



Lancashire Central Sustainability Statement

July 2022

Application for Outline Planning Permission
On behalf of Maple Grove Developments and Lancashire County Council





Sustainability Statement

Lancashire Central

July 2022

Waterman Infrastructure & Environment Limited

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This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

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Comments



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Contents

1	Introduction	1
1.1	Purpose and Structure of this Sustainability Statement	1
2	Site location and Development Context	3
2.1	Existing site context	3
2.2	Proposed Development	4
2.3	Development Context	5
3	Planning policies for sustainable design	7
3.1	National Legislation, Planning Policy and Guidance	7
3.2	Local Policies	8
3.3	Emerging planning documents - Central Lancashire Local Plan	12
3.4	Climate Change Emergency.....	13
4	Sustainability review of the Development	14
4.1	Design and amenity	14
4.2	Energy	16
4.3	Water Efficiency.....	19
4.4	Flood Risk and Drainage	20
4.5	Nature conservation and biodiversity	22
4.6	Materials	23
4.7	Waste.....	25
4.8	Sustainable Transport and Accessibility	26
4.9	Pollution and Nuisance	27
4.10	Health and wellbeing	30
4.11	Environmental certification	31
5	Conclusion	33

Figures

Figure 1:	Site location	3
Figure 2:	Land Use and Quantum, based on draft Parameters Plan 2 – 21017-FRA-XX-ZZ-DR-A-9112.....	4
Figure 3:	Strategic Site Masterplan.....	6

Appendices

1 Introduction

Waterman Infrastructure & Environment Ltd (Waterman) has been instructed by Maple Grove Developments Ltd and Lancashire County Council (who are together, the Applicants) to prepare this Sustainability Statement. This document will be submitted in support of an outline planning application for the development of land between Stanifield Lane, Lostock Lane (A582) and the M65, located approximately 4.1km south of Preston city centre (hereinafter referred as to 'the Site'). A Site Location Plan is included as **Figures 1**.

The proposals for the Site comprise the delivery of a mixed-use development (hereinafter referred as to 'the Proposed Development').

1.1 Purpose and Structure of this Sustainability Statement

The purpose of this report is to assess to what extent the Proposed Development accords with sustainable design principles offset out in existing and emerging national and local sustainability policy.

The preparation of this Sustainability Statement has comprised the following stages:

- Undertaking policy review of key national and local sustainability drivers and requirements, and the development of a site-specific sustainability checklist;
- Liaison with the design team to discuss the best sustainability approach for the development; and
- Preparation of a Sustainability Statement to describe the sustainability commitments incorporated into the proposals.

Advice has been provided to the design team up to submission of the outline planning application to ensure that the sustainability requirements are fully understood and that the proposals accord with and, where possible exceed these requirements.

The structure of this Sustainability Statement is as follows:

- Section 1: Introduction;
- Section 2: Site location and Development Context;
- Section 3: Planning policies for sustainable design;
- Section 4: Sustainability review of the Development; and
- Section 5: Conclusions.

Table 1 below presents the project team for the Proposed Development:

Table 1: Project team

Project Team	Representative
Applicant	Maple Grove Developments Ltd and Lancashire County Council
Planning Consultant	Barton Willmore now Stantec
Architect	Fletcher Rae
Structural Engineer	Waterman Structures
M&E Engineer	Ridge and Partners
Energy Consultant	Ridge and Partners
Transport Consultant	WSP
Landscape Architect	Smeeden Foreman

Project Team	Representative
Ecologist	Envirotech
Archaeologist	Salford Archaeology

South Ribble Borough Council's Validation Criteria for Planning Applications (Revised August 2021) states that a Sustainability Statement is required as all major non-residential developments. The Validation Criteria also requires that major non-residential developments need to achieve the minimum energy efficiency standards equivalent to a 'very good' BREEAM rating. Planning applications, therefore, need to be accompanied by a pre-assessment estimator showing the likely BREEAM rating to be achieved under a formal assessment. The Sustainability Statement should demonstrate compliance with these ratings, or, if not viable, demonstrate what level it can achieve and why. A BREEAM pre-assessment has been undertaken for the commercial elements of the Proposed Development, this is included as **Appendix A** to this Sustainability Statement.

2 Site location and Development Context

2.1 Existing site context

The Site is located between Leyland, Lostock Hall and Bamber Bridge, approximately 4.1km south of Preston City Centre, centred on Ordnance Survey Reference 355417, 424714. The Site covers 60.92 hectares (ha) of predominately grassed agricultural fields separated by hedgerows. The Site is allocated in the South Ribble Local Plan¹ under Policy C4 as a 'Strategic Site'.

Vehicular access to the Site is currently available from the eastern boundary along Wigan Road (A49); from the western boundary from Stanifield Lane and Stoney Lane; and from the northern boundary from Old School Lane (off Lostock Lane).

The Site 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 M65 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.

Land uses surrounding the Site comprise woodlands, open space and housing to the north, agricultural fields, a quarry and housing to the south, agricultural fields with scattered residential dwellings to the west and highways infrastructure associated with the M65 and M6 motorways to the east, beyond which are industrial, commercial and residential land uses. The commercial floorspace to the north of the Site 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.



Figure 1: Site location

¹ South Ribble Borough Council, 2015. South Ribble Local Plan. Available from: [Local Plan - Adopted July 2015 0.pdf \(southribble.gov.uk\)](#)

2.2 Proposed Development

The description of the Proposed Development as per the planning application 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.”.

The proposals comprise the delivery of a predominantly employment led development, with some residential uses. The Proposed Development would comprise five different zones across the Site to provide the following proposed uses:

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

Figure 2: Land Use and Quantum, based on Parameters Plan 1: Dev. Zones, Land Use, Quantum and Building Heights – 21017-FRA-XX-ZZ-DR-A-9111 Rev P6

2.3 Development Context

2.3.1 Strategic Site

The South Ribble Local Plan, under Policy C4, allocates the Site as a 'Strategic Site'. The relevant policy is set out below.

Policy C4 – Cuerden Strategic Employment Site

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

- a) an agreed Masterplan for the comprehensive development of the site to provide a strategic employment site to include employment, industrial and Green Infrastructure uses;*
- b) a phasing and infrastructure delivery schedule;*
- c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.*

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

Policy C4 specifically required the production of a site wide masterplan to guide the future development of the Cuerden site. Lancashire County Council (LCC) commissioned AECOM to produce the masterplan in consultation with South Ribble Borough Council (SRBC) and other key stakeholders. The Masterplan was formally adopted for Development Management purposes by SRBC's Planning Committee on 22 April 2015 and is a material consideration in the determination of planning applications relating to the Site. The Preferred Masterplan is below.

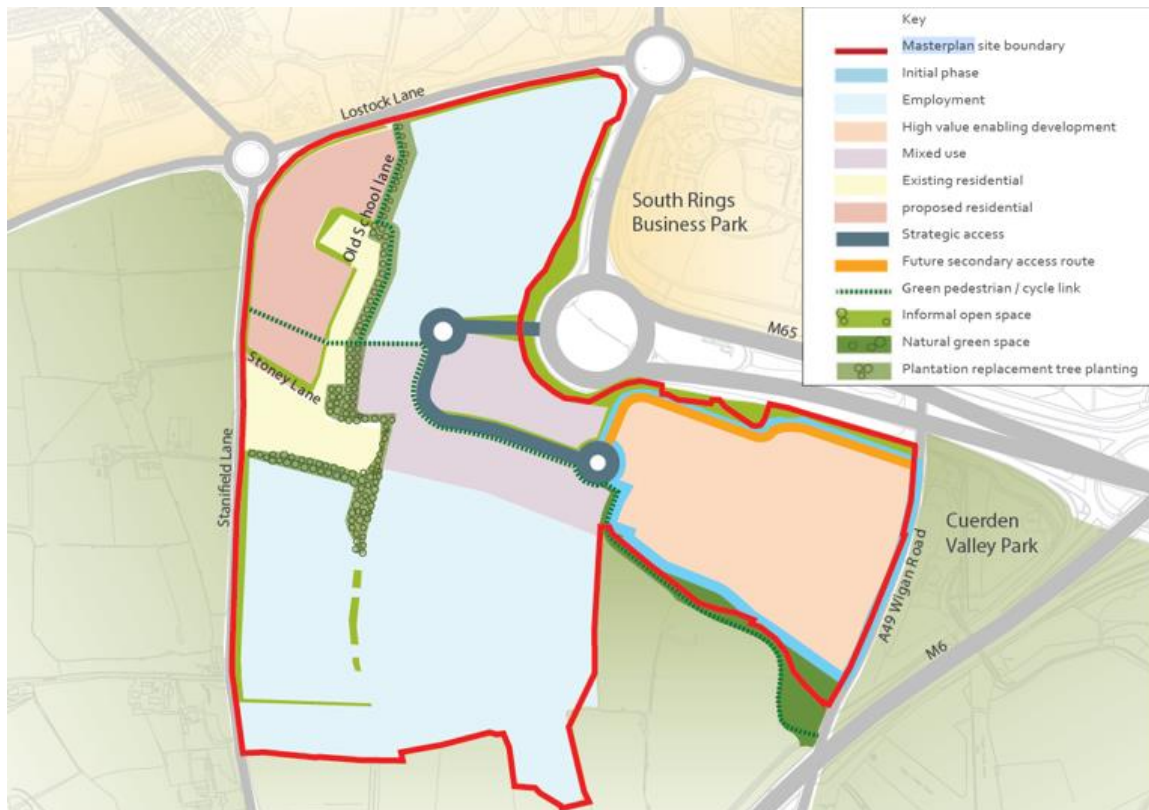


Figure 3: Strategic Site Masterplan

2.3.2 Extant Planning Consent

In the light of the above planning policy, a hybrid planning application for the comprehensive redevelopment of the Strategic Site was submitted in 2017, and subsequently consent was granted by South Ribble Borough Council in 2017. The planning application description was as follows:

“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.”

