

Development Control Committee
Meeting to be held on 6 December 2023

Electoral Division affected:
Moss Side and Farington

South Ribble Borough: application number LCC/2022/0044

Application for outline planning permission (with all matters reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) 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. Cuerden Strategic Site, east of Stanifield Lane, north of Clayton Farm, west of Wigan Road, Lostock Hall

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Brief Summary

Application for outline planning permission (with all matters reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) and strategic 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. Cuerden Strategic Site, east of Stanifield Lane, north of Clayton Farm, west of Wigan Road, Lostock Hall.

The proposed development is subject to Environmental Impact Assessment and the application is accompanied by an Environmental Statement.

Recommendation – Summary

That, after first taking into consideration the environmental information, as defined in

the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, planning permission be granted subject to conditions controlling time limits (full permission and reserved matters), working programme, development parameters, phasing, affordable housing, building materials, landscape and ecology, pollution control, highways and transport, and surface and foul water management.

Applicant's Proposal

Outline planning permission is sought for a strategic employment site featuring a mixed use development and associated car parking, access, public open space, landscaping, and other works. All matters would be reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road, and Stanifield Lane respectively) and strategic infrastructure and landscaping. The application includes parameter plans, to establish a framework for the nature, size and scale of the proposed development including development zones; land use & quantum; maximum building heights within each zone; vehicle, pedestrian and cycle access; and strategic landscaping and green space. The application also includes a design code document to provide a framework for future reserved matters submissions should permission be granted.

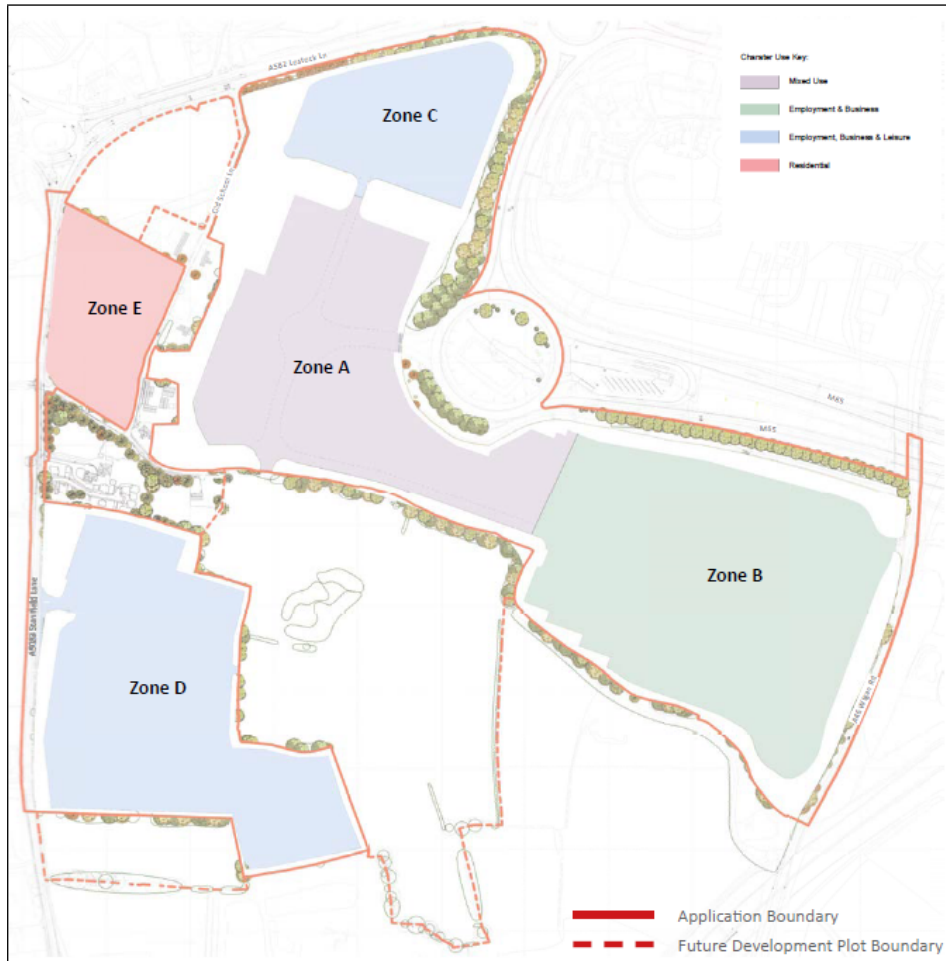
In more detail, the parameter plan defines the total maximum floorspace that could come forward as reserved matters proposals for different use classes within each zone (gross internal area in square metres) as shown in the table below.

