'Strategic Site'. It 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.

1.4 The land use in the immediate vicinity of the site is 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 is dominated by supermarkets, hardware stores and takeaway food facilities. Leyland Business

Park is located approximately 300m south west of the site, containing multiple commercial properties.

Site Description

1.5 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.

1.6 There are six buildings currently situated on Old School Lane with a mix of residential and commercial property. There are three additional properties located on Stoney Lane.

**Planning History**

1.7 Planning consent[iv] was granted in 2017 for the following comprehensive redevelopment on 70-hectares of land at the site:

> *"Hybrid planning application comprising: Detailed (Full) submission for retail floorspace (Use Classes A1 & A3) and associated car parking, site access, highway works and strategic landscaping. Outline submission for employment floorspace (Use Classes B1, B2 & B8), hotel (Use Class C1), health & fitness and leisure (Use Class D2), Crèche/Nursery (Use Class D1), Retail (Use Classes A1, A2, A3, A4 & A5), car showrooms (Use Class Sui Generis), Residential (Use Classes C2 & C3) and provision of associated car parking, access, public open space, landscaping and other works."*

**The Development**

1.8 The form of the application will follow that of the previous planning application albeit it will be submitted in outline with all matters reserved for future consideration save for access. The planning application will be supported by a set of parameter plans and a design code document that will control future reserved matters.

1.9 The proposals comprise the delivery of employment led redevelopment, with additional commercial and residential uses. A housing development of approximately 2.75 ha will be located in the north west boundary of the site with access from Stanifield Lane. Four development plots will contain commercial and employment led floorspace with further land reserved for future development. The development will include green infrastructure as well as highways and drainage infrastructure. The total size of each of the four employment-led plots is as follows:

- Phase A - 12.57 ha;
- Phase B - 14.19 ha;
- Phase C - 4.95 ha;
- Phase D - 10.53 ha; and
- Future Phase - 15.93.

# 2 SCOPING

2.1 This scoping exercise has been informed by desk-based research, professional judgement and other information available for the site including the previous EIA work undertaken in 2017 to accompany the previous planning application. Table 2.1 provides a summary of the scoping exercise.

**Table 2.1: EIA Scoping Summary**

| Topics | Potential Construction Phase Effects | Potential Operational Phase Effects | Likely Significant Effects (Pre-Mitigation) | Comments |
|---|---|---|---|---|
| Socio-economics | ✓ - T | ✓ - P | ✓ | Chapter to be prepared. |
| Landscape and Views | ✓ - T | ✓ - P | ✓ | |
| Built Heritage | ✓ - T | ✓ - P | ✓ | |
| Transport and Access | ✓ - T | ✓ - P | ✓ | |
| Noise | ✓ - T | ✓ - P | ✓ | |
| Air Quality | ✓ - T | ✓ - P | ✓ | |
| Biodiversity | x | x | x | Topic scoped out of the ES |
| Water Resources and Flood Risk | x | x | x | |
| Land Contamination | x | x | x | |
| Minerals | x | x | x | |
| Human Health | x | x | x | |
| Archaeology | x | x | x | |
| Wind Microclimate | x | x | x | |
| Daylight, Sunlight and Overshadowing | x | x | x | |
| Agricultural Land | x | x | x | |
| Waste | x | x | x | |
| Accidents and Disasters | x | x | x | |
| Climate Change | x | x | x | |

Key: ✓ Likely Significant Effect / x No Likely Significant Effect.
T – Temporary Effect / P – Permanent Effect

**Environmental Disciplines Scoped Out**

2.2 Further information on the topics scoped out of the EIA in Table 1 is set out in the following sections.

Biodiversity

2.3 The site is not located within or adjacent to any statutory ecological designated areas including Special Areas of Conservation, Special Protection Areas, Ramsar Sites, Sites of Special Scientific Interest, National Nature Reserves or Local Nature Reserves. The nearest statutory designated area lies approximately 650m north of the site and contains Preston Junction, a Local Nature Reserve. Additionally, Fishwick Bottoms Local Nature Reserve is located 3.6km north of the site. There are no additional areas within a 5km radius.

2.4 Previously undertaken ecological surveys of the site in 2016 have determined the habitats present on the site. The habitats identified include priority habitat hedgerow and ponds, running water, marshy grassland, ruderal vegetation, scattered trees, arable vegetation, plantation woodland and scrubland. The presence of semi-improved grassland, improved grassland, bare ground, built environment and amenity grassland is located within the site, however, provides limited ecological value.

2.5 An ecological assessment will be submitted alongside the planning application to support ecological mitigation measures that will reduce the potential effects subject to sensitive receptors on and around the site. In addition, retention of hedgerows of high ecological importance will be incorporated into the development where possible and a replanting strategy will aim to mitigate against hedgerow loss. As a result, an assessment of Biodiversity can be scoped out of the ES.

Water Resources and Flood Risk

2.6 The entire site is located within Flood Zone 1, and is therefore at a low risk of tidal and fluvial flooding (less than 1 in 1,000 annual probability of river or sea flooding). The Site is also considered to be at a low risk of flooding from artificial sources. The underlying geology may potentially be conducive to the groundwater table rising up to the ground surface during prolonged wet weather. However, any associated risk can be easily mitigated by ensuring appropriate threshold levels for buildings above the adjacent ground. This is addressed in a separate Flood Risk and Drainage Strategy which supports the planning application.

2.7 The majority of the Site is currently at 'Very Low' risk of pluvial flooding. However, there are some areas of 'High' risk due to the current ditch network. This ditch network is to be re-aligned as part of the development and would therefore be managed as part of the surface water management plan for the Site. Given the generally low risk of flooding on the site and that drainage management measures would be agreed as part of the planning application, it is proposed that an assessment of Flood Risk and Drainage can be scoped out of the ES.

Land Contamination

2.8 The site is not occupied by heavy industry or other highly contaminative uses and the site is predominantly agricultural land. A Phase 1 Environmental Risk Assessment undertaken on the site in 2016 identified that significant contamination on the site is not considered likely. Further land contamination assessment work will be undertaken in support of the current planning application. An assessment of Land Contamination can therefore be scoped out of the ES.

Minerals

2.9 A small part of the Site is identified as located within a mineral safeguarding area (MSA). Immediately south of the Site is the Lydiate Lane Quarry, a permitted and active sand and gravel quarry. A Mineral Resource Assessment undertaken to accompany the previous planning application on the site estimated at least 40% of the material present beneath the Site would not be viable as a resource due to the presence of overburden and the small size and geometry of the site. The site boundary of the current planning application is smaller than the 2017 application and effects on minerals would be limited. The effect of the development on the underlying mineral resource is not considered to be significant and this topic has been scoped out of the ES.