Given changing market conditions, the development proposal has been revised, such that it is more reflective of the current market and commercial conditions. Part of the Strategic Site, which is under a separate ownership, has also been excluded from the Development now proposed. However, the Masterplan has been designed so that this land can be brought forward as a potential future phase, or phases, of the wider scheme (once the requisite infrastructure has been provided into the Site).

3 Planning policies for sustainable design

In order to ensure the delivery of sustainable development, it is important to identify current and emerging policy requirements that are relevant. This provides a detailed understanding of the guiding sustainability policy framework relevant to the Site, and the development proposals. A desk-based review of relevant national and local planning policy has therefore been undertaken.

At an international level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection². As reported by the UK Government³, the most effective way to delivering the Sustainable Development Goals is by ensuring that the Goals are fully embedded in planned activity of each Government department, and the most effective mechanism for coordinating this implementation is the departmental planning process.

3.1 National Legislation, Planning Policy and Guidance

The Climate Change Act⁴ came into force on 26 November 2008, which was the world's first long-term legally binding framework to mitigate against climate change. Within this framework, the Act sets legally binding targets to reduce greenhouse gas emission through action in the UK and abroad from the 60% target to 80% by 2050. In June 2019, the UK Government amended the 2008 Climate Change Act to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050.

To contribute towards this reduction in green house gas emissions, The Future Homes and Buildings Standards have been developed and recently gone through a period of consultation. The Standards seek to change Building Regulations in England, to improve energy efficiency and cut carbon emissions in new residential and non residential buildings. The Government has confirmed that they will change the Building Regulations to ensure that new homes built from 2025 produce 75%-80% less carbon emissions than homes delivered under current regulations, alongside requirements for future proofing for low carbon heating. For non domestic buildings, the government is aiming to deliver highly efficient buildings which use low-carbon heat, ensuring they are better for the environment and fit for the future.

The Government has also confirmed that it will introduce an interim uplift in building standards. The interim uplift in standards will be delivered through an updated Part L of the Building Regulations, which was published in December 2021 and will come into force in June 2022. Homes built to the interim standard should produce 31% less carbon dioxide emissions compared to current levels, whilst for non domestic building the changes are intended to deliver a 27% reduction in carbon emissions on average per building compared to the existing Part L standard.

3.1.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework, 2021 (NPPF) sets out the Government's planning policies for England, and how these are expected to be applied. It constitutes guidance for local planning authorities and decision-takers both in drawing up plans, and as a material consideration in determining applications. It was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019 and was last published on 20 July 2021⁵.

Section 2 (paragraphs 7 to 14) of the NPPF focuses on achieving sustainable development and states that

² United Nations, 2015. Transforming our World: the 2030 Agenda for Sustainable Development. Available from: [Transforming our world: the 2030 Agenda for Sustainable Development | Department of Economic and Social Affairs \(un.org\)](https://www.un.org/sustainabledevelopment/)

³ UK Government, 2021. Corporate Report on Implementing the Sustainable Development Goals. Available from: [Implementing the Sustainable Development Goals - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/97444/corporate-report-on-implementing-the-sustainable-development-goals-2021.pdf)

⁴ UK Government (2019). Climate Change Act 2008. [online] Legislation.gov.uk. Available at: [Climate Change Act 2008 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2008/27/section/1)

⁵ Ministry of Housing, Communities and Local Government, 2021. National Planning Policy Framework. Available from: [National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/97444/nppf-2021.pdf). Last accessed: 14/01/2022.

“the purpose of the planning system is to contribute to the achievement of sustainable development”. The NPPF uses the United Nations General Assembly definition to describe sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”⁶.

The NPPF goes on to state that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

Paragraph 11 of the NPPF presents a presumption in favour of sustainable development, so that sustainable development is pursued in a positive way. For decision-taking regarding development proposals, this means the following:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

Notwithstanding, the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.

3.2 Local Policies

Local planning policy documents applicable to the Proposed Development include:

- Central Lancashire Core Strategy DPD⁷; and
- South Ribble Local Plan DPD.

Also of relevance are the following Supplementary Planning Documents (SPDs) which provide further detail on the policies within the Local Plan documents and support decisions on planning applications:

- Renewable and Low Carbon Energy Supplementary Planning Document, Adopted May 2014⁸; and

⁶ United Nations General Assembly, 1987. Resolution 42/187. Available from: [A/RES/42/187 - Report of the World Commission on Environment and Development - UN Documents: Gathering a body of global agreements \(un-documents.net\)](#). Last accessed 14/01/2022.

⁷ Chorley Council, Preston City Council and South Ribble Borough Council (Central Lancashire authorities), 2012. Central Lancashire Adopted Core Strategy Local Development Framework Available from: [central-lancashire-core-strategy-july-2012-v1.pdf](#)

⁸ Chorley Council, 2014. Renewable and Low Carbon Energy Supplementary Planning Document Available from: [Renewable and Low Carbon Energy Supplementary Planning Document.pdf \(chorley.gov.uk\)](#)

- Central Lancashire Design Guide Supplementary Planning Document, October 2012⁹.

3.2.1 Central Lancashire Core Strategy DPD

The Central Lancashire Core Strategy (CLCS) (adopted July 2012) is a key document in Central Lancashire's Local Development Framework which has been produced by the Central Lancashire authorities of Preston, South Ribble and Chorley, with assistance from Lancashire County Council.

The CLCS sets the overall strategic direction for planning in the area over the period 2010 to 2026, in line with national policies. A key part of that direction is establishing where major development and other forms of investment should be located, so as to be sustainable, meet local needs and take full advantage of opportunities. The main purpose of this strategic policy document is to co-ordinate development in the area, boosting investment and employment, whilst encouraging sustainable managed growth and the protection and enhancement of green spaces and access to open countryside.

A Policy is included in the Core Strategy to clarify the operational relationship between the plan and national policy. This Policy seeks to ensure consistency and accordance with the NPPF. The policy requires that *"when considering Development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable Development contained in the National Planning Policy Framework."*

The following policies are of relevance to the Proposed Development:

- CLCS Policy 1 Locating Growth: indicates where growth and investment should be concentrated. The overall CLCS seeks to ensure that growth and investment take place in the most sustainable. This Policy includes allocated Strategic Sites, such as Cuerden (Lancashire Central).
- CLCS Policy 3 Travel: outlines a series of measures involving the best approach to planning for travel. Most journeys in Central Lancashire are undertaken by car, commuting to and from work, causing peak hour traffic congestion. Increasing accessibility and promoting sustainable travel has been identified as a key theme in the CLCS. This Policy encourages sustainable travel by promoting walking and cycling, efficient public transport and managing car use, which represent social, environmental and economic benefits. The Policy also aligns with the CLCS Strategic Objective (SO) 3, to reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston.
- CLCS Policy 5 Housing Density: encourages authorities to secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, as well as to consider the efficient use of land.
- CLCS Policy 6 Quality Housing: includes a number of measures to deliver sustainable housing:
 - Bringing 'empty properties' back into use will improve the quality of residential areas and also realise existing assets, as guided by the Mid-Lancashire Housing and Sustainable Communities Strategy and Investment Plan, and the Councils' Empty Homes Strategies;
 - Applying the Building for Life 12 standards¹⁰ which is the national standard for well-designed homes and neighbourhoods. The 20 Building for Life criteria embody the vision of functional, attractive and sustainable housing. The criteria set standards for environment and community, character, streets, parking, design and construction; and
 - Applying the 'Code for Sustainable Homes' to encourage the overall increase in sustainability and efficiency of new housing which will influence the increase of overall housing quality.

⁹ Chorley Council, Preston City Council and South Ribble Borough Council (Central Lancashire authorities), 2012. Central Lancashire Design Guide Supplementary Planning Document (SPD). Available from: [design-guide-spd-final-version-v1.pdf \(lancashire.gov.uk\)](#)

¹⁰ David Birkbeck and Stefan Kruczkowski, 2015. Building for Life 12. Available from: [Building for Life 12_0.pdf \(designcouncil.org.uk\)](#)

- CLCS Policy 12 Culture and Entertainment Facilities: presents a series of indications to plan for culture and entertainment, as the CLCS recognises that healthy, sustainable communities should have ample cultural and leisure opportunities for all.
- CLCS Policy 17 Design of New Buildings: requires for the design of new buildings to take account of the character and appearance of the local area, including the following:
 - (k) promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS).
- CLCS Policy 18 Green Infrastructure: provides a series of measures to manage and improve environmental resources through a Green Infrastructure approach. This Policy focuses on protecting and enhancing the natural environment where it already provides economic, social and environmental benefits.

Positive design of the Green Infrastructure network can create habitat linkages and reduce habitat and species fragmentation and isolation (in line with the wider requirements and importance of Ecological Networks). In addition, it provides good quality, inclusive and sustainable 'green wedges' and open spaces within and throughout the urban core of the sub-region, for a variety of functions including recreation.