Indicative Land Use and Quantum table:

	USE CLASS	MAX GIA (SQM)	MAX PLOT SIZE (SQM)	MAX BUILDING HEIGHT	MAX AOD HEIGHT
A	Retail (E(a))	4,000	30,000	20 m	64.09
	Hotel (C1)	2,500			
	Gym (E(d))	1,000			
	Food, Drink & Drive-Through Restaurant (E(b)/Sui Generis Drive-Through)	800			
	Car Sales (Sui Generis)	4,000			
	Creche (E(f))	500			
	Health Centre (E(e))	1,500			
	Employment (B2, B8)	25,000			
Business (E(g)(i-iii))	4,000				
B	Employment (B2, B8)	65,000	65,000	25 m	77.00
	Business (E(g)(i-iii))	5,000			
C	Employment (B2, B8)	18,000	18,000	22.15 m	60.15
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
D	Employment (B2, B8)	47,000	47,000	24.7 m	74.00
	Business (E(g)(i-iii))	5,000			
	Leisure Centre (E(d), F1(e), F2(b))	13,000			
E	Residential (C3)	116 homes	116 homes	13.7 m	51.10



The proposed development zones are shown on the plan below.



Within the parameter plans, there are further maximum height restrictions for areas of the site close to existing residential properties and to the frontage of Stanfield Lane. On the western edge of Development Zone A, the maximum height of buildings would be limited to 15m instead of 20m. On the western and northern edge of Development Zone D the maximum height of buildings would be reduced to 18.6m instead of 24.7m.

At the time the application was submitted the applicant anticipated that development would commence in 2023 and take approximately 7 years for the full build out as follows:

Zone	Duration (Years)	Construction	
		Start	Completion
A	3	2023	2026
B	4	2024	2028
C	2	2027	2029
D	2	2028	2030
E	2	2023	2025
Overall	7	2023	2030

Primary vehicular access would be provided into the site from four locations:

- Zone A from the M65 motorway via the existing terminus roundabout (full details provided).
- Wigan Road on the eastern boundary of the site via a four-arm signalised junction into Zone B (full details provided).
- Stanifield Lane on the south-western boundary into Zone D via a three-arm signalised junction (full details provided).
- Stanifield Lane into Zone E (residential only) at the north-western boundary via a four-arm staggered priority junction (outline only).

Full details have been submitted for the internal access arrangements into Zone A from the M65 terminus as part of the strategic infrastructure arrangements. Vehicles entering the site would approach an internal roundabout which would provide access to Zone C and the northern area of Zone A via a northern arm, and to the remainder of the site via a southern arm. The southern arm would lead on to a second internal roundabout, which is proposed as a 4-arm priority roundabout, with access to Zone A on the western arm, access to future development land to the south, and remaining Zone A units, and Zone B units to the east.

Pedestrian and cycle access would also be provided from the vehicular access points at Wigan Road and Stanifield Lane, and a separate access would be created parallel to Old School Lane from the north.

Description and Location of Site

The 51.3 hectares site is located at Cuerden, between Farington to the south and Lostock Hall and Bamber Bridge to the north. The main road access would be off the western end of the M65 terminus roundabout, approximately 250m to the west of the junction between the M65 and M6. The site is bound to the east and north-east by the M6, M65 and A49 Wigan Road, and to the north by the A582 Lostock Lane and the A6 South Ribble Way. Stanifield Lane forms much of the western boundary of the site, with agricultural land and scattered properties further to the west, and a railway and large warehouse developments beyond.

The site is largely composed of agricultural fields, with associated hedgerow field boundaries, trees, field drains, ponds and public rights of way. Old School Lane dissects the western part of the site running north-south and Stoney Lane dissects



part of the site running east-west. These roads, which lie outside the planning application boundary, feature several properties including the Grade II listed Old School House.

Lydiate Lane Quarry is located immediately to the south of the site and is the subject of mineral working and restoration through the deposit of inert waste materials.

Background

The application site is situated within the administrative area of South Ribble Borough Council. Ordinarily, the district council would be the determining authority for applications of this nature. However, in this case, in accordance with Regulation 3 of the Town and Country Planning (General Regulations) 1992, Lancashire County Council must act as the determining authority given that it is the interested planning authority seeking to jointly develop land of the authority.

Scoping opinion

The applicant requested an Environmental Impact Assessment scoping opinion under the provisions of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 to establish the extent of the information required for the Environmental Statement. Following consultation with statutory bodies and other interested parties, a scoping opinion was issued on 16 March 2022.

Environmental Statement

The proposed development is subject to environmental impact assessment and therefore the application is accompanied by an Environmental Statement and Non-Technical Summary. Additional Environmental Information has also been submitted in accordance with Regulation 25 of the Environmental Impact Assessment Regulations 2017 to supplement the Environmental Statement.