Human Health

2.10 The development proposes the delivery of employment led redevelopment, with additional commercial and residential uses. The proposals are not likely to result in significant effects on the workforce, as safe working practices will be adhered to in accordance with the requirements of the Health and Safety Executive and relevant legislation including the Construction (Design and Management) Regulations 2015[v], which will minimise the potential for accidents and other situations with a detrimental effect on employees' health, during both the construction and operational phases. Temporary construction phase effects on health and wellbeing as a result of air quality and noise will be mitigated through standard mitigation measures implemented through a CEMP. These measures will be outlined in Chapter 5 Construction Methodology and Phasing and the Noise Chapter of the ES and will ensure no significant effects arise. Additionally, as the development is predominantly commercial in nature, significant effects on education and healthcare in the local area are not anticipated. On this basis, it is proposed to scope human health as a dedicated chapter, out of the ES.

Archaeology

2.11 The site predominantly comprises previously undeveloped land with residential housing present in the western regions of the site along Old School Lane and Stoney Lane. A desk based assessment carried out in support of the previous planning application identified the potential for archaeological remains to survive across the development site. Further investigation through an agreed programme of archaeological evaluation was conditioned through conditions 18 and 54 to the 2017 planning permission. Conditions 18 and 54 covering the whole of the Cuerden Strategic Site were discharged in 2018 following an agreed and comprehensive programme, and the submission of a Post Excavation Assessment (report no: SA/2018/53). This work included:

- Trial trenching of 15 identified locations aimed at establishing the presence, extent, date and significance of any below ground remains.
- The trial trenching findings concluded that 6 areas merited a strip and record excavation to fully understand the survival and extent of the archaeological resource in advance of development.
- The strip and record excavation findings led to the detailed excavation of 3 targeted areas.

2.12 Remains deriving from the pre-historic, medieval and Romano-British periods were uncovered. Following completion of the field work, the findings were subject to an agreed programme of post excavation analysis and publication undertaken in line with the objectives in Historic England's Management of Research Projects in the Historic Environment 2015. Therefore, as there will be no significant effects from the development on archaeology, this topic has been scoped out of the ES.

Wind Microclimate, Daylight, Sunlight and Overshadowing

2.13 The proposals will not include any high-rise buildings which could influence wind patterns, therefore likely significant wind effects are not anticipated and this topic is proposed to be scoped out of the ES. In addition, the scale and massing of the development will not cause changes to daylight or sunlight availability or cause overshadowing of residents along Stoney Lane and Old School Lane or amenity space. It is therefore proposed to also scope this discipline out of the ES.

Agricultural Land

2.14 Agricultural surveys undertaken as part of the previous planning application identified that the then site (was larger than the current site boundary) contained only 9.7 ha of 3a Best and Most Versatile[vi] (BMV) land whilst the remaining land was classified as being Subgrade 3b or 'non-agricultural' land. Therefore, the development is not expected to result in a loss of more than 20ha of BMV agricultural land (Natural England Technical Information Note 049[vii]) and it is therefore proposed to scope this topic out of the ES.

Waste

2.15 The proposed development is not anticipated to produce significant amounts of waste to the extent that the creation or disposal of which would give rise to significant effects on the environment. The CEMP to be secured by a planning condition following planning approval, would detail the mitigation measures to be implemented during the construction phase to minimise waste and ensure that it is stored, managed, collected and disposed of appropriately.

Operational waste would be minimised as far as possible and disposed of in line with adopted requirements and managed in accordance with all applicable legislation. No likely significant effects are anticipated and therefore this topic is proposed to be scoped out of the ES.

Accidents and Disasters

2.16 The development proposes the delivery of employment land, with additional commercial and residential uses, which are not considered to be hazardous. The site is not in a location which is at risk of disasters such as, land instability or earthquakes. The site is generally at low risk of flooding and surface water drainage will be managed to mitigate the risk of flooding including an allowance for climate change. During the construction phase, the contractor(s) would implement measures in accordance with relevant Health and Safety legislation, and best practice, to minimise the risks of accidents that would have effects on people or the environment. All such measures would form part of the CEMP. No likely significant effects are anticipated and therefore it is proposed to scope this topic out of the ES.

Climate Change

2.17 The Applicant will consider how climate change may affect the proposed development from the outset as part of the design process. Considerations will include future-proofing and resilience measures. An assessment of climate change and greenhouse gases, as a separate chapter, is proposed to be scoped out of the ES. The introductory chapters will summarise aspects of the planning application the findings of the ES relevant to climate change and outline how climate change adaptations are integrated into the proposed development. These will draw upon technical chapters and reports and summarise the sustainability and energy provisions included as well as other mitigation measures seeking to reduce greenhouse gas emissions such as Travel Plans. For a development of this nature, this is considered a suitably proportionate approach.

**Environmental Disciplines Scoped In**

2.18 For each of the topics scoped into the assessment further information on the details to be included in the assessment and the methodology to be employed are set out below.

# 3 SOCIO-ECONOMICS

3.1 An assessment of potential socio-economic effects of the proposed development on the local and wider area will be undertaken. This will include construction phase (temporary) and operational phase (permanent) effects. Given the development comprises a mixture of employment led redevelopment, commercial and residential use, the socio-economic issues considered relevant include changes to, and effects on:

Construction phase effects:

- The assessment will consider both the direct temporary employment effect and the indirect/induced effects associated with the construction supply chain, and consider the impact of construction worker spend on local goods and services.

Operational phase effects:

- Total employment generation - the assessment will include an estimate of the total employment (full-time equivalent jobs) supported once all proposed employment floorspace uses are constructed and occupied;
- Economic output measured in Gross Value Added (GVA) associated with total employment
- Delivery of new housing including affordable housing;
- The effect of the proposed development on local population;
- Household expenditure from the new residential population;
- The effect of the demand arising from an increase in population for local social and community infrastructure (e.g. education and GP services)

Baseline

3.2 The site predominantly comprises undeveloped agricultural land separated by hedgerow. There are residential properties located in the western regions of the site along Old School Lane and Stoney Lane.

3.3 While the impact of the pandemic has been felt in all parts of the UK and is being seen within socio-economic datasets as they are published, South Ribble's overall socio-economic position appears reasonably positive, measured by some headline socio-economic indicators compared to regional and national averages (e.g. lower than average levels of economic inactivity and unemployment, higher than average jobs density). However, the borough does have a lower-than-average working age population and residence-based earnings. There are also neighbourhoods within parts of the borough (e.g. in Leyland) that are amongst the 10% most deprived nationally, while there are also parts of neighbouring Preston and Chorley (near Clayton Green) which are similarly deprived. The development of the site for employment uses is considered important by policymakers for both achieving South Ribble and Lancashire's

strategic objectives, but also to deliver new economic opportunities for local communities.