- CLCS Policy 22 Biodiversity and Geodiversity: sets a number of measures to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of an area. These include:
 - Promoting the conservation and enhancement of biological diversity;
 - Seeking opportunities to conserve, enhance and expand ecological networks; and
 - Safeguarding geological assets that are of strategic and local importance.
- CLCS Policy 23 Health: aims to integrate public health principles and planning, and consequently to help improve the health and wellbeing of all Central Lancashire's residents and reduce the health inequalities.
- CLCS Policy 24 Sport and Recreation: provides a series of measures to ensure that everyone has the opportunity to access good sport, physical activity and recreation facilities (including children's play).
- CLCS Policy 25 Community Facilities: seeks to ensure that local communities have sufficient community facilities provision.
- CLCS Policy 26 Crime and Community Safety: sets a number of measures aimed at creating environments in Central Lancashire that help to reduce crime and improved community safety.
- CLCS Policy 27 Sustainable Resources and New Developments: seeks to incorporate sustainable resources into new development through specified measures including minimum energy efficiency standards for all non-residential buildings will be 'Very Good' (or where possible, in urban areas, Excellent') according to the Building Research Establishment's Environmental Assessment Method (BREEAM). The policy requires non-residential units of 500 sq metres or more floorspace shall satisfy all of the following criteria:
 - Evidence is set out to demonstrate that the design, orientation and layout of the building minimises energy use, maximises energy efficiency and is flexible enough to withstand climate change; and
 - Prior to the implementation of zero carbon building through the Code for Sustainable Homes for dwellings or BREEAM for other buildings, either additional building fabric insulation measures or appropriate decentralised, renewable or low carbon energy sources are installed and implemented to reduce the carbon dioxide emissions of predicted energy use by at least 15%.

The policy also requires appropriate storage space to be provided for recyclable waste materials and composting.

- CLCS Policy 29 Water Management: includes a series of measures to improve water quality, water management and reduce the risk of flooding. Changing the way that water is used makes good sense and contributes to the sustainable use of resources. This Policy requires new developments to at least achieve the minimum standards for potable water efficiency as defined in the Code for Sustainable Homes. Similarly, in accordance with this Policy new developments will be expected to deal with surface water run-off and the associated risk of flooding, particularly encouraging the adoption of Sustainable Drainage Systems (SuDS).
- CLCS Policy 30 Air Quality: seeks to improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.
- CLCS Policy 31 Agricultural Land: aims to protect the best and most versatile (BMV) agricultural land, (Grades 1, 2 and 3a) to avoid irreversible damage to the soil and instead to achieve its full potential. In line with National policies, the CLCS sets out the need to maintain and enhance the resilience and quality of soils, and to encourage the sustainable use of soil resources, including protecting the BMV agricultural land.

3.2.2 Central Lancashire Design Guide SPD

The Design Guide SPD provides an overview of the design principles that the Central Lancashire authorities will employ when considering planning proposals. A key objective of this SPD is to raise the level and quality of design of new buildings across Central Lancashire and in so doing to ensure that sustainable development, quality and local distinctiveness in the built environment is achieved. This SPD is particularly aligned the CLCS Policies 17: Design of New Buildings; 18: Green Infrastructure; and 27: Sustainable Resources and New Development.

3.2.3 South Ribble Local Plan DPD

The South Ribble Local Plan (SRLP) (adopted July 2015) sets out the vision for the Borough and the Council's interpretation of the CLCS including development management policies. The SRLP provides details at the local level by allocating specific sites and setting out detailed development management policies. It also ensures that the Council will deliver the appropriate infrastructure, manage economic growth, deliver sustainable development and protect natural assets within the Borough. Within its Vision, the Council defines sustainable development as development which "*must contribute to necessary infrastructure, and protect and enhance the quality of the environment of the borough.*"

The following policies are of relevance to the Proposed Development:

- SRLP Policy C4 Cuerden Strategic Site: sets out the requirements for planning permission to be granted for development of the Cuerden Strategic Site. Whilst this Policy recognises this allocation to have an employment focus, it also identifies opportunities for the provision of alternative uses such as retail, leisure and housing. The Policy states that these uses "*must support the comprehensive provision of infrastructure and strategic employment opportunities and must help create a more dynamic, vibrant and sustainable place with economic activity both during the day and the evening.*"
- SRLP Policy F1 Parking Standards: provides guidance on the requirement for all development to provide car parking and servicing space in accordance with the parking standards adopted by the South Ribble Borough Council (Appendix 4 of the SRLP). This Policy plays an important role in facilitating sustainable development but also in contributing to wider sustainability and health objectives. It recognises that within the transport system there needs to be a balance in favour of sustainable transport modes, giving people a real choice about how they travel.

- SRLP Policy G8 Green Infrastructure and Networks Future Provision: requires all Developments to provide appropriate landscape enhancements, conservation of important environmental assets, natural resources, biodiversity and geodiversity, the long-term use and management of these areas and access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities.
- SRLP Policy G10 Green Infrastructure Provision in Residential Developments: sets the requirement for residential developments to provide sufficient Green Infrastructure to meet the recreational needs of the development. The Policy also identifies the requirement for residential developments to meet the needs for equipped children's play areas generated by the development on site, either as an integral part of design or through the payment of contributions which will be used to install or upgrade play facilities in the vicinity of the proposed development.
- SRLP Policy G11 Playing Pitch Provision: requires all new residential development resulting in a net gain of five dwellings or more to provide playing pitches in South Ribble, at a standard provision of 1.14 ha per 1,000 population. Policies G10 and G11 also seek to protect and enhance the character of the green spaces within the Borough, increasing leisure opportunities for young people, and ensuring that whenever possible open space, sport and recreation facilities are made accessible to everyone, including the disabled.
- SRLP Policy G13 Trees, Woodlands and Development: requires for developments to provide new trees, woodlands and/or hedgerows to deliver a wide range of benefits, including health and wellbeing, tackling climate change, landscaping and noise proofing and amenity value. Developers will be required to provide trees, woodlands and/or hedgerows of an appropriate type and maturity for the site, to be decided in liaison with the South Ribble Borough Council.
- SRLP Policy G16 Biodiversity and Nature Conservation: seeks to ensure that the Borough's biodiversity and ecological network resources will be protected, conserved and enhanced. The policy states the level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks.
- SRLP Policy G17 Design Criteria for New Development: sets the criteria to grant planning permission to new developments which incorporate into their design measures to avoid detrimental impacts on existing buildings, heritage assets and landscape features, maintaining safety for pedestrians and road traffic and include elements resulting in a visual environment which respects the character of the site and local area.
- SRLP Policy H1 Protection of Health, Education and Other Community Services and Facilities: requires for developments to ensure that appropriate health, cultural, recreational, sport and education facilities are provided either on site or in the surrounding area through CIL and/or developer contributions.

3.2.4 Renewable and Low Carbon Energy Supplementary Planning Document

The Renewable and Low Carbon Energy SPD supports policies within the Central Lancashire Core Strategy and the SRLP. More specifically, this SPD supports and seeks to provide additional guidance in relation to CLCS Policies 27 and 28, which set out the strategic priorities for renewable and low carbon energy generation.

3.3 Emerging planning documents - Central Lancashire Local Plan

In accordance with Paragraph 33 of the revised National Planning Policy Framework (2021), policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years. The South Ribble Local Plan (SRLP) and Central Lancashire Core Strategy (CLCS) were adopted in 2015 and 2012 respectively and they are both currently being reviewed by the Central

Lancashire Local Plan (CLLP) Team based at Chorley Council. A special Central Lancashire Strategic Planning Joint Advisory Committee has also been established, made-up of elected members from each authority. This Committee has the responsibility to consider proposals, open them up to debate and move to endorse or challenge them at their discretion.

In 2018, a review of the Core Strategy and individual local plans was started with a view to delivering a single Central Lancashire Local Plan, reflecting both the shared strategic policy objectives and more detailed non-strategic policies. The consultation focused on calling for, and collating, sites across Central Lancashire where future development might be located, as well as on identifying the key issues which are affecting the region. Consultation on the Integrated Assessment Scoping Report was undertaken from August to September 2019 and the Issues and Options Consultation was undertaken from 18th November 2019 until 14th February 2020.

The Central Lancashire Local Development Scheme (LDS)¹¹ (January 2020 – January 2023) has been prepared by Preston City Council, South Ribble Borough Council and Chorley Council to identify what the councils are going to do over the next three years in order to prepare new and revised planning policy which will form part of the Development Plan. The Development Plan can include Local Plans and Neighbourhood Plans.

The CLLP Team is currently in the process of reviewing and updating the Local Development Scheme, with a revised LDS expected early in 2022. This will update on the expected timeframe for the next stage of consultation, the Preferred Options, and subsequent plan stages. The revised LDS was not published at the time of writing this report.

3.4 Climate Change Emergency

In 2019, both Lancashire County Council and South Ribble Borough Council declared a climate emergency, pledging to work to make the operations and activities of Lancashire County Council and the South Ribble Borough respectively carbon neutral by 2030.

In order to tackle this, South Ribble Borough Council has formulated a Climate Emergency Working Group and a Climate Emergency Strategy¹² was developed followed by a Climate Emergency Action Plan¹³.

The Climate Emergency strategy encompasses two broad themes, carbon reduction measures and resilience. Carbon reduction measures encompasses relevant aspects such as Transport; Energy and the Built Environment; Waste and Water; Consumption; and Off-setting. Whereas resilience encompasses relevant aspects such as Infectious diseases; Food safety; Flooding; and Planning.