Community involvement

The application is accompanied by information to highlight that the proposed scheme has been through a number of stages of consultation with interested parties and local residents. This included letter drops, and media releases through 2022 and the establishment of a consultation website illustrating details of the proposal and providing an opportunity to submit feedback.

Application site visit

At the Development Control Committee meeting on 19 October 2022, the committee resolved to visit the application site before determining the planning application. The site visit took place on 24 November 2023.

Planning history

In April 2015, a Masterplan for the development of the whole Cuerden Strategic Site was adopted by South Ribble Borough Council.



Planning permission was granted in September 2016 by South Ribble Borough Council for the development of 9 dwellings at Brookhouse Farm off Stanfield Lane (see planning reference number 07/2016/0558/OUT). While this proposal is within the allocation for the Cuerden strategic site it is not within the boundaries of the application the subject of this report. This permission has been implemented and construction work is ongoing.

Hybrid planning permission (part outline and part full) was granted in December 2017 by South Ribble Borough Council for development similar to the current application at the same location albeit on a 65 hectares footprint (see planning reference number 07/2017/0211/ORM). Major retail elements along with the infrastructure necessary to deliver the site (relating to highways, utilities and drainage) and an area of strategic landscaping were submitted for full approval. All other elements of the application were submitted in outline form with matters reserved (save for some elements of site access which were shown in detail). This permission has now expired.

Brookhouse Group Limited, who own other land within the Cuerden Strategic Site but outside the boundary of the current application, have submitted two planning applications to South Ribble Borough Council for new independent accesses to serve the Cuerden Strategic Site. One application seeks permission for a new access off Stanifield Lane (A5083) and would be designed to serve a future planning application for development (see South Ribble Borough Council planning application number 07/2022/00245/FUL). The other application seeks planning permission for a new access off Old School Lane, the realignment of Old School Lane and alterations to the junction of Old School Lane and Lostock Lane (A582) and would be designed to serve a future application for residential development (see South Ribble Borough Council planning application number 07/2022/00251/FUL). At the time of writing neither application has been determined.

On 21 March 2023 planning permission was granted for a new cricket facility comprising 2 cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works at Woodcock Estate, Stanifield Lane, Farington (see planning reference number LCC/2022/0048). This application is for land to the west of the Cuerden Strategic Site.

Footpath Orders

On 21 December 2022 Lancashire County Council's Development Control Committee resolved to allow Orders to be made under Section 257 of the Town and Country Planning Act 1990 as amended by the Growth and Infrastructure Act 2013 to divert public rights of way 9-12-FP12 and 9-12-FP8 to enable development to be carried out in accordance with the planning application subject of this report and provided that no objections are received following advertisement of the Orders, the Orders be confirmed should planning permission be granted for the proposed development.

Should permission be granted for the proposal, there would be a need to divert public right of way numbers 9-12-FP12 and 9-12-FP8 that cross the site. The following diversions and PROW upgrade are proposed:



Public Right of Way 9-12-FP12

Description of site of existing path or way

The entire width of that part of Footpath 9-12-FP12 running from the western boundary of the adopted highway of South Ribble Way (A6) in Farington at point A (SD 5555 2504), generally west for 310 metres to an unmarked point in the field, 30 metres east of Old School Lane at point B (SD 5526 2499).

Description of site of alternative highway

A bridleway running from the southern boundary of the adopted highway of Lostock Lane (A582) in Lostock Hall (SD 5527 2513), generally south for 150 metres then continuing generally south for 465 metres to join Stoney Lane (SD 5521 2466). The surfaced bridleway would be a width of 3 metres.

Public Right of Way 9-12-FP8

Description of site of existing path or way

The entire width of that part of Footpath 9-12-FP8 from a point 10 metres south of the boundary of the M65 Motorway in Farington (SD 5566 2471) running south south-west for 155 metres to the junction with bridleway 9-12-BW11 (SD 5560 2457).

Description of site of alternative highway

A bridleway running from the western boundary of the adopted highway of Wigan Road (A49) in Farington (SD 5605 2458), generally west north-west for 435 metres to a point near the boundary of the M65 Motorway in Farington (SD 5566 2471) then generally south south-west for 180 metres to a junction with bridleway 9-12-BW11 (SD 5560 2457). The surfaced bridleway would have a width of 3 metres.