Approach

3.4 The assessment will be undertaken using the following methodology:

- A baseline review of existing demographic, economic and social conditions through reference to a number of published data sources such as Census data, the Office of National Statistics (ONS) website, NOMIS, and information published by the NHS and Department for Education.
- A review of local, regional and national policies and strategies related to economic development, housing and regeneration. Both the policy and baseline review will inform professional judgements regarding the sensitivity of the socio-economic receptors.
- Assessment of the significance of effects – the following section below presents a more detailed overview of the approach to the assessment of significance. In undertaking the assessment, relevant published data and guidance will be used as required. Further guidance and data may be used in due course, but at this stage it is expected that the assessment would refer to:
    - HCA (2015) Employment Densities Guide (3rd Edition) – to guide assumptions on benchmark employment densities to estimate employment effects
    - ONS, Survey of English Housing and ONS Live Tables on household and population projections – to guide assumptions on benchmark average residents per type of dwelling
    - ONS Family Expenditure Survey – to guide assumptions on household expenditure effects
    - HCA (2015) Calculating Cost Per Job Best Practice Note 2015 (3rd Edition) to guide assumptions on temporary construction employment effects.
- Development of mitigation measures, if and where appropriate

3.5 In accordance with the EIA Regulations and best practice, the socio-economic assessment will be based on the realistic 'worst-case' scenario, that being the scenario which results in the lowest number of operational jobs generated and associated benefits.

3.6 The following provides a more detailed summary of the proposed approach to assessing significance of effects for both the construction and operational phases of the proposed development

- The assessment will consider both the direct temporary employment effect and the indirect/induced effects associated with the construction supply chain and the impact of construction worker spend on local goods and services.

- Construction employment effects will be calculated through the application of HCA/CLG construction cost labour coefficients (i.e. the number of construction jobs per £1 million of construction spend). Construction cost estimates will be prepared by the Applicant's technical team.
- The total number of construction jobs will be divided by the number of years to build the proposed development, in order to estimate the average number of construction jobs supported per year of build.
- Construction jobs and sub-contracting opportunities will represent a key opportunity for local residents, particularly those seeking employment, and contractors, with opportunities to maximise local benefits. Data and insights on the scale of opportunities created and the scale and composition of the construction sector business bases will be considered in assessing the sensitivity and significance of effect.
- Businesses neighbouring or in close proximity to the development may be affected during the construction phase. This may include additional spend by construction employees within the local area. This will be explored qualitatively as part of the assessment.

3.7 The approach to assessing the proposed development's construction phase (temporary) effects is as follows:

- The effects on employment:
  - The assessment will include an estimate of the total employment (full-time equivalent jobs) supported once all proposed employment floorspace uses are constructed and occupied.
  - The scale of job creation arising from the proposed development will be considered in light of the existing employment baseline position. The employment opportunities will also be contextualised through other measures such as unemployment rates and economic inactivity.
- The effects on economic output (GVA)
  - Based upon the assessment of total employment (full-time equivalent jobs) supported once all proposed employment floorspace uses are constructed and occupied, ONS GVA per FTE data will be used to assess the total GVA supported annually by the proposed development. The scale of GVA supported will be compared to the baseline position and the significance of effect will be assessed.
- The effect on the delivery of new housing:
  - The assessment will include an assessment of the number and type of new dwellings that are proposed. This will be placed in the context of South Ribble's overall local housing need estimates/requirements and a judgement on the significance of the effect with the impact area will be made. This assessment will draw on the latest

available housing requirements evidence for South Ribble.

- The effect of the proposed development on population:
  - The assessment will include an estimate of the population yield associated with the proposed development. This will be based on the total number of units, residential unit mix and average household size benchmarks. The scale of the population of the proposed development, once fully completed and occupied, will be considered in light of the baseline position in the impact area.
  - The assessment will also identify the potential working age population and labour supply characteristics of the new residents. These effects will be considered in light of the existing population characteristics in the impact area.
- The effect on the local economy of the potential increase in spending by households:
  - The potential increase in expenditure of the new households within the proposed development will support the local economy in which they spend money. This expenditure will support employment and can support the vibrancy and vitality of local and town centres.
- The effect of the demand arising from an increase in population for local social and community infrastructure:
  - The assessment will focus primarily on the demands arising from the new residential community for both (1) education provision (primary and secondary education), and (2) GP healthcare provision.
  - The demands placed upon these forms of social and community infrastructure will be assessed and interpreted in the context of existing supply/capacity data and information within the impact area. Consideration will also be given to whether new residents play a role in supporting/sustaining existing social and community infrastructure within the impact area.

3.8 There are no published assessment guidance and technical significance criteria to assess socio-economic effects. Accordingly, the evaluation of effects will be undertaken based on professional experience and judgement, having regard to the existing baseline position.

3.9 Mitigation measures will be recommended where any significant adverse effects are assessed to reduce potential adverse effects.

3.10 Consideration will be given to inter-project cumulative effects, subject to availability of cumulative scheme information in the public domain.

Summary

3.11 Table 3.1 summarises the socio-economic effects to be included ('scoped in') for detailed assessment in the ES.

**Table 3.1: Socio-economic Issues**

| Receptor | Effects | Scoped In |
|---|---|---|
| Employment | Increase in temporary (short-term) construction employment and permanent (long-term) operational employment | ✓ |
| Economic Output | Increase in GVA in at the borough/Central Lancashire level as result of new operational employment | ✓ |
| Population | Long term increase in population | ✓ |
| Local Expenditure | Increase in local expenditure due to construction workforce spending and an increase in local expenditure as a result of new housing | ✓ |
| SCI - Education | Increased demand for education facilities in the operational phase. | ✓ |
| SCI - Healthcare | Increased demand for GP healthcare infrastructure during the operational phase. | ✓ |

# 4 LANDSCAPE AND VIEWS

4.1 An assessment will be undertaken of the likely significant effects of the proposed development on the environment with respect to landscape and views.

Baseline

4.2 The implications for landscape and visual considerations arise within the context of the character of the site which is largely derived from grassed agricultural land with hedgerow boundaries, albeit with residential housing in the western regions of the site. In terms of visual considerations, the site will be visible for receptors along Old School Lane and Stoney Lane. The site is bound within the wider landscape by farmland and highways infrastructure. The landform within the site is relatively flat and slopes gradually from south-east, at a high point of approximately 56.0AOD 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.