¹¹ Chorley Council, Preston City Council and South Ribble Borough Council (Central Lancashire authorities). Central Lancashire Local Development Scheme (LDS). Available from: [draft-lds-2020-2023.pdf \(lancashire.gov.uk\)](https://www.lancashire.gov.uk/media/16247/draft-lds-2020-2023.pdf)

¹² South Ribble Borough Council (2020): Climate Change Strategy available here: [Climate Change Strategy - South Ribble Borough Council](https://www.southribble.gov.uk/media/16247/Climate-Change-Strategy-South-Ribble-Borough-Council.pdf), accessed on 16th February 2022

¹³ South Ribble Borough Council (July 2021): Climate Emergency Action Plan – available here: [CE action plan approved July 2021 3.pdf \(southribble.gov.uk\)](https://www.southribble.gov.uk/media/16247/CE-action-plan-approved-July-2021-3.pdf) accessed 16.02.22

4 Sustainability review of the Development

The desktop policy review has identified the following sustainability priority themes for the Proposed Development:

- Design and amenity;
- Energy;
- Water Efficiency;
- Flood Risk and Drainage;
- Nature Conservation and Biodiversity;
- Materials;
- Waste;
- Sustainable transport and accessibility;
- Pollution and Nuisance;
- Health and Wellbeing; and
- Environmental Certification.

4.1 Design and amenity

New developments must respect the existing context, character and appearance of the area including improvement to the streetscape to contribute positively to the local area.

Table 2: Design and amenity

Relevant applicable policies	
CLCS (2012)	Policy 5 Housing Density Policy 6 Quality Housing Policy 17 Design of New Buildings Policy 18 Green Infrastructure Policy 26 Crime and Community Safety
SRLP (2015)	Policy G8 Green Infrastructure and Networks Future Provision Policy G10 Green Infrastructure Provision in Residential Developments Policy G13 Trees, Woodlands and Development Policy G17 Design Criteria for New Development
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area (CLCS P5); • Deliver good quality new housing by applying the 'Building for Life standard' which is the national standard for well-designed homes and neighbourhoods (CLCS P6); • Improve the design of all new housing by preparing and using a Design Guide Supplementary Planning Document (guided by Lancashire County Council's "Civilised Streets" publication, CABI's "By Design" and the Department of Transport's "Manual for Streets") (CLCS P6); • Design new buildings to take account of the character and appearance of the local area, including the need for developments to respect local character and 'build in context' with its surroundings (CLCS P17); 	

-
- Promote positive design of the Green Infrastructure network to create habitat linkages and reduce habitat and species fragmentation and as well as to provide good quality, inclusive and sustainable ‘green wedges’ and open spaces (CLCS P18);
 - To create environments in Central Lancashire that help to reduce crime, disorder and the fear of crime (CLCS P26);
 - Respect the environmental character of the surroundings including existing townscape character with particular attention to the creation of well-designed green corridors to act as development buffers to ensure a sensitive transition to adjoining areas (SRLP PG8);
 - Provide sufficient Green Infrastructure within residential developments to meet the recreational needs of the development, including the needs for equipped children’s play areas generated by the development on site (SRLP PG10);
 - Provide new trees, woodlands and/or hedgerows to deliver a wide range of benefits, including health and wellbeing, landscaping and amenity value (SRLP PG13);
 - Avoid detrimental impacts on the neighbouring buildings or on the street scene by virtue of design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect (SRLP PG17);
 - Create a high quality layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces to provide an interesting visual environment which respects the character of the site and local area (SRLP PG17); and
 - Do not prejudice highway safety, pedestrian safety, the free flow of traffic. Any new roads and/or pavements provided as part of the development should be to an adoptable standard (SRLP PG17).
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4.1.1 Location

The Site is allocated for development within the South Ribble Local Plan. The Sustainability Appraisal undertaken of the Local Plan¹⁴ identified that ‘*Cuerden has been prioritised for many years by the relevant authorities as a sustainable and strategically significant site, capable of stimulating economic growth. The site benefits from strong transport links and will be important as a future jobs provider in the borough.*’ Table 6 of the Sustainability Appraisal goes on to state that Policy C3, which relates to the allocation of the Cuerden Strategic Site would have a positive social effect through the infrastructure that will be provided by the Proposed Development on site and the opening up of the site in a key position with good access to motorways and Preston City Centre. It would also have a positive economic effect through bringing employment opportunities through its construction and use as a key employment site for South Ribble and with good access to motorways, Preston City Centre and Leyland Town Centre and residential areas. The environmental effects were assessed to be mixed with negative effects arising from the development of greenfield agricultural land but a positive effect through the landscaping potential, enhancement to biodiversity and trees and woodlands on Site and improving accessibility that can be brought forward by sensitive development of the Site.

4.1.2 Good Layout and Design

The proposed residential units (Zone E) would be located adjacent to the existing residential properties along Old School Lane, and away from the M65 and the A582 (Lostock Lane), contributing to the present residential use of this part of the Site. The residential units would be separated from the commercial units, respecting as much as possible the character of the area. Existing hedgerow and trees would be preserved whenever possible and would be integrated into the proposed green infrastructure proposals, including recreational space for the future residential users. The provision of green infrastructure between the proposed Zone E, the existing residential properties and the rest of the Proposed Development is also regarded as a positive consideration in terms of design layout. Likewise, the proposed zones to comprise

¹⁴ South Ribble Borough Council (2015): Sustainability Appraisal of the Local Plan. Incorporates Sustainability Appraisal of Modifications

commercial and employment led uses would be located next to main highway network to facilitate access.

It is anticipated that other design measures, such as the implementation of Building for Life 12 standards, will be taken into consideration as the individual reserved matters applications are submitted.

4.1.3 Green Infrastructure

The Proposed Development encompasses a substantial area of accessible green infrastructure, including new structured planting and landscaping to provide recreational opportunities for local communities including cycleways, bridleways, footpaths and jogging trails.

There are also opportunities within the Site to retain and link higher quality landscape features. As the Proposed Development progresses, the network of paths, green space and landscaping will expand linking local services and facilities. It will also present opportunities to link into the wider key green infrastructure network in the vicinity of the Site, such as woodland and hedgerows. Linkages to the wider network of habitats and landscape will be encouraged by planting a variety of native trees, woodland and hedgerows.

4.1.4 Secure and accessible spaces

Good design can promote community cohesion and significantly reduce the risk of crime. The Proposed Development has considered the principles of Secured by Design 'Commercial Development 2015' Guidelines wherever possible and so reduce the opportunity for crime. It is expected that further consultation with Lancashire Police's Architectural Liaison Officer will be required at the detailed design stage to ensure that these principles of Secured by Design are adopted.

Established in 1989, Secured by Design (SBD) is owned by the Association of Chief Police Officers (ACPO) and is the corporate title for a group of national police projects focusing on the design and security for commercial developments, residential developments, and car parks as well as the acknowledgment of quality security products and crime prevention projects.

Independent research shows that the principles of Secured by Design have been proven to achieve a reduction of crime risk by up to 75%, by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space.

Secured by Design does not guarantee that a particular area will be crime-proof but indicates the Site has been subject to a design process and improved levels of security which have been shown to significantly reduce the risks and the fear of crime.

The Proposed Development is committed to include street lighting and natural surveillance to reduce the potential for crime.

The design of the Development aims to ensure that required standards for accessibility are met. The Proposed Development has also been designed to ensure it is fully accessible to all, including making provision for compliant wheelchair access. As such, it is anticipated that the employment/businesses/mixed use units will all be fully accessible and compliant with the Disability Discrimination Act (DDA).

With regard to individual unit design, Part M of the Building Regulations require all residential units to be designed to Part M(1). The design of the Proposed Development acknowledges the requirements of Part M and it is expected that these will be exceeded at detailed design stage, ensuring that the vast majority of residential units are Part M4(9) compliant.

4.2 Energy

Approximately 22%¹⁵ of the UK's entire carbon footprint is attributable to the energy used in buildings for heating, lighting, cooling and plug-loads. LCC and SRBC recognise the importance of reducing buildings'

¹⁵ Based on UKGBC infographic - <https://www.ukgbc.org/climate-change/>

operational energy to achieve the UK's target of 100% reduction in greenhouse gases by 2050 and are aware of the need to achieve this transition rapidly. This is demonstrated by their declaration of a climate emergency, and their ambition to become carbon neutral by 2030. Developments will therefore be required to make a significant contribution to support this target; the SRBC Climate change Action Plan recognises that new buildings need to be built to a higher standard with energy efficiency and alternative renewable power given a priority.

Table 3: Energy

Relevant applicable policies	
CLCS (2012)	Policy 6 Quality Housing Policy 27 Sustainable Resources and New Developments
SRBC Climate Action Plan	Make best use of the planning processes to ensure all new housing stock is sustainable in design and affordable to heat.
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Raise the energy efficiency of properties by, for instance, enhanced insulation (CLCS P6); • Increase overall housing quality by applying the 'Code for Sustainable Homes', which encourages the overall increase in sustainability and efficiency of new housing (CLCS P6); • Incorporate sustainable resources into new Developments through specified measures and achieve minimum energy efficiency standards for all non-residential buildings equating to a 'Very Good' (or where possible, in urban areas, 'Excellent') standard according to the Building Research Establishment's Environmental Assessment Method (BREEAM) (CLCS P27); • Demonstrate that the design, layout and orientation of the building minimises energy use, maximises energy efficiency and is flexible enough to withstand climate change (CLCS P27); • Reduce carbon dioxide emissions of predicted energy use by at least 15% through additional building fabric insulation measures or decentralised, renewable or low carbon energy sources (CLCS P27); and • Ensure new housing stock is sustainable in design and affordable to heat (SRBC Climate Action Plan). 	