Planning Policy

National Planning Policy Framework

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

Policy CS1 Safeguarding Lancashire's Mineral Resources

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

Policy M2 Safeguarding Minerals

Central Lancashire Adopted Core Strategy



Policy 1	Locating Growth
Policy 2	Infrastructure
Policy 3	Travel
Policy 4	Housing Delivery
Policy 7	Affordable and Special Needs Housing
Policy 9	Economic Growth and Employment
Policy 16	Heritage Assets
Policy 17	Design of new buildings
Policy 18	Green Infrastructure
Policy 21	Landscape Character Areas
Policy 22	Biodiversity and Geodiversity
Policy 24	Sport and recreation
Policy 27	Sustainable resources and new developments
Policy 29	Water Management
Policy 31	Agricultural Land

South Ribble Local Plan

Policy A1	Developer Contributions
Policy C4	Cuerden Strategic Site
Policy F1	Parking Standards
Policy G7	Green Infrastructure
Policy G8	Green Infrastructure and Networks- Future provision
Policy G10	Green Infrastructure in residential developments
Policy G11	Playing pitch provision
Policy G13	Trees Woodlands and Development
Policy G16	Biodiversity and nature conservation
Policy G17	Design Criteria for new development

South Ribble Supplementary Planning Documents

- *Affordable Housing*
- *Design Guide*
- *Open Space and Playing Pitch*
- *Renewable and Low Carbon Energy*
- *Biodiversity and Nature Conservation*
- *Employment and Skills SPD*

Emerging local plan

The emerging plan comprises the Central Lancashire Joint Local Plan for the local authorities of Preston City Council, South Ribble Borough Council and Chorley Council. Consultation on the 'Preferred Options Part 1' took place between 19 December 2022 and 26 February 2023. Paragraph 48 of the National Planning Policy Framework states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to relevant policies in the emerging plan, and the degree of consistency of relevant policies to the policies in the National Planning Policy Framework. The emerging plan has not yet been submitted for



independent examination. Therefore, given its early stage, it is considered that little weight can be attached to the emerging plan.

Consultations (key summary of responses)

South Ribble Borough Council – Initially raised objection on the following grounds:

- That an independent viability assessment is required to be undertaken prior to determination to ascertain if the “enabling development” (i.e. retail, leisure and housing) is the minimum required to fund essential infrastructure in line with the requirements of Policy C4 of the South Ribble Local Plan.
- That a detailed review of sequential alternative sites is requested from the applicant which considers the merits of the application in terms of compliance with retail and town centre planning policy. Policy C4 requires that any main town centre uses must satisfy the sequential and impact tests in the NPPF. In respect of this, the Council commissioned Nexus Planning, consultant retail planning specialists, to provide advice in respect of the acceptability of proposed town centre uses. Nexus Planning advised that they are not satisfied with the assertion that there is no requirement to undertake a detailed sequential test assessment, considering the proposal’s compliance with retail and town centre planning policy.
- That additional information is provided for assessment in respect of retail impact which addresses trade diversion from Bamber Bridge and consideration of a scenario to take account of permitted convenience floorspace at the B&Q store in Bamber Bridge not coming forward.

South Ribble Borough Council also requested that:

- The submitted application only relates to part of the allocated site and the proposal should not prejudice the development of the other parcels of the allocated site (owned by Brookhouse Group Limited),
- Due consideration must be given to the 2015 adopted masterplan and for it to be determined if the application under consideration accords with the broad principles set out in the adopted masterplan together with the policy requirements are met in relation to phasing, a delivery schedule and an agreed programme of implementation.
- The Design Code stipulations for high quality design and built environments are secured by a suitably worded condition and strictly applied to the consideration of future reserved matters applications.
- The impact of the additional traffic and the impact on highway capacity/junction safety requires full and careful consideration together with the control of HGV routeing to safeguard the amenities of residents.
- Consideration should be given to the removal of proposed accesses to the site from Stanifield Lane.
- Consideration should be given to the application of a weight limit to Stanifield Lane to restrict usage by HGVs.

Following the applicant's response to the points raised above, South Ribble Borough Council request that in assessing the additional information provided by the



applicant, and in the determination of the planning application, the points raised in the original response are given due consideration.

Blackburn with Darwen Borough Council – No comments received.

Chorley Borough Council – No objection. However, it is recommended that determination of the application includes: a rigorous assessment of highway safety and capacity with any necessary mitigation measures identified and secured; private car parks on the site should be controlled to prevent public use and free access with a scheme agreed to secure this; and any biodiversity loss should be mitigated on site and where this is not possible, a financial offset contribution should be made to the neighbouring Cuerden Valley Park.