4.3 The surrounding landform can be characterised as undulating lowland farmland. The application site rises gently up to the south east and fall to the north-west. Locally the surrounding Motorway infrastructure creates engineered steep slopes 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.

Approach

4.4 The assessment would be undertaken in accordance with Landscape Institute and Institute of Environmental Management and Assessment, 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition, 2013), which focus on professional judgement, used in combination with the matrix assessment of effects outlined in Chapter 9 of this report. The assessment would include the potential landscape and visual effects of the proposed development, during the construction and operational phases. Potential impacts upon intrinsic landscape elements, especially trees and hedgerows would be assessed and reported.

4.5 Baseline information for the study area will be collated, which will include topography, landscape planning policy designations, published sources of landscape character, heritage considerations (Conservation Areas), representative views from selected photograph viewpoints, landscape assets and any other relevant information.

4.6 Assessments will be made at the baseline year 2022; during construction; on completion; and residual effects, allowing for any secondary mitigation (i.e. not included in the design parameters) and assuming growth of any mitigation planting over 15 years. Consideration will be given to the appearance of the site in summer and winter conditions.

4.7 In accordance with current good practice, this assessment will address landscape and visual effects as separate issues. Landscape effects relate to both the effect on the physical features of the site, and on the landscape character of the site and surrounding area. Visual effects relate to typical views of the proposed development from the surrounding area.

4.8 A list of representative viewpoints for assessment would be agreed with the landscape officer but are likely to include:

- Stoney Lane;
- Old School Lane;
- The three Public Rights of Way found on the site;
  - Extending west towards the eastern boundary from Old School Lane and running parallel along the eastern boundary in a southerly direction;
  - Extending east from Stoney Lane in the central regions of the site; and
  - Connecting Stanifield Lane with Stoney Lane.
- Stanifield Lane; and
- Lostock Lane.

4.9 The methodology, scope of landscape and visual receptors, together with a list of viewpoints representative of the visual receptors will be agreed with the landscape officer at LCC.

4.10 In summary, the assessment will:

- Define the study area for the site, identifying key landscape receptors and separately, key visual receptors and their typical/ representative views to be used for the visual impact assessment;
- Assess the value, susceptibility to change and overall sensitivity of the landscape and visual receptors (the receiving environment);
- Assess the nature and value of intrinsic landscape elements, especially hedges and trees;
- Assess the magnitude of change in landscape features and character and in views;
- Assess the significance of landscape and visual effects;
- Identify ways in which adverse effects on landscape and/or visual amenity could be avoided, reduced and consider requirements for any mitigation measures;
- Summarise any residual effects following mitigation; and
- Assess cumulative effects with any relevant developments.

Summary

4.11 Table 4.1 summarises the landscape and visual receptors identified for inclusion in the assessment.

**Table 4.1: Landscape and Views**

| Receptor | Effects | Scoped In |
|---|---|---|
| Typical views from publicly accessible locations, including roads, footpaths and public open spaces | Visual effects on users | ✓ |
| Landscape features, including existing vegetation | Landscape effects on the landscape resource | ✓ |
| Landscape Character | Effects on landscape character areas | ✓ |

# 5 BUILT HERITAGE

5.1 This chapter will consider the effects of the development on built heritage assets. The assessment will consider the potential impacts from the proposals on the significance of relevant built heritage assets within a 1km radius study area around the site.

5.2 A Heritage asset (receptor) may include designated heritage assets, such as scheduled monuments or listed buildings and conservation areas, buildings or structures identified as part of a 'local list' maintained by LCC or other physical or intangible components of the environment that contribute to the character or significance of a place in heritage terms.

5.3 The Chapter will identify built heritage assets with the potential to be affected by the development and assess the likely significance of impact on these receptors following the implementation of mitigation measures.

Baseline

5.4 The site is not located within or within proximity to a World Heritage Site, Registered Battlefield or Conservation Area. The closet scheduled monument is located 2.1km south of the site and contains the 'Moated site of Clayton Hall'. There are no registered battlefields and one registered park and garden within 5km of the site. 'Worden Hall', a Grade II park and garden is located approximately 3.0km south west of the site. There is one Grade II listed building, the 'Old School House', located adjacent to the north west of the site along Old School Lane. Additional listed buildings in close proximity to the site:

- Farington House, 360m south, Grade II;
- Clock House Farmhouse, 340m south east, Grade II;
- Stable block attached to the west end of Cuerden hall, 500m south west, Grade II;
- Cuerden Hall, 500m south west, Grade II*; and
- Stag lodge to Cuerden Hall, 440m east.

Approach

5.5 The objectives of the assessment will be to:

- Identify all recorded heritage assets within the agreed study area with the potential to be significantly affected by the development;
- Describe the sensitivity of the identified heritage assets by appraising their value and the contribution of setting to that significance;

- Identify the magnitude of impact on the significance of relevant heritage assets arising from the development;
- Identify mitigation to avoid or minimises adverse impacts, where possible, in a way that meets the requirements of the National Planning Policy Framework (NPPF);
- Assess the development's effects on the value of heritage assets, including taking into consideration any mitigation proposed when assessing the significance of the proposed development's residual effects; and
- Assess the cumulative effects of the development in conjunction with other committed developments.

5.6 The assessment will be guided by best practice guidelines, including the NPPF and Planning Practice Guidance (PPG), Historic England guidelines, local planning authority guidance and other guidance from statutory and non-statutory bodies where applicable. The baseline information will examine the following:

- Relevant national and local planning policy;
- Relevant guidance found in the NPPF and PPG;
- A search of heritage assets centred on the site and extending 1km from the boundary of the site;
- Historical background (including published and unpublished sources), drawn from a variety of sources including the South Ribble Local Plan; and
- A site walkover survey.

5.7 Built heritage assets will be scoped into both construction and operational stages of the assessment.

5.8 The likely temporary construction effects on built heritage assets, being short to medium-term, are therefore likely to be less significant than the permanent effects. Construction effects are likely to affect the setting of heritage assets outside the application site. Measures proposed to prevent, reduce or where possible offset any significant adverse effects will be identified and developed as part of the design process and identified within the report. The design mitigation is likely to include careful planning, the siting, access, layout and scale of any necessary buildings, at each project phase.

5.9 There is potential for indirect effects during the operational phase on the setting of all heritage assets within the 1km study area. For those assets that will be affected, the effects will be appraised in terms of changes (if any) caused to their setting. Appropriate assessment of cumulative impacts, suitable mitigation and consequently residual impacts will be provided.