An assessment of the above requirements against the Proposed Development has highlighted the following targets:

1. Passive design requirements to reduce the building energy consumption.
2. Future Homes Building Standards (FBS).
3. BREEAM UK New Construction (Non-Residential) 2014 assessment demonstrating "Very Good" score.
4. 15% CO2 emission reduction.

Whilst a requirement for a Code for Sustainable Homes assessment is included in policy CLCS P6, this standard has now been withdrawn by the Government, with many of the standards previously included having been incorporated into Building Regulations.

At this stage of the planning process, an Energy Strategy report (5004134-RDG-XX-ZZ-ST-ME-001 Rev V1) has been prepared and submitted in support of the planning application. This Energy Strategy is to be adopted at detailed design stages for the different types of buildings and plots to meet the requirements of both National and Local planning policies and promote the requirements of the climate emergency that has been declared.

A key aspect of the Energy Strategy will be to provide flexibility of future proofing of the design to enable it to efficiently adopt emerging low carbon technologies, whilst its fundamental driver is the decarbonisation of the

National Grid and the implementation of the changes to Part L in May 2022, and the Future Building Standards in 2025.

These changes in Regulations will be a fundamental driver in the move away from fossil fuels (such as natural gas) towards the adoption of Grid Electricity as the main source of the generation of heating and hot water. Furthermore, these changes to regulations will aim to reduce the predicted Carbon emissions of new buildings by 27% (Part L) and a further 40% (Further Building Standards) on the current Part L 2013 Regulations.

4.2.1 Passive Design Measures

Passive design measures are those which reduce the central energy demands of the building. The aim of the Proposed Development is to achieve the requirements of the upcoming Part L 2022 through passive design and energy efficiency measures.

It is anticipated that the following measures will be considered at the detailed design stage of the Proposed Development in order to minimise the energy demand:

- High levels of Thermal Insulation;
- Tight air leakage rates to reduce heat losses;
- Good natural daylight;
- Promotion of Natural Ventilation techniques;
- Consideration of building orientation in relation to solar gain; and
- Reducing the extent of artificial cooling by limiting unwanted solar gain and promoting thermal mass.

The extent of the passive measures for each of the building types will vary as the demands of each building will vary. Additional detail for each of the passive design and energy efficiency measures is included within the submitted Energy Strategy (5004134-RDG-XX-ZZ-ST-ME-001 Rev V1).

4.2.2 Energy Efficiency

There are various energy efficiency methods that can be adopted for the Proposed Development, each having various impact depending on what type of building and functionality. Typical energy efficiency measures are as follows:

- Heat Recovery on Ventilation System;
- Variable speed drives of fans and motors;
- Low Energy Lighting Systems;
- Intelligent lighting control systems;
- Waste water Heat Recovery;
- Sundry Management Systems & Intelligent Controls; and
- Metering and out of range monitoring.

4.2.3 Renewable and low carbon technologies

Consideration has also been given to the implementation of renewable and low carbon technologies (directly and indirectly) for the Proposed Development. The following technologies have been considered within the submitted Energy Strategy for different types of buildings and uses proposed within the Site:

- Ground Source Heat Pump (GSHP);
- Air Source Heat Pump (ASHP);
- Photovoltaic Panels (PV);
- Solar Thermal Hot Water Panels;
- Wind Power;
- Biogas; and

- Battery Storage;
- Future renewable options (such as Hydrogen).

4.3 Water Efficiency

Climate change is resulting increasing summer temperatures, wetter winters and more extreme rainfall events. Hot, dry weather coupled with significantly increased demand for water over the summer, impacts on the ability of the water companies to deliver potable water¹⁶. It is therefore essential to incorporate water minimisation and water efficiency measures into buildings to limit demand. Use of drought tolerant landscape planting coupled with rainwater storage for irrigation is also key to limiting demand, particularly during dry weather.

Table 4: Water

Relevant Applicable Policies	
CLCS (2012)	Policy 29 Water Management
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Minimise the use of potable mains water in new developments to improve water quality and water management (CLCS P29). 	

4.3.1 Water Efficiency and Monitoring Measures

The Proposed Development aims to be water efficient, incorporating measures to reduce potable water consumption. At this outline stage it is not possible to provide details on the specific measures to be implemented by the Proposed Development, however, it is expected that the following measures will be considered at the detailed design stage:

- For the residential units, it is expected that the incorporation of water efficient sanitaryware systems and appliances will ensure compliance with the required standard of a maximum of 105 litres per person per day;
- Provision of water efficient sanitaryware (i.e., max 4l/min taps, 7l/min shower, 4.5/3 dual flush toilets) for the non-residential areas in order to achieve a significant reduction in the consumption of potable water. The Development will be assessed against a notional baseline from the BRE in order to provide an accurate industry benchmark to assess against and aim to achieve the equivalent of a 40% improvement over baseline performance - the equivalent of 3 credits under the BREEAM Wat 01 issue;
- Installation of water meters on the mains water supply for each unit fitted with a pulsed output to enable connection to a 'Building Management System' (BMS) or similar for the monitoring of water consumption. Provision of pulsed water meters on the mains incoming water supply for the non-residential areas, with an associated major water leak detection system;
- Provision of sanitaryware shut off valves for the non-residential areas to regulate water supply to the WC cores and reduce the potential for wasting water from minor leaks in sanitary fittings; and
- Installation of rainwater harvesting for irrigation of the proposed planting and to decrease the demand on potable water. Rainwater harvesting would reduce the annual rate of run-off from the site by reusing water for non-potable uses.

Further detail on any of the above outlined measures will need to be provided as part of the reserved matters applications and during discharge of any planning conditions.

¹⁶ [United Utilities - Climate change adaptation](#) accessed 17.02.22

4.4 Flood Risk and Drainage

Developments can be significantly impacted by flooding. Apart from the initial effects, further disruption can arise as a result of sometimes lengthy clean-up operations. The planning process looks to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk of flooding. Where new development does take place in high risk areas, it must be made safe without increasing flood risk elsewhere and, where possible, reducing flood risk overall. Climate change is already resulting in more significant wet weather events with United Utilities reporting a notable increase in sewer flooding incidents during three storm events in 2020 and 2021¹⁷, with 40 per cent of incidents occurring on just six days of stormy weather during the period. Management of drainage discharges to try and limit the impacts on wider drainage infrastructure is key to minimising the potential for sewer flooding and associated effects to people and river quality.

Table 5: Sustainable drainage and flood risk

Relevant Applicable Policies	
CLCS (2012)	Policy 17 Design of New Buildings
	Policy 29 Water Management
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Promote designs for new developments and buildings that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS) (CLCS P17); • Reduce the risk of flooding in all new developments by avoiding inappropriate development in flood risk areas, encouraging the adoption of Sustainable Drainage Systems and seeking to maximise the potential of Green Infrastructure to contribute to flood relief (CLCS P29); • Pursue opportunities to improve the sewer infrastructure, as well as managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity (CLCS P29); and • Ensure that surface water run-off is managed as close to its source as possible according to the drainage hierarchy as described in the National Planning Practice Guidance¹⁸: <ul style="list-style-type: none"> – into the ground (infiltration); – to a surface water body; – to a surface water sewer, highway drain, or another drainage system; and – to a combined sewer. 	

4.4.1 Flood risk

A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared as part of the planning submission for the Proposed Development. The FRA confirms that the Site is located within Flood Zone 1 and it is, therefore, considered by the Environment Agency to be at 'low' risk of tidal and fluvial flooding. Pluvial or Surface Water Flood Risk is generally considered to be 'very low' within the Site. The flood risk from artificial sources has also been assessed and found to be 'low'.

The underlying geology suggests that there is potential for groundwater flooding to occur. However, it is expected that any flood risk associated with groundwater could be mitigated against by incorporating appropriate foundation and building design, including appropriate threshold levels for buildings above the

¹⁷ [United Utilities - Climate change adaptation](#) accessed on 17.02.22

adjacent ground. A threshold level of 200mm is considered adequate whilst ensuring that hardstanding areas slope away from buildings.

Following discussions with the lead local flood authority (LLFA), the consensus view is that historical flooding to a small part of the north western area of the Site is due to rainfall event exceeding the capacity of the existing drainage system. Furthermore, it is anticipated that post determination, and in advance of any future reserved matters applications, the drainage within Stanifield Lane / Lostock Lane roundabout will be subject to review in conjunction with LCC as LLFA / Highway Authority.

Overall, the FRA undertaken demonstrates that the Proposed Development would be at a low risk of flooding.