Preston City Council - Considers that the proposed scale and type of employment use at the Cuerden Strategic Site would not significantly adversely impact on the take up of employment land allocations in Preston, subject to market demand. It is considered that the phasing and scale of office development proposed at the Cuerden Strategic Site has scope to significantly adversely impact on investment, and occupier demand for office development, within both the Station Quarter Regeneration Framework (SQRF) area and the city centre as a whole in advance of the provision and occupation of office development in the SQRF area. Should planning permission be granted by LCC, it is recommended that a condition be attached to such a permission to secure a phasing schedule in connection with the delivery of office floorspace, to ensure such floorspace be delivered at the end of the construction/delivery programme of the strategic site, to accord with South Ribble Local Plan Policy C4 and paragraph 90 of the Framework, regarding investor confidence and planned office investment in the SQRF area. It is considered that the convenience goods cumulative impact of the proposed development would not significantly affect Preston city centre.

Overall, no objection and recommend the following condition:

- Phasing schedule in connection with the delivery of office floorspace, to ensure such floorspace be delivered at the end of the construction/delivery programme of the strategic site, to accord with South Ribble Local Plan Policy C4 and paragraph 90 of the Framework, regarding investor confidence and planned office investment in the Station Quarter Regeneration Framework area.

Lancaster City Council – No objection.

Farington Parish Council – Highlight the issue of additional congestion on the surrounding roads, in particular the A582, which it is suggested should be dualled to cope with the additional traffic. Consideration also needs to be given to air quality, infrastructure to support the development, and the impact upon highways. Following re-consultation the Parish Council has objected to the application due to the impact on the highways of this development and also the proposed cricket ground and the Caddick developments [assumed to be major employment development at Lancashire Business Park, Farington]. Of major concern is the proposed access from Stanifield Lane.



Cuerden Parish Council – No comments received.

Clayton-Le-Woods Parish Council – Object due to the ongoing traffic and congestion issues at the Wigan Road (A49) - Lancaster Lane junction.

Environment Agency – No objection subject to a condition relating to water pollution control. It should also be noted that that site is next to an existing waste facility at Lydiate Lane Sand Quarry that is regulated by the Environment Agency. Policy 187 of the National Planning Policy Framework states that new development should integrate effectively with existing businesses and not place unreasonable restrictions upon them.

Natural England - No objection. Natural England considers that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

National Highways – No objection subject to recommended conditions in relation to a highway mitigation scheme for the interface of the M65 terminus, including roundabout and site access; a highway mitigation scheme for the M6 Junction 29a roundabout; a highway mitigation scheme for the interface of the southbound link road and the M6 Junction 29 roundabout; a travel plan; boundary motorway fencing; geotechnical assessments for site works affecting the motorway; drainage assessment; and a construction traffic management plan.

National Highways has provided extensive commentary to support its position and this highlights that they have sought to ensure that (prior to determination of the planning application) the applicant both demonstrates how the network would function effectively through traffic impact modelling and evidences that the offsite proposed highway mitigation works on the strategic road network have a reasonable prospect of delivery. This approach also accords with Paragraph 25 of the governing DfT Policy Circular 01/2022 'The strategic road network and the delivery of sustainable development'.

As part of the transport assessment, traffic modelling was provided to National Highways for review and traffic modelling was undertaken by National Highways to address identified modelling concerns. Local junction models (LinSig) and microsimulation models (Vissim) have been produced in support of the planning application. The local junction models provided include the M6 Junction 29 (north and south), the M65 Terminus Junction, and the A6/A582 Roundabout. The microsimulation model covers these junctions in addition to wider extents on the local road network.

In conclusion, National Highways has completed a review of the traffic modelling to support the proposed development. The review has culminated in National Highways carrying out traffic modelling using available tools to understand the predicted highway operation of the development's proposed access strategy and highway mitigation proposals. The traffic modelling work has predicted that the proposed development, with its highway mitigation package, and access proposals, would not have a severe impact upon the strategic road network. National Highways note however that the performance of the M65 terminus roundabout is reliant on the improvements to the A6 / A582 junction to the north being implemented as proposed



by the applicant (i.e. with a two-lane freeflow left-turn link from A6 northbound to A582 westbound).

National Highways also comment that during the course of discussions with the applicant about establishing outline design compliance with the Design Manual for Roads and Bridges (DMRB) for the M65 terminus merge option scheme, National Highways have indicated that they would not be satisfied with the retention of the current arrangement where the freeflow left-turn link road from the M6 northbound at Junction 29 merges with traffic heading west towards the terminus from the Junction 29 roundabout. The concern is centred on the weaving distance between this merge point and the point where this combined traffic merges onto the M65 westbound mainline before the terminus itself. National Highways has suggested a solution to this that involves amending the road layout. However, the applicant has taken a decision not to pursue efforts to establish agreement of this option at this time, which leaves the pulse / segregated option as being the only scheme that National Highways could agree to based upon modelling outputs and the outcome of their consideration of the general layout against Design Manual for Roads and Bridges (DMRB).