Summary

5.10 Table 5.1 summarises the built heritage effects identified for inclusion in the assessment.

**Table 5.1: Built Heritage Effects**

| Receptor | Effects | Scoped In |
|---|---|---|
| Scheduled Monuments | Alteration of Setting | ✓ |
| Listed Buildings | | ✓ |
| Conservation Areas | | ✓ |
| Non-designated Assets | | ✓ |

# 6 TRANSPORT AND ACCESS

6.1 An assessment will be undertaken of the likely significant effects of the development on the environment with respect to transport and access, considering both the construction and operational phases.

6.2 Data used in the assessment will be drawn from the Transport Assessment and Travel Plan. The Transport Assessment will provide a detailed assessment of the traffic impact and road safety implications of the development, identify measures to mitigate any effects, it will present access arrangements and describe measures to provide access by all modes of transport. The Travel Plan will identify measures which will seek to reduce car-based travel to a minimum.

Approach

6.3 The approach to the Transport and Access chapter of the ES will make reference to the Guidelines for the Environmental Assessment of Road Traffic (IEA, 1993). The chapter will build upon the Transport Assessment which will accompany the planning application.

Baseline

6.4 The development will be primarily accessed from the access roundabout on the eastern boundary of the site from the M65. Additional access will be granted from the west along Stanifield Lane and from the east along Wigan Road.

6.5 The chapter will include an assessment of the baseline transport conditions including:

- Existing traffic flows on key vehicular links (total vehicles and Heavy Goods Vehicles (HGVs);
- Pedestrian and cycle facilities;
- Access to public transport; and
- Identification of sensitive receptors.

Assessment Methodology

*Study Area*

6.6 The study area will be identified based upon roads likely to attract a significant proportion of the proposed development's traffic and / or roads located adjacent to sensitive receptors. The

study area will be divided into discrete 'highway links', with the division of links decided based upon changes in traffic flow or changes in sensitivity.

*Screening*

6.7 The IEMA Guidelines suggest the following rules should be applied to identify the scope and extent of assessment:

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of Heavy Goods Vehicles (HGVs) will increase by more than 30%); and
- Rule 2: Include any other especially sensitive areas where traffic flows will increase by 10% or more.

6.8 Most highway links will be tested under Rule 1, which advises a 30% change in traffic flows to necessitate detailed assessment. Any links which are classified as being 'high' sensitivity will be subject to 'Rule 2', which requires a 10% change to necessitate further assessment.

*Sensitivity Criteria*

6.9 The IEMA Guidelines recommend that highway links are classified based upon sensitivity criteria within Table 6.1 below. An element of judgement will be necessary within this framework to define the sensitivity of each link based upon the specific mix of land uses alongside the road, the current volume and speed of traffic, the level of current pedestrian usage, and facilities for pedestrians and cyclists that are provided.

**Table 6.1: Sensitivity Criteria**

| Sensitivity | Definition |
|---|---|
| High | Road fronting hospital, school, residential street |
| Medium | Residential distributor road |
| Low | Road fronting retail, office, leisure or rural |
| Negligible | Access to warehouse, factory, or farmland |

*Assessment of Effects*

6.10 The chapter will provide an assessment of the following potential environmental impacts:

- Severance;
- Driver Delay;
- Pedestrian Delay;
- Pedestrian Amenity;

- Fear and Intimidation; and
- Accidents and Safety.

6.11 Hazardous loads are not anticipated as part of the construction or operational phases of the development and are proposed to be scoped out of this assessment.

6.12 The magnitude of potentially significant effects will be directly related to the change in traffic flows as a result of the development compared to the baseline. The methodology for how this is calculated will be informed by the Transport Assessment.

6.13 The magnitude of all other effects is related to the change in traffic flows along highway links in the vicinity of the site. The extent of the highway network considered will be dependent on both the change in flow, and the sensitivity of each link, which will be determined as part of the assessment as set out in the IEA Guidelines.

6.14 The assessment of likely significant effects on sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment and using, where applicable, the IEA Guidelines.

Summary

6.15 Table 6.2 summarises the transport and access effects identified for inclusion in the assessment.

**Table 6.2: Transport and Access Effects**

| Receptor | Effects | Scoped In |
|---|---|---|
| Local Roads | Net change in traffic patterns; peak hour junction capacity; peak hour link capacity; traffic speed; effect on personal injury accidents; | ✓ |
| Public Transport | Net change in public transport patronage; duration and frequency of bus services. | ✓ |
| Pedestrians and Cyclists | Net change in pedestrian and cycle journeys; on-street cycle facilities; effect on personal injury accidents. | ✓ |

# 7 NOISE AND VIBRATION

7.1 An assessment of potential effects of the development with respect to noise and vibration will be undertaken. This will include construction phase (temporary) and operational phase (permanent) effects.

Baseline

7.2 The site is located adjacent to the M65 which dominates the noise climate in the western and north western areas of the site. The local roads (such as Stanifield Lane and Lostock Lane) influence the noise climate in other areas of the Site. There are no perceptible sources of vibration on, or close to, the Site.

7.3 The key considerations in relation to assessment of noise and vibration will be:

- Construction noise and vibration impacting on existing residential receptors along Old School Lane and Stoney Lane;
- Development related road traffic noise on the surrounding road network; and
- Noise from any building services plant and proposed servicing areas associated with the commercial/retail space.

7.4 In addition, the suitability of the site for future sensitive uses (residential and education) will be a key consideration. Although given that this is not a direct environmental effect of the development the suitability of the site for the proposed use will be presented as a separate standalone Site Suitability Noise Report.

7.5 A number of noise sensitive receptors are located on or in close proximity to the development as listed in Table 7.1.

**Table 7.1: Summary of Receptor Locations**

| Receptor Description | Type | Distance (m) |
|---|---|---|
| The Old School Lane | Residential | Within Site |
| Stoney Lane House | Residential | Within Site |
| Lydiate Lane | Residential | 85m south |
| Lostock Lane | Residential | 55m north |
| Stanifield Lane | Residential | 25m west |
| Clock House Farm | Farmhouse | 410m south east |
| Proposed residential receptors | Residential | Within site |

Approach

7.6 The effects of noise during the construction phase will be assessed qualitatively in accordance

with the British Standard 5228-1:2009+A1:2014 'Code of Practice for Noise Control on Construction and Open Sites – Part 1: Noise' [viii]. The focus will be on mitigation measures to be included in a CEMP.

7.7 With regards to the assessment of operational noise, it is unlikely that the precise nature of any proposed fixed plant will be known in sufficient detail at the outline application stage. Therefore, it is proposed to use the background sound levels captured from the survey to determine an appropriate Environmental Sound Criterion (ESC), by reference to BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' (BS 4142:2014+A1:2019)[ix].