4.4.2 Surface water run-off and Drainage

There are a number of drainage ditches within the Site which drain the fields from east to west towards the culverts beneath Lostock Lane, and ultimately into the River Lostock itself. As the Proposed Development will see the ditches re-aligned together with wide scale development across the Site, it is important to ensure that proposed drainage system is capable of draining the Site efficiently without causing flooding of any of the proposed units or increasing the risk of flooding off site. It is, therefore, intended that the Proposed Development will replicate the existing Greenfield run off rate. The adoption of greenfield discharge rates within the design of the Site wide infrastructure will mimic the undeveloped scenario. Therefore, the Site drainage design should avoid, reduce and delay the discharge of rainfall to public sewers and watercourses. This will protect the watercourses and reduce the risk of local flooding, pollution and other environmental damage. SuDS in the form of an attenuation ponds have also been incorporated into the drainage design, which help manage and drain the surface water run-off without impacting on existing utility drainage networks.

The surface water drainage design has considered the implications of 1in100year + climate change rainfall events.

LCC as LLFA are currently investigating incidents of flooding in locations adjacent to the Stoney Lane/School Lane junction, although it is anticipated these events may be attributed to the condition of the existing ditch system. The Proposed Development proposals do not have a detrimental impact on this ditch and may offer an improvement to the current scenario.

The FRA undertaken also confirms that surface water run-off from the Proposed Development could be drained sustainably by controlling surface water at source and limiting discharge to existing greenfield rates whilst ensuring that flood risk is not increased elsewhere. It is envisaged that Proposed Development drainage system will incorporate tanks and above ground attenuation. The adoptable highway catchment shall be served by above ground attenuation features, such as attenuation ponds with discharge controlled to greenfield rates. These features shall then discharge into the diverted on-site ditch system.

Opportunities for rainwater harvesting and increasing the time of entry for rainfall into the drainage system (such as porous parking spaces) will be considered during the detailed design. Where required the proposed drainage infrastructure shall incorporate compliant pollution control measures.

4.4.3 Foul Drainage Infrastructure

Based on the Sustainability Appraisal of the Local Plan, the Site does not currently have access to the sewerage system. However, a point of connection at the junction between Cuerden Way/Craven Drive and Lostock Lane has been identified in consultation with United Utilities.

Foul flows generated from the Proposed Development shall be conveyed to an adoptable foul pumping station located on Site. Working with the natural topography of the Site (gravitational drainage), the proposed pumping station would be located at the junction of Old School Lane and Lostock Lane. Flows from pumping station shall be conveyed to the United Utilities public sewer network.

4.5 Nature conservation and biodiversity

Conserving habitats is important for ensuring the continuation of biodiversity and sustained life on earth. The presence of local biodiversity can also have a positive impact on the health and wellbeing of local inhabitants. The Central Lancashire Councils recognise the important contribution that planning can make to improving biodiversity within Central Lancashire and aim to continue conserving, protecting and enhancing biodiversity and ecological networks.

Table 6: Nature conservation and biodiversity

Relevant Applicable Policies	
CLCS (2012)	Policy 22 Biodiversity and Geodiversity
SRLP (2015)	Policy G8 Green Infrastructure and Networks Future Provision
	Policy G16 Biodiversity and Nature Conservation
	Policy G17 Design Criteria for New Development
The Central Lancashire Biodiversity and Nature Conservation SPD	Provides guidance in relation to ecological networks, so applicants can understand the relevant Central Lancashire policies and what is required as part of the planning application process.
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Create opportunities to conserve, enhance and expand biological diversity and ecological networks (CLCS P22); • Safeguard geological assets that are of strategic and local importance (CLCS P22); • Provide appropriate landscape enhancements, conservation of important environmental assets, natural resources, biodiversity and geodiversity, and the long-term use and management of these areas (SRLP PG8); • Minimise impacts on biodiversity and provide net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately mitigated and/or, as a last resort, compensated (SRLP PG16); • Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations (SRLP PG16); • Planning applications to be accompanied by a survey undertaken by an appropriate qualified professional where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site (SRLP PG16); and • Proposals should not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses, and that when considered acceptable, mitigation measures to replace the feature/s will be required either on or off-site (SRLP PG17). 	

The Proposed Development aims to ensure sustainable promotion of biodiversity by retaining, protecting and enhancing key features of biological interest and providing appropriate management of these features.

Multiple assessments have been carried out to assess the current 'baseline' ecological conditions at the Site. Key ecological features have been identified that will be impacted by the Proposed Development. These include habitats and species of both local and national importance. For more information regarding specific features and their impacts, please refer to Chapter 12: Ecology of the Environmental Statement.

The most effective way of ensuring biodiversity impacts are minimised is to follow the National Planning

Policy hierarchy of ‘avoid, or mitigate or compensate’ in sequential order of preference, with avoidance of impacts upon ecology being the best option. This is an outline planning application, therefore the full detail of all phases is not yet known, although the current outline Masterplan for the Site does follow the ecological mitigation hierarchy. Likewise, it is expected for future reserved matters applications to also adopt the ecological mitigation hierarchy.

Accordingly, a scheme of habitat retention has been prepared which seeks to minimise impacts upon biodiversity. Key features such as the species-rich hedgerow along Stoney Lane and bat flight lines along School Lane have been retained.

In circumstances where impacts upon ecological features (fauna) are predicted, such as upon amphibians or bird nesting habitats, these will be mitigated through movement of animals to suitable habitats under Natural England licence or through appropriate timing of works to avoid impacts. The incorporation of biodiversity protection measures into a Construction and Environmental Management Plan in accordance with BS42020:2013 would also ensure ecological protection during construction.

Lastly, habitat creation should be undertaken to address any remaining impacts. This should ensure that new woodland, scattered trees, ponds, grasslands and hedgerows are created on the Site. Smaller scale compensatory measures such as installation of nesting boxes for bats and birds would also provide compensation for short-term impacts.

It is expected for the Proposed Development to make use of locally grown native species planting stock for all semi-nature habitat creation areas. The proposed attenuation ponds, part of the Sustainable Drainage Strategy, should follow best-practice by creating varied depths and cross sectional profiles with pool areas and shallow margins in order to provide the widest range of suitable conditions for wildlife.

Loss of existing mixed woodland will be replaced by a new diverse native broadleaved woodland, which in time, will enhance the woodland character of the Site.

Nonetheless, despite implementation of avoidance, mitigation and compensation measures within the Proposed Development, it is concluded that there would be an adverse residual impact on Site biodiversity. As a result, further biodiversity measures are required to enhance the overall ecological value of the Site in order for it to accord with current planning policy.

Finally, a Biodiversity Net Gain assessment has been undertaken in line with Defra biodiversity metric 3.1 calculation which confirms a biodiversity net gain of gain should be achieved as a result of the current Proposed Development proposals. This confirms that the proposed habitat creation is compliant with national and local planning policy.

4.6 Materials

The use of materials during construction can have wide ranging environmental, social and maintenance impacts across their life cycle. Central Lancashire Adopted Core Strategy recognises its influence on what, and how, materials are used for construction.

Table 7: Materials

Relevant Applicable Policies	
CLCS (2012)	Policy 27 Sustainable Resources and New Developments
Objectives, requirements and targets	

-
- Requires the incorporation of sustainable resources into new Developments, influencing what, and how, materials are used for construction and including the provision of appropriate storage space for recyclable waste materials and composting (CLCS P27).
-

This is an outline planning application, although potential materials have been considered, specific materials have not yet been selected at this early stage. Material selection and efficiency measures will be considered during the preparation of reserved matters applications and subsequent detailed design stages incorporating lean design principles and during construction in terms of waste minimisation measures. Nevertheless, as set out in the Design Code, a family of buildings should be created in terms of scale, mass and use of a coherent materials palette. It is expected that reserved matters applications will develop a complementary design approach to material palettes, building proportions and detailing.

The Proposed Development will aim to maximise the use of materials and products that are produced responsibly and will avoid where possible the use of products that contain hazardous substances to health or the environment. Opportunities identified include:

- Specifying A or A+ rated materials as defined in BRE Global's Green Guide to Specification where appropriate;
- Sourcing all timber and timber-based products from Forest Stewardship Council (FSC) or Programme for the Endorsement of Forestry Certification (PEFC) sources with full chain of custody;
- Investigating products and materials that have lower overall embodied environmental impacts (e.g., through comparing products' Environment Product Declaration¹⁹ (EPDs));
- Selecting materials that have a high recycled content;
- Selecting products and materials that do not contain substances that are either carcinogenic; mutagenic or reprotoxic; and
- Favouring suppliers who have implemented best environmental and responsible sourcing practices in their manufacturing process or at least have relevant third-party certifications (e.g., BES6001 certification, where possible, Ethical Trade Initiative or ISO 14001 certification).

The Proposed Development will aim to reduce the embodied carbon of its structure by exploring lean design and construction principles:

- A carefully balanced site 'cut & fill' strategy will be adopted in respect of site levels therefore reducing the requirement to cart away from site which will reduce construction traffic energy consumption.
- Minimisation of material consumption;
- Incorporation of low embodied carbon materials (i.e. lower cradle to gate embodied carbon materials, locally sourced or transported sustainably);
- Usage of materials with lower wastage rates;
- Selecting materials that are easier to install (i.e. generate less energy during the construction phase);
- Selecting materials that are more durable (i.e. requires less maintenance/replacement); and
- Selecting products/construction methods that minimise end-of-life emissions.

This can be demonstrated by the selection and specification of the following materials:

- Roof sheeting and wall cladding – insulated roof and wall cladding will provide an eco-safe core offering low GWP (Global Warming Potential) and help to deliver optimum performance in energy efficiency thermal performance and air tightness. The panels will offer a number of end of life solutions;

¹⁹ Environmental Product Declarations (EPDs) are a standardized way of quantifying the environmental impacts of a product or system using a Life Cycle Analysis (LCA) methodology.