There are other aspects of the M65 terminus and site access scheme proposal outside of the strategic road network boundary that National Highways note should be considered by Lancashire County Council Highways. National Highways consider that a ban on cyclists and pedestrians should be introduced to the M65 terminus roundabout for safety reasons. They are aware that alternative access to the application site is to be provided for sustainable modes and so there is no reason why access for vulnerable users via this part of the network should be maintained. All traffic signals at the M65 terminus roundabout (including those governing the M65 / M6 slip road approach to the terminus) would be outside of the strategic road network and therefore are the maintenance responsibility of Lancashire County Council Highways. National Highways advise that Lancashire County Council Highways should consider whether the design junction would be able to operate safely in the event of traffic signal failure / power outage. Lastly, a severed section of public right of way (PROW) currently exists that crosses the path of traffic leaving the motorway that originates from within the application site that is a remnant of the historical land uses in the area. National Highways welcome the intention to seek removal of this PROW and instead both secure and restrict use of the path for employees of the Driver and Vehicle Standards Agency (DVSA) Cuerden site. At this stage it is not clear as to how discussions between the applicant and the Driver and Vehicle Standards Agency (DVSA) have concluded. National Highways' opinion is that if PROW status is deleted, the pathway and crossing point should be removed completely and made safe.

Historic England – No comments to make.

Lancashire County Council Highways Development Control – Satisfied with the proposed application. However, this is subject to planning conditions to ensure that all necessary mitigation is delivered in advance of it being needed and that the development phasing delivers the integral spine road that connects two existing highway corridors as per the assessment. This, together with the delivery of all sustainable changes would ensure that the local and wider environment with development, suitably integrates, is accessible, and is permeable for non-motorised



modes. The planning conditions would also ensure that the impacts of construction are safely and suitably managed, minimising impact on the wider network for all users. The proposed highway measures, when delivered, would provide the necessary additional capacity to mitigate the impact of the development throughout both morning and afternoon peaks and negate a quantity of network pressure in the future.

It must be noted that the level of congestion that would be experienced with this development in the future would be higher than that currently experienced at a number of locations. Queuing and hence delays would also increase. However, with the additional link capacity that would be provided, it would benefit corridor reliability and support lane discipline and better driver behaviour prior to junctions, which is a current issue at a number of locations. The influence of sustainable transport to meet movement needs would be important and this site benefits from being close to existing sustainable transport hubs, corridor and the built environment. This development (and others in the area) supports the use of sustainable transport and is in line with the principles of the National Policy Planning Framework (NPPF).

County Archaeology Service - As has been correctly stated in Salford Archaeology's *Summary of Previous Archaeological Investigations (2022)*, the site was both evaluated and subject to further archaeological investigation and recording by Salford Archaeology in 2018, the results of which were then written up into a final report in March 2020. No further archaeological investigation of the site is considered necessary.

County Landscape Service - Detailed advice has been provided in relation to landscape and visual issues while also noting that as the use of the application site for employment purposes has long standing planning policy support, no attempt has been made to challenge the proposed land use in principle. Advice has been provided on the following summarised matters:

- The design code is too generic and requires amending to include more site specific details including landscaping and biodiversity net gain.
- Many comments made in relation to details shown on the illustrative framework plan including insufficient landscape layout, buildings too large for the local landscape, plot layout, unacceptable car parking design etc, insufficient space for meaningful public realm, disproportionate contrast in scale with existing structures, incompatibility with the existing landscape scale and greater visibility especially in views from the south, west and east, lack of true reference to local vernacular in design code. The illustrative 3D design code appears to under represent the likely vertical scale of development and this should always be avoided to ensure transparency.
- Many discrepancies highlighted on illustrative layout drawings.
- Insufficient strategic landscaping.
- Impacts on tree root zones not fully accounted for.
- Insufficient landscaping and habitat connectivity within the development zones.
- Impact of proposed high buildings on Green Belt to the south.
- More replacement hedgerow planting required.
- Insufficient open space provision within zone E.