7.8 The change in noise levels resulting from additional traffic flows on existing roads resulting from the development will be predicted using environmental noise modelling software. The magnitude of the impact will then be assessed in accordance with guidance contained in Highways England's Design Manual for Roads & Bridges, LA111 Noise & Vibration (DMRB, 2020) for the following scenarios:

- Baseline year (2022);
- Future year without the development; and
- Future year with the development.

7.9 The modelling exercise will utilise 18-hour (daytime) and 8-hour flows (night time) for all affected roads from the Transport Assessment prepared for the proposed development.

7.10 The assessment will take into account the requirements of the NPPF and Planning Practice Guidance on Noise.

Summary

7.11 Table 7.2 summarises the noise effects to be included for detailed assessment in the ES.

**Table 7.2: Noise Effects**

| Receptor | Effects | Scoped In |
|---|---|---|
| Existing residential receptors and community uses | Temporary noise effects during construction, and need for control/mitigation measures. | ✓ |
| Existing residential receptors and community uses | Noise impacts from sources of industrial noise, such as vehicle manoeuvring within the site and building services noise | ✓ |
| Existing residential receptors and community uses | Noise change due to traffic generated by the proposed development. | ✓ |

# 8 AIR QUALITY

8.1 An assessment will be undertaken of the likely significant effects of the proposed development on air quality.

Baseline

8.2 The site is not located within an Air Quality Management Area (AQMA). The nearest AQMAs to the site are AQMA No. 4 Bamber Bridge approximately 760m north east of the site and AQMA No. 3 (Junction of Leyland Road, Watkin Lane and Brownedge Road) is located approximately 800m north-west of the Site boundary. These AQMAs are located within the boundary of South Ribble Borough Council (SRBC) and were declared by SRBC in 2005 due to an exceedance in Nitrogen Oxide ($NO_2$) from road traffic.

Approach

*Construction*

8.3 During construction, fugitive dust emissions and construction plant and vehicle emissions have the potential to cause adverse air quality impacts in the vicinity of the site. Experience of implementing mitigation measures for construction activities demonstrates that total mitigation is normally possible such that effects from fugitive dust emissions and construction plant and vehicle emissions would not be 'significant'. Mitigation measures would be agreed with LCC and set out within a Construction Environmental Management Plan (CEMP). An assessment of construction dust has therefore been scoped out.

*Operation*

8.4 The Institute of Air Quality Management (IAQM)[1] guidance states that '*roads which have an additional 500 Average Annual Daily Traffic (AADT) vehicles and/or 100 AADT HGVs flows, associated with a proposed development, would be required to be included within an air quality assessment*'. It is proposed that air pollutant concentrations in the area will be assessed to identify current baseline levels and determine any constraints or impacts associated with the proposed development. It is therefore proposed that the following scope of works will be carried out:

- Detailed consultation with LCC and South Ribble Borough Council;

[1] Institute of Air Quality Management, Guidance on Land-use Planning and Development Control: Planning for Air Quality 2017 v1.2

- Identification of sensitive receptors (including existing and future residential receptors, and ecological receptors);
- Review of monitoring data and background pollutant maps; and
- Detailed air quality dispersion modelling using ADMS Roads for traffic related emissions arising from the operation of the proposed development.

8.5 The air quality impact assessment will include background and modelled/predicted concentrations for both $NO_2$ and $PM_{10}$, as these are the two pollutants responsible for the declaration of the majority of the AQMAs throughout the country and most closely associated with traffic emissions.

8.6 The modelling exercise will be undertaken for three different scenarios, as follows:

- Baseline year;
- Opening year without the proposed development; and
- Opening year with the proposed development.

8.7 An assessment of the likely significant cumulative effects on the environment with respect to air quality with the identified committed developments would also be undertaken.

8.8 The modelling exercise will utilise AADT data for all affected roads from the Transport Assessment prepared for the proposed development. The model will predict the annual mean concentration for direct comparison with the UK air quality objectives and the results will be verified using the site-specific $NO_2$ diffusion tube monitoring data.

Summary

8.9 Table 8.1 summarises the air quality receptors identified for inclusion in the assessment.

**Table 8.1: Air Quality Effects**

| Receptor | Effects | Scoped In |
|---|---|---|
| Existing surrounding residents | Potential exposure to increased pollution levels during operation due to changes in traffic associated with the proposed development | ✓ |
| Future residents and users of the proposed development | Potential exposure to pollution during operation due to changes in traffic associated with the proposed development. | ✓ |
| Local pollution level | Potential increase of pollutant levels above national objectives. | ✓ |

# 9 CUMULATIVE EFFECTS

9.1 The ES will consider the potential for likely significant effects on the environment resulting from committed developments in the area. PPG[x] identifies that:

> *"…There are occasions where other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development..."*

9.2 Following a search of the planning register, three schemes have been identified that could have the potential to lead to likely significant cumulative effects on the environment through a search of current planning applications on the SRBC website. The Applicants seeks confirmation from LCC as part of this Scoping exercise of any development schemes that should be considered in the assessment of likely significant cumulative effects on the environment.

**Table 9.1: Cumulative Schemes**

| Scheme Name and Application Number | Description | Planning Status | Approximate distance from the Site |
|---|---|---|---|
| Pickerings Farm Site Flag Lane Penwortham Lancashire PR1 9TP<br><br>Ref. 07/2018/8539/SCO | Scoping Request to determine the scope of an Environmental Impact Assessment for a residential-led mixed-use development and Cross Borough Link Road (CBLR) on land to the east of Penwortham Way | Scoping 13/10/2018 | 1.7km north west |
| Test Track Aston Way Moss Side Industrial Estate Leyland Lancashire PR26 7TZ<br><br>Ref. 07/2017/2375/SCO | Residential Development a maximum of 950 units, employment on 6.08 hectares of land, a local centre comprising the following uses classes A1, A2, A3, A4, A5 B1 and D1 and including a medical centre, a primary school, a Sustainable Drainage System, and off-site highway infrastructure. | Unknown 03/10/2017 | 2.5km south west |
| Penwortham Mills Factory Lane Penwortham Preston Lancashire PR1 9SN Ref. 07/2020/00380/SCO | Scoping Request to determine the scope of an Environmental Impact Assessment for a residential-led mixed-use development | Unknown 28/01/2021 | 2.6km north west |

**Consultation**

9.3 The following statutory and other consultees will be consulted through the EIA process:

- National Highways;
- Environment Agency;
- Natural England;

- Historic England;
- LCC; and
- SRBC - including Environmental health department.