- Facing Brickwork – clay brick has a long service life, is reusable on demolition and is completely inert. Clay can be recycled back into manufacture and wastage is minimal. Clay bricks have high thermal mass and low conductivity contributing to the building’s own efficiency;
- Steel frame – steel frame construction minimises wastage and can be easily reclaimed for re-use or recycled;
- Concrete floors and foundations can be easily reclaimed and crushed for re-use in new Developments; and
- Timber- Responsibly sourced timber products will be utilised. (i.e., Forestry Stewardship Council (FSC) timber or Programme for the Endorsement of Forestry Certification (PEFC) timber).

4.7 Waste

Waste disposal can have significant environmental impacts and can lead to increased pressure on resources. Considerable focus over the past few decades has therefore been placed on improving waste reduction and recycling rates. The Central Lancashire Core Strategy promotes the provision of appropriate storage space for recyclable waste materials and composting.

Table 8: Waste

Relevant Applicable Policies	
CLCS (2012)	Policy 27 Sustainable Resources and New Developments
Objectives, requirements and targets	
	<ul style="list-style-type: none"> • Incorporate sustainable resources into new development through measures such as the provision of appropriate storage space for recyclable waste materials and composting in new Developments (CLCS P27).

The most effective way of managing waste is to minimise the production of waste in the first place. This makes environmental and economic sense as items will not be purchased/produced in the first place. After waste minimisation, any remaining waste should be reused or recycled where possible.

4.7.1 Construction waste management

One-third of all waste in the UK, is generated by the construction and demolition sector, which is the largest contributor of waste in the nation. Consideration will be given to implementing modular design of the buildings, for example cladding and glazing specification, to reduce the amount of off cuts and construction waste.

The principal contractor (once appointed) will be expected to implement a BREEAM compliant Resource Management Plan (RMP) for the Site ahead of any work on site. Similarly, it is anticipated that a site waste management plan (SWMP) will be required for the Proposed Development, developed at the detailed design stage and secured by a planning condition.

The RMP will detail the approach the Development will take to encourage re-use and recycling of construction, demolition and excavation waste to achieve a 95% recycling rate. It will be expected for the RMP to include a target benchmark for resource efficiency, for instances of ≤6.5 tonnes of waste per 100m². The RMP will outline procedures to minimise both hazardous and non-hazardous waste.

The principal contractor (once appointed) will also be expected to identify avenues to reduce waste arisings during construction. The following should be investigated:

- Setting wastage rate targets for their subcontractors;
- On-site reuse in original form;
- Off-site reuse in original form;
- Identifying take-back schemes with suppliers;
- Just in time delivery;
- Providing dedicated material storage areas; and
- Providing safe storage to minimise potential theft / damage;

4.7.2 Operational Waste Management

The Design Code requires adequate, separate waste storage space to be provided within the new buildings to accommodate both general and recyclable waste streams for the commercial and residential units.

4.8 Sustainable Transport and Accessibility

Appropriate transport links are a key element of sustainable development. Emissions from transport account for a significant proportion of greenhouse gas emissions, affecting air quality and the health and well-being of residents in the area. An objective of the Central Lancashire Local Plan and South Ribble Local Plans to improve pedestrian and cycling facilities and access to public transport to encourage use of more sustainable transport modes.

Table 9: Sustainable transport and accessibility

Relevant Applicable Policies	
CLCS (2012)	Policy 3 Travel
SRLP (2015)	Policy F1 Parking Standards
	Policy G8 Green Infrastructure and Networks Future Provision
	Policy G10 Green Infrastructure Provision in Residential Developments
	Policy G11 Playing Pitch Provision
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Improve pedestrian facilities with safe and secure urban and rural footways and paths linking with public transport and other services (CLCS P3); • Improve opportunities for cycling by complementing the Central Lancashire Cycle Network of off-road routes supplementing this with an interconnected system of on-road cycle lanes and related road junction improvements (CLCS P3); • Enable the use of alternative fuels for transport purposes (CLCS P3); • Provide car parking and servicing space in accordance with the parking standards (SRLP PF1); • New facilities and services are accessible by public transport, walking and cycling, where possible (SRLP PF1); • Provide access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities (SRLP PG8); and • Increase leisure opportunities for young people, and ensuring that whenever possible open space, sport and recreation facilities are made accessible to everyone, including the disabled (SRLP PG10 and SRLP PG11). 	

A Framework Travel Plan (FTP) has been prepared to demonstrate how sustainable and active travel can be used to access the site, and how these sustainable modes of travel will be promoted to future users of the site. The FTP also provides a set overarching aims, objectives, targets and measures, as well as methods for monitoring travel mode share.

The key objectives of the Framework Travel Plan are to:

- To minimise the vehicular traffic generated by staff, residents, and visitors;
- To reduce the number of single occupancy vehicle journeys;
- To continually increase the proportion of trips by walking, cycling and public transport;
- To increase modal choice for staff, residents, and visitors; and
- To reduce the carbon footprint of the development.

The Site has good levels of accessibility in terms of sustainable and public transport modes, and there is potential to further enhance these as the Site progresses. The Proposed Development includes a range of additional infrastructure measures which will encourage sustainable travel. The initiatives proposed can be implemented to encourage all site users to travel by sustainable modes of transport and contribute to the achievement of objectives set out within this FTP.

Public transport services are available in close proximity to the site, with bus stops located on Stanfield Lane, adjacent to the Site, and Lostock Hall Rail Station located approximately 700 m to the north of the Site, accessible via footways along Stanfield Lane and Watkin Lane. At this stage it is not proposed to divert bus services via the Site itself, but the flexibility to do this in the future is maintained through highway design which will allow the passage of public buses if required.

The parking provision across the Site will be provided in accordance with South Ribble Borough Council (SRBC) and Lancashire County Council (LCC) Parking Standards for each use. At this stage of the planning process, the exact figures for each plot are to be defined at the time that each reserved matters application is brought forward. Parking provision for the Site would include:

- Electric Vehicle Charging;
- Cycle parking;
- Accessible Spaces;
- Customer Spaces; and
- Staff Spaces.

The Proposed Development will enhance the existing sustainable and active travel opportunities, in particular through the provision of a high quality foot and cycle network within the Site and key connections off the site. The Proposed Development would provide a series of connections between the existing footpath and PRoW networks (generally associated with the road network), well-designed cycleways, bridleways, footpaths and jogging trails, and the surrounding landscape and ecological features. The footpath network will be laid out in conjunction with green spaces, to form loops to promote and encourage use for walkers, joggers and runners. This connectivity promotes health and well-being, with the opportunities to further this by introducing trim trail equipment or being part of a wider running route.

4.9 Pollution and Nuisance

Poor air quality, excessive noise, external lighting and land contamination can all have detrimental effects on human health and wellbeing and can also lead to effects on neighbouring environmental receptors and

cause disruption to wildlife.

Table 10: Pollution and nuisance

Relevant Applicable Policies	
CLCS (2012)	Policy 3 Travel
	Policy 18 Green Infrastructure
	Policy 27 Sustainable Resources and New Developments
	Policy 29 Water Management
	Policy 30 Air Quality
SRLP (2015)	Policy G13: Trees, Woodlands and Development
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Reduce the need to travel and minimise traffic congestion to have a positive effect on air and noise pollution (CLCS P3 and CLCS P30); • Provide pollution control and natural air cooling with the creation of new green and blue (water) spaces (CLCS P18); • Incorporate appropriate decentralised, renewable or low carbon energy sources into new developments to reduce the carbon dioxide emissions (CLCS P27); • Reduce water usage, protect and enhance Central Lancashire’s water resources and minimise pollution of water (CLCS P29); and • Provide new trees, woodlands and/or hedgerows to deliver a wide range of benefits, including health and wellbeing and noise proofing (SRLP PG13). 	

The Applicant is committed to appointing a principal contractor who will sign up to the Considerate Constructors Scheme (CCS) which includes requirements to go beyond best practices measures to help protect the environment including minimising the potential impact from all on-site sources of pollution. Potential sources of pollution have been discussed in detail below.

4.9.1 Air quality

Careful consideration has been given to the effects of dust from construction activities, as well as the effect of emissions from road traffic and heating plant as a result of the operational Proposed Development.

Dust caused during the construction phase of the Proposed Development will be mitigated by implementing a number of reduction measures including removal of materials that have potential to produce dust, damping down, designated cutting areas and ensuring dust generating equipment are fitted with vacuums. These measures will be set out in the Construction Environmental Management Plan (CEMP) produced by the contractor and implemented throughout the works (secured through planning conditions).

The primary effects on local air quality during operation will relate to exhaust emissions from operational vehicles. The proximity of the Site to the surrounding road network, including the M6 and M65, means that an increase in traffic flow to the Site would be very small in the context of existing traffic flows resulting in negligible effects on the air quality.

Despite the fact that the Proposed Development is predicted not to have a significant effect on local air quality, air quality mitigation measures likely to benefit air quality have been proposed during operation. Measures include (some measures are to be considered at the reserved matters application stage):

- The location, orientation and internal room layout of the residential buildings to be considered and located away from direct sources of emissions to air (such as road traffic, car park, heating plant and

- industrial activities);
- The proposed heating plant is subject to further detailed design but would be designed to meet relevant guidance;
- Provision and monitoring of a Workplace Travel Plan;
- Provision and monitoring of a Framework Delivery and Servicing Management Plan;
- Provision of public transport to the Site; and
- Provision of notice boards to display walking and cycling information (including maps), details of the Bicycle User Group, public transport information, Travel Plan Coordinator contact details and other relevant information.