- It is not clear from the Landscape and Visual Impact Assessment (LVIA) what form of the proposed development has been used as the baseline for determining likely landscape and visual impacts. The applicant should have provided an explanation of the limitations of the Landscape and Visual Impact Assessment (LVIA) at the outset to ensure transparency.
- The Zone of Theoretical Visibility (ZTV) has not been adequately defined.
- Assessment was undertaken in February 2022, when the majority of deciduous trees and shrubs had shed their leaves. Site assessment should also have been undertaken sometime during summer to, amongst other things, facilitate an evaluation of the likely extent of mitigation that existing vegetation could provide.
- The applicant has considered the effects of the proposed development on just 15 visual receptor locations which is simply not enough. Good practice for visual impact assessment requires consideration of likely effects of development proposals on all of the visual receptors within the Landscape and Visual Impact Assessment (LVIA)'s study area. No viewpoints have been selected to represent likely impacts on views from PRoW's 6, 7, 8 and 12, and Woodcock Estate, and there are distinct locational issues with other selections. Consequently, there is likely to be underscoring of the likely visual impact.
- Appendix 7.9 showing proposed landscape mitigation has no key, greatly diminishing its use as a tool for providing details of the applicant's proposals.
- The assessment of residual landscape effects is based upon the site and its immediate setting. No explanation is provided as to why the assessment is confined to just the limited area of the site and immediate setting and not the whole of the Landscape and Visual Impact Assessment (LVIA) study area as required by good practice.
- The development proposals involve completely changing the landscape character of the area, which is predominantly open pasture with scattered trees and hedgerows to one characterised by large modern industrial/service buildings, housing and associated infrastructure. Such a change would according to the applicant's methodology indicate a high level of landscape susceptibility.
- Insufficient assessment of likely cumulative landscape impacts.
- The sensitivity of visual receptors on public rights of way should be classed as high.
- The proposed landscape mitigation would only reduce the level of effect to moderate adverse. The aim should be to achieve below moderate adverse effects. The applicant should design landscape mitigation which achieves this, and if it is not possible, explain why in the Landscape and Visual Impact Assessment (LVIA).
- It is recommended that little reliance is placed on the applicant's Landscape and Visual Impact Assessment (LVIA) as a tool for assisting with determining the landscape impacts of the Cuerden Strategic Site. The applicant should formally withdraw the Landscape and Visual Impact Assessment (LVIA) and resubmit a version which addresses the weaknesses and omissions discussed above.
- Parameter Plan 1 – Zone D – Why is the maximum building height step down at 18.6m near residential properties not the same as Zone A to 15m? Additionally, the stand-off is much narrower for Zone D. For Zones B and C a

maximum building height of 25m and 22.5m respectively is proposed. In landscape and visual terms, this is too large a scale for the buildings fronting boundaries. There would also be insufficient space for landscaping. Separation distances between buildings and boundaries need to be increased, or building heights need to 'step-down' towards zone boundaries – a transition zone like that proposed for Zone A.

- Parameter Plan 3 – There is insufficient detail of strategic landscaping proposals. Separate landscape drawings add confusion as it is not clear what is for full detail submission and what is for reserved matters purposes.
- Numerous issues, inconsistencies and discrepancies are highlighted in relation to submitted detailed landscaping drawings and the illustrative Development Framework Plan.
- Landscape features lost as part of site preparation works under permission 07/2017/0211/ORM need to be addressed.
- The planning statement confirms that "*Existing trees and hedgerows will be retained*" but as there is a dearth of and at times conflicting information generally in the applicant's documentation concerning tree losses, it is difficult to see what target in percentage terms was set for them. Given the generally scattered distribution of trees across the application site, there seems few if any obstacles to ensuring that no trees would have to be removed to facilitate development. No evidence has been provided which demonstrates that the tree and hedgerow losses are unavoidable.
- Site cross-sections are needed to demonstrate building scale and mass.
- There is insufficient habitat connectivity across the site.
- No tree survey has been provided [this was subsequently rectified in January 2023].

Following the receipt of the above comments the applicant submitted further documents and information to address and/or respond to the points raised.

LCC ecology consultancy comments – Initially provided comments on this application on 14/10/2022 and further comments on 26/01/2023. The latter response concluded that the Biodiversity Net Gain (BNG) report prepared in support of the application contained some issues where further information was required from the applicant prior to determination. These related to missing information in the Biodiversity Net Gain (BNG) assessment. Further documents relating to biodiversity and ecology have been submitted to address these concerns and all outstanding issues have now been satisfactorily addressed. A number of requirements will need to be secured as a condition as part of any planning permission including:

- A Construction Environmental Management Plan,
- Landscape and Ecology Masterplan,
- Provision of at least 30 bird boxes installed across the site to include a combination of models suitable for colonial, semi-colonial and territorial species.
- Provision of artificial bat roost boxes on retained trees prior to development.
- Updated wildlife surveys primarily to account for the time lag prior to the start of construction for later phases.
- New hedgerows and existing tree retention.
- Bat sensitive lighting scheme.



- Vegetation clearance outside bird breeding season.

National Grid Gas and Electricity – No comments received.

Public Rights of Way Team – No comments received.