9.4 The feedback received through the consultation will be summarised in the ES and written up in full in the Statement of Community Involvement submitted in support of the planning application.

# 10 ENVIRONMENTAL STATEMENT STRUCTURE

10.1 The ES will contain two main volumes as set out in Table 10.1 below.

**Table 10.1: Environmental Statement Structure**

| **Volume 1: ES Main Text and Figures** | | |
|---|---|---|
| **Chapter No.** | **Chapter Title** | **Description** |
| 1 | Introduction | Introduction to the ES, EIA requirements, details of project team, ES organisation and availability. |
| 2 | EIA Methodology | Methods used to prepare each chapter, description of ES structure and content, generic significance criteria, scoping and consultation. |
| 3 | Site and Development Description | Site description and details of the proposed development. |
| 4 | Alternatives and Design Evolution | Outline of the main alternatives considered by the Applicant. |
| 5 | Construction Methodology and Phasing | Details of anticipated programme for development and construction methodology. |
| 6 | Socio-economics | Assessment of the effects of the proposed development on socio-economic issues. |
| 7 | Landscape and Views | Effects of the proposed development on landscape and visual amenity. |
| 8 | Built Heritage | Assessment of the effects of the proposed development with respect to built heritage receptors. |
| 9 | Transport and Access | Transport and access effects of the proposed development relating to driver severance and delay, pedestrian severance and delay, pedestrian amenity, accidents and safety and hazardous and dangerous loads. |
| 10 | Noise and Vibration | Assessment of the effects of the proposed development with respect to noise and vibration. |
| 11 | Air Quality | Assessment of the effects of the proposed development with respect to air quality. |
| 12 | Summary and Residual Effects | Summary of the residual and interactive effects of the proposed development. |
| **Volume 2** | | |
| Technical Appendices | | Technical data and reports to support the chapters in Volume 1. |
| **Standalone Document** | | |
| Non-Technical Summary | | Summary of the ES in non-technical language. |

10.2 The first five chapters of the ES would be introductory and provide essential information for the subsequent technical chapters. Further information on these chapters is set out below.

**Introduction**

10.3 This chapter will provide background to the EIA, describe the structure of the ES and identify the project team. It will be supported by an appendix setting out the professional qualifications and experience of the contributors to the ES to comply with the EIA Regulations' requirement for "competent experts" to undertake EIA.

**EIA Methodology**

10.4 This chapter will set out the methodology used in the EIA, state the assumptions applicable to all disciplines, summarise the EIA Scoping process undertaken and summarise the public consultation process. Bespoke methodologies, limitations and assumptions will be contained in the technical chapters of the ES where required.

10.5 The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. Generic criteria to be used in carrying out this process are detailed below. Some technical chapters will use discipline-specific criteria with their own terms for magnitude, sensitivity and significance. This will be explained in the relevant chapter.

Prediction of Impact Magnitude

10.6 The methodology for determining the scale or magnitude of impact is set out in Table 10.2 below.

**Table 10.2: Methodology for Assessing Magnitude**

| Magnitude of Impact | Criteria for assessing impact |
|---|---|
| Major | Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed. |
| Moderate | Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed. |
| Minor | A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation. |
| Negligible | Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation. |

10.7 The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out in Table 10.3 below.

**Table 10.3: Methodology for Determining Sensitivity**

| Sensitivity | Examples of Receptor |
|---|---|
| High | The receptor/resource has little ability to absorb change without fundamentally altering its present character, or is of international or national importance. |
| Moderate | The receptor/resource has moderate capacity to absorb change without significantly altering its present character, or is of high importance. |
| Low | The receptor/resource is tolerant of change without detriment to its character, is of low or local importance. |

**Assessment of Effect Significance**

10.8 Effect significance will be calculated using the matrix in Table 10.4. This illustrates the interaction between impact magnitude and receptor sensitivity.

**Table 10.4: Effect Significance Matrix**

| Magnitude | Sensitivity | | |
|---|---|---|---|
| | High | Moderate | Low |
| Major | Major Adverse/Beneficial | Major - Moderate Adverse/Beneficial | Moderate - Minor Adverse/Beneficial |
| Moderate | Major - Moderate Adverse/Beneficial | Moderate – Minor Adverse/Beneficial | Minor Adverse/Beneficial |
| Minor | Moderate - Minor Adverse/Beneficial | Minor Adverse/Beneficial | Minor Adverse/Beneficial - Negligible |
| Negligible | Negligible | Negligible | Negligible |

**Site and Development Description**

10.9 This chapter will describe the setting of the site and the existing conditions on the site, as well as explaining the proposed development and setting out the development parameters. The parameter plans will be included as figures to the chapter.

**Alternatives**

10.10 This chapter would describe the evolution of the development based on environmental constraints. It will include a high level comparison of the environmental effects of any alternatives studied by the Applicants.

**Construction Methodology and Phasing**

10.11 This chapter will outline the anticipated construction programme, phasing and methodology and explain the assumptions made. This chapter will form the basis of the construction phase assumptions documented in each of the technical chapters of the ES.

**Technical Assessments**

10.12 Each ES chapter will follow the headings set out below to ensure the final document is transparent, consistent and accessible.

- Introduction;
- Planning Policy Context;
- Assessment Methodology;

- Baseline Conditions;
- Likely Significant Effects;
- Mitigation Measures;
- Residual Effects;
- Cumulative Effects; and
- Summary.