4.9.2 Contaminated land

A Preliminary Risk Assessment (PRA) of ground conditions has been prepared to accompany the planning application for the Proposed Development. The objective of this assessment is to establish the potential for ground contamination at the Site, the potential implications on ground conditions associated with the Proposed Development, and to inform the geotechnical design.

Historically, the majority of the Site has remained undeveloped and in use as agricultural land, therefore the potential for contamination is considered to be limited. However, there is potential for localised contamination with regard to the offsite farm buildings, infilled ponds, a landfill area and areas of informal tipping, which are present within the Site.

A considerable amount of ground investigation has been undertaken to date across the majority of the Site and significant contamination has not been recorded. However, as recommended in the PRA, the successful implementation of preliminary remedial and mitigation measures would result in a potential improvement to the conditions present on Site.

4.9.3 Noise and vibration

An assessment of the suitability of the Site for the proposed use and the potential impacts of noise generating sources within the Site has been undertaken. The results of the assessment indicate that for the most part noise levels on those areas of the Site identified to be sensitive to noise, including the residential element of the Proposed Development, would meet the required levels set out in British and International Guidance to ensure that a good level of amenity could be attained by future users.

For those areas where noise levels are deemed to be elevated in comparison to the remainder of the Site, namely along the Northern boundary, mitigation in the form of acoustic barriers and an appropriate glazing and ventilation strategy would be utilised to further enhance the acoustic environment for these areas.

With regard to noise impacts associated with the operation of the Proposed Development, suitable noise limit levels have been set to ensure that noise from plant does not cause disturbance at existing or future noise sensitive receptors.

Consideration has also been given to road traffic noise and the assessment has indicated that any change in road traffic noise as a result of the operation of the Proposed Development would give rise to an imperceptible change in road traffic noise levels for the Proposed Development.

4.9.4 Light pollution

The external lighting strategy will be further developed in compliance with the ILP Guidance Notes for the reduction of obtrusive light, 2020. The design will include the use of lighting controls to prevent continuous operation during daytime or unoccupied hours and presence detection in areas of intermittent pedestrian

traffic while ensuring the public realm is safe. The incorporation of modern efficient LED luminaires will provide good control of glare and obtrusive light, in line with the requirements for a town / city centre (E4 environmental lighting zone), as set out in the ILP guidance.

During the construction phase, external lighting will be turned off after-hours except essential safety lighting. In parallel, construction works through the night will be avoided to minimise disturbance.

4.10 Health and wellbeing

Consideration of personal wellness has never been so important. Health and wellbeing are an everyday consideration of both home and work life and the design of new developments can have a significant influence on this.

Table 11: Health and wellbeing

Relevant Applicable Policies	
CLCS (2012)	Policy 3 Travel
	Policy 9 Economic Growth and Employment
	Policy 18 Green Infrastructure
	Policy 23 Health
	Policy 24 Sport and Recreation
	Policy 25 Community Facilities
SRLP (2015)	Policy H1 Protection of Health, Education and Other Community Services and Facilities
	Policy G8 Green Infrastructure and Networks Future Provision
	Policy G10 Green Infrastructure Provision in Residential Developments
Objectives, requirements and targets	
<ul style="list-style-type: none"> • Reduce motor vehicle traffic to have a positive effect on air and noise pollution (CLCS P3); • Promoting greater prosperity and access to more and better jobs (SLCS P9); • Promote sustainable transport networks, especially cycling and walking, to encourage healthy lifestyles and physical activity (CLCS P3 and CLCS P24); • Support the provision and access to health care infrastructure (CLCS P23, CLCS P25 and SRLP PH1)); • Provide and protect green open spaces, which promote increased physical activity and exercise, and improve mental health and wellbeing (CLCS P18, CLCS P23, SRLP PG8 and SRLP PG10); and • Provide new trees, woodlands and/or hedgerows to deliver a wide range of benefits, including health and wellbeing and noise proofing (SRLP PG13). 	

Good design can help to shape places so that healthy lifestyles are encouraged for example, by supporting Green Infrastructure and safe, sustainable transport networks, and the provision of a well-designed network of healthcare services. In this regard, the Proposed Development includes the provision of space for health, fitness and leisure use (Class E(c)), as well as access, public open space and landscaping.

The Proposed Development includes a range of additional infrastructural measures aimed to encourage sustainable travel. The provision of green infrastructure within the proposals include well-designed access to public rights of way (PRoW) to provide better walking and cycling facilities and more efficient interchange between modes of transport, which in return would have health and wellbeing benefits as walking and cycling are good forms of exercise increasing cardio-vascular activity and reducing the risk of heart related diseases. Aside from its benefits to the individual, increased participation in sport and physical activity can

also have wider benefits in tackling social exclusion and reducing anti-social behaviour. It is important that people in all areas have access to good quality open spaces and the opportunity to participate in formal and informal recreation. The proposed green infrastructure can also provide areas for nature conservation and recreation having by itself a positive impact on health and wellbeing.

The Proposed Development offers a realistic platform to not only generate employment, but tackle unemployment and related deprivation, which are also factors influencing health and wellbeing. The Lancashire Central (Cuerden Strategic) Site provides a once in a generation opportunity to deliver significant economic and employment benefits for South Ribble and the wider Lancashire area.

4.11 Environmental certification

Ensuring the implementation of sustainable design measures and solutions through developed design and construction can be difficult. The use of environmental certifications therefore provides a tool to ensure that the measures initially outlined have been actioned and realised in the constructed building's environmental performance.

Table 12: Environmental certification

Relevant Applicable Policies	
CLCS (2012)	Policy 27: Sustainable Resources and New Developments
Objectives, requirements and targets	
<ul style="list-style-type: none"> Meet Level 6 for all new dwellings as required by the Code for Sustainable Homes. Minimum energy efficiency standards for all other new buildings will be 'Very Good' according to the BREEAM (CLCS P27). 	

At this stage (outline application), a BREEAM pre-assessment (**Appendix A**) has been prepared for the Proposed Development which provides a variety of strategies that can achieve BREEAM 'Very Good' rating in line with CLCS Policy 27. These initial strategies have been informed by a full review of the design information to be submitted alongside the planning application and a series of meetings with the project team throughout the early Royal Institute of British Architects (RIBA) stages.

The BREEAM pre-assessment presents a high level strategy analysis for each of use type considered within the indicative masterplan for the Proposed Development. The different use types and scope methodologies include:

- BREEAM UK New Construction Fully Fitted Healthcare methodology to cover health centre, gym and creche use types.
- BREEAM UK New Construction Shell & Core Industrial methodology to cover warehouse storage and distribution use types.
- BREEAM UK New Construction Shell Only Retail methodology to cover shops and food & beverage use types.

Currently, based on the pre-assessment strategy and detailed consultation with the project team, the BREEAM target scores are as follows:

- 60.03% and a rating of 'Very Good' for healthcare uses - health centre, gym and creche;
- 60.1% and a rating of 'Very Good' for industrial uses - warehouse storage and distribution; and
- 58.1% and a rating of 'Very Good' for retail uses - shops and food & beverage.

Overall, the BREEAM pre-assessment indicates that the Proposed Development proposals and

commitments meet minimum standards required for a 'Very Good' rating, with current targeted scores laying above the benchmark of each methodology used. The BREEAM pre-assessment report also provides an indicative pathway to achieving potential credits to ensure that during technical design and construction any risk of non-compliance against the target scores are reduced.

It is anticipated that prior to progressing with any proposals, applicants should confirm with planning officers the specific BREEAM certification standard required at that time for any subsequent planning or reserved matters application, having regard to the adopted local plan policies.

Further details of credits included as part of the BREEAM strategies are included in the BREEAM pre-assessment report, appended to this Sustainability Statement (**Appendix A**).

5 Conclusion

This Sustainability Statement has been prepared to demonstrate that at the planning stage, the Applicant and design team have given due consideration to the principles of sustainability which will be implemented within the Proposed Development and to demonstrate a structured approach to their implementation.

The report describes how the design seeks to address the following issues:

- Design and amenity;
- Energy;
- Water Efficiency;
- Flood Risk and Drainage;
- Nature Conservation and Biodiversity;
- Materials;
- Waste;
- Sustainable transport and accessibility;
- Pollution and Nuisance;
- Health and wellbeing; and
- Environmental Certification.

The Applicant is committed to providing various measures to satisfy policy requirements relating to the aspects of sustainability outlined above. As detailed in the body of this report, these include but are not limited to:

- Provision of a Sustainable Drainage System (SuDS) to mitigate the effects of surface water runoff;
- Provision of new habitats for local wildlife;
- Achieving Part L compliance;
- Undertaking a BREEAM pre-assessment and committing to achievement of post construction certificates for the building shell with a target to achieve a BREEAM 'Very Good' rating;
- Provision of water efficient/low flow sanitaryware fittings and fixtures to reduce potable water consumption and foul water discharge;
- Specification of materials with a low environmental impact and/or a responsible sourcing certification. As a minimum, all timber products will be FSC or PEFC certified with a full chain of custody;
- Provision of new pathways and cycle routes; and
- Creation of employment opportunities for the local community.

APPENDICES

Appendix A: BREEAM pre-assessment report

UK and Ireland Office Locations