Lead Local Flood Authority – No objection subject to conditions controlling flood risk assessment and surface water sustainable drainage strategy, construction surface water management plan, and sustainable drainage system operation and maintenance.

The Wildlife Trust for Lancashire, Manchester and North Merseyside – No objection in principle. However, concerns are raised regarding clarity over the provision of full and reserved details for strategic landscaping/other landscaping. Full details of strategic landscaping must be provided before development commences. Existing trees and hedges must be protected. A construction environmental management plan should be controlled by planning condition. How would the requirements of the Environment Act 2021 and Biodiversity Net Gain be incorporated and managed? Built development should feature 'Building with Nature' design features.

United Utilities –the submitted drainage documents; Drainage Strategy and Flood Risk Assessment, July 2022, ref: WIE11556-104-R-2.1.2-FRA&DS Issue 3, have been reviewed and are not acceptable. This is because UU has not seen robust evidence that that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. Consequently, should planning permission be granted it should be subject to a pre-commencement condition for details of a sustainable surface water drainage scheme and a foul water drainage scheme.

Ramblers' Association – No comments received.

Lancashire County Council School Planning - The current position is that no education contribution is required at this stage. However, this may change as other applications come forward and are approved, so a final assessment should be requested a week before the application is presented for determination. Should an education contribution be required this would be provided through a s106 agreement.

The School Planning Team has been reconsulted and comments are awaited.

Representations – The application has been advertised in the local newspaper, by site notices, and neighbouring residents have been informed in writing. 8 representations have been received objecting to the application for the following summarised reasons:

- There is already significant traffic congestion on Stanifield Lane and the surrounding highway network especially given the existing industrial area at Leyland Business Park.
- The development would result in unacceptable increases in traffic.
- There is a lack of demand for more commercial units.



- The statement of community involvement confirms that very few people in the community want the development.
- Heavy goods vehicles would generate air pollution.
- The development takes no account of the climate emergency.
- The plans include no 'green measures' such as wind turbines, solar panels and electric vehicle charging.
- The plans would effectively create urban sprawl from Preston City Centre to Euxton.
- Previous plans included a through route to Stanifield Lane to help alleviate traffic congestion on the A582 Lostock Lane.
- Todd Lane South would be used as a rat run to avoid the traffic congestion. What will be done to stop that? Lostock Hall, Bamber Bridge and Leyland are already bottlenecks, even more so when there's an incident on the M6/M61 or M65.
- Traffic pollution impacts on school children using Todd Lane South.
- The site wouldn't be sustainable given the number of neighbouring estates.
- The application is outline. How can councillors approve this without the full picture?
- The developers should fund improvements to Lostock Hall village centre and St Catherine's Park/Dandy Brook, and perhaps even build an EV charging station that is free to use for local residents to help off-set the massive increase in pollution and carbon emissions that this development would bring.
- May be a need for traffic calming on Stanifield Lane.
- Extra traffic would affect road safety.
- Impact of the development in the Green Belt.
- The development along with the proposed cricket facility would have a significant combined impact.
- There should be no access to the site from Stanifield Lane.
- Object to any proposed vehicle access to the site via Wigan Road. Wigan Road is not a suitable access for large vehicles and access from the motorway from junctions 28 and 29 are not ideal. Cycle and pedestrian access is supported from Wigan Road and this would tie in well to the cycle route through Cuerden Valley Park.
- Object to large structures being directly adjacent to Wigan Road as the rural nature of that side of the site would be destroyed if tall warehouses are to be built.
- Some of the current and proposed footpath information from the site is out of date. Under 5.4 Public Transport Information, a path is shown in green which goes through the grounds of Cuerden Hall. Unfortunately the new owners of the property have blocked this access since 2021 so the walk would actually involve travelling on the unlit, single track road, Shady Lane to access the park. A recent application to make the previous permissive path into a PROW was dismissed by LCC in 2022. There is also reference to the Park Run in this area and this ceased to exist in 2020. The only existing path through this area is therefore the no. 55 cycle route which travels through the park on a largely unmade path with no lighting, making it unsuitable for pedestrians. The lack of sustainable infrastructure in this area is a significant problem.
- There are too many industrial/retail sites in the area already. Many older sites are not maintained and are not full so why aren't these sites maintained and occupied rather than developing vital greenfield farming land which is in

decline. Also, the air, rivers and light pollution needs monitoring independently as this area is heavily polluted already. Countryside is needed for fauna and flora and for health and wellbeing. There is no need for any more retail/industrial parks.

British Horse Society (BHS) - The BHS objects to the application on the grounds that it does not meet the tests of National Planning Policy Paragraph 100 on the grounds that equestrians