10.13 Each chapter sub-heading is explained in further detail in Table 10.5 below.

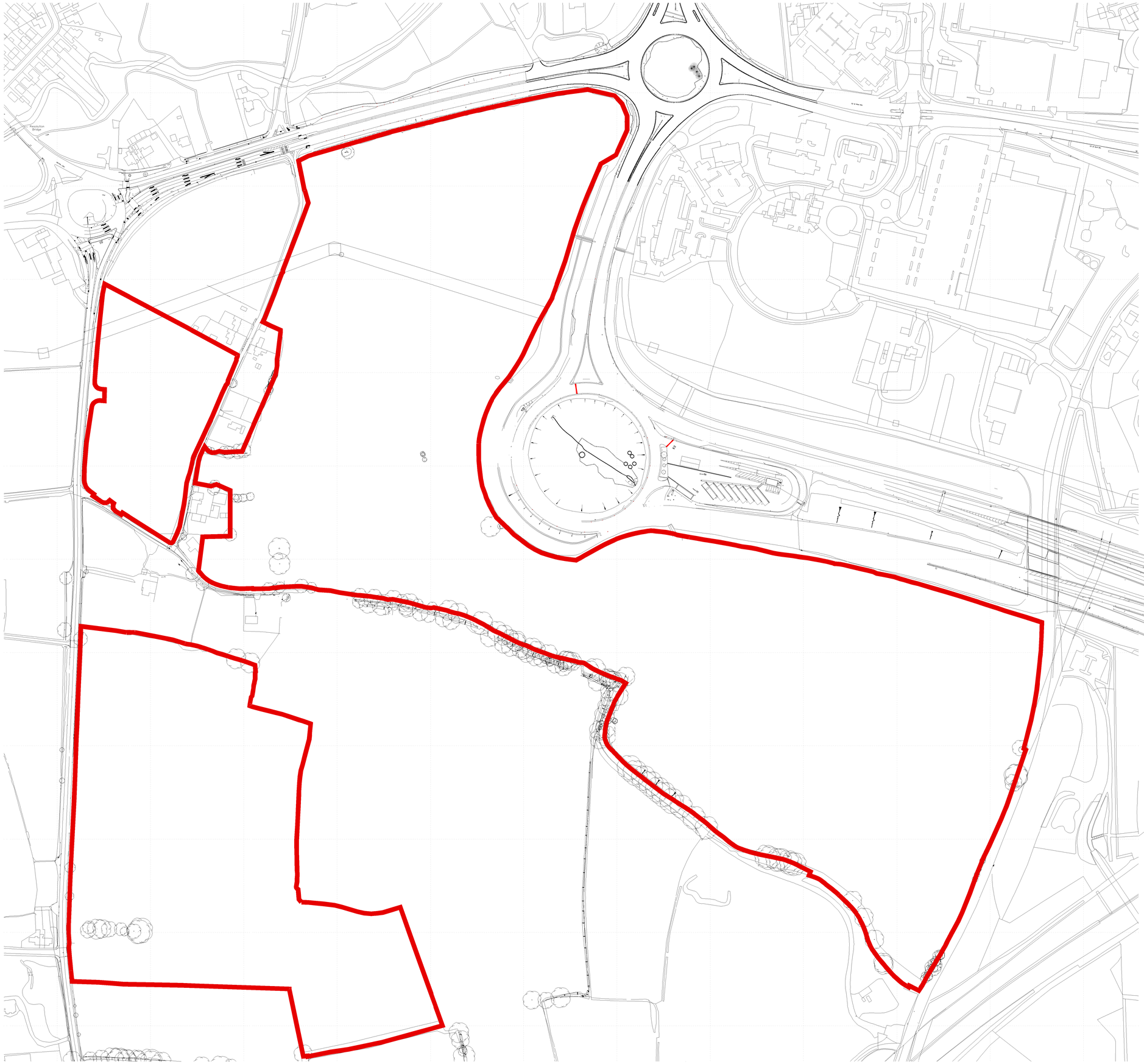
**Table 10.5: Technical Chapter Format and Content**

| Sub-Heading | Content |
|---|---|
| Introduction | • This section will introduce the assessment discipline and the purpose for which it is being undertaken. |
| Planning Policy Context | • This section will include a summary of national, regional and local policies of relevance to the environmental discipline and assessment. Where applicable, relevant legislation will also be summarised. |
| Assessment Methodology | • This section will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.<br>• It will also outline any difficulties encountered in compiling the required information. |
| Baseline Conditions | • This will include a description of the environment as it is currently (2022) and as it is expected to change given the project were not to proceed (i.e. 'do-nothing' scenario). The method used to obtain baseline information will be clearly identified. Baseline data will be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted. |
| Likely Significant Effects | • This section will identify the likely significant effects on the environment resulting from the construction and operational phases of development. |
| Mitigation Measures | • Adverse effects will be considered for mitigation and specific mitigation measures put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions (including alternative technology) as well as pollution control, where appropriate.<br>• The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.<br>• Clear details of when and how the mitigation measures will be carried out will be given. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.<br>• The opportunity for enhancement measures will also be considered, where appropriate.<br>• Information will be included on the mechanism by which the mitigation will be secured (e.g. by planning condition) with outline arrangements for monitoring and responsibilities for doing so, where necessary. |
| Residual Effects | • The residual effects, i.e. the effects of the proposed development assuming implementation of proposed mitigation, will be determined. The residual effects represent the overall likely significant effect of the development on the environment having taken account of practicable/available mitigation measures. |
| Cumulative Effects | • The cumulative effects of the proposed development and the identified committed developments will be assessed. |
| Summary | • A summary of the assessment and conclusions will be provided at the end of each technical chapter. |

**Summary and Residual Effects**

10.14 The residual effects of the development will be summarised in one table at the end of the ES setting out the overall beneficial and adverse effects. This chapter will also set out any interactive effects that are likely to arise, these effects are defined as multiple effects on a single receptor.

**APPENDIX 1**
**SITE LOCATION PLAN**



## General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Only work to written dimensions.



Development Boundary

Revision

| | |
|---|---|
| Scale | 1:2000@A1 |
| Status | SK |
| Drawn by | RT |
| Date | 01.12.2021 |

Client
MAPLE GROVE DEVELOPMENTS

Project
LANCASHIRE CENTRAL, CUERDEN

Drawing Description
Development Boundary Plan

Drawing No. 21017-SK09 Rev. A

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# REFERENCES

[i] Institute of Environmental Management and Assessment (IEMA) qualified assessors and Environmental Impact Assessment (EIA) Quality Mark registrants
[ii] SI 2017/571 as amended by SI 2018/695 and SI 2020/505
[iii] South Ribble Local Plan (2015) Available at: https://www.southribble.gov.uk/media/125/The-Adopted-Local-Plan-July-2015/pdf/Local_Plan_-_Adopted_July_2015_0.pdf?m=637369819342800000
[iv] South Ribble Borough Council Ref: 09/2017/0211/ORM
[v] https://www.legislation.gov.uk/uksi/2015/51/contents/made
[vivi] Best and most versatile land is defined as Grades 1, 2 and 3a. This is the land which is most flexible, productive and efficient in response to inputs, and which can best deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals
[vii] Natural England (December 2012) Technical Information Note TIN049 Second edition, Agricultural Land Classification: protecting the best and most versatile agricultural land.
[viii] Code of practice for noise and vibration control on construction and open sites (2009) Available at: https://www.thenbs.com/PublicationIndex/Documents/Details?DocId=305965)
[ix] Methods for rating and assessing industrial and commercial sounds (2019) Available at: https://shop.bsigroup.com/products/methods-for-rating-and-assessing-industrial-and-commercial-sound/standard/preview
[x] https://www.gov.uk/guidance/environmental-impact-assessment

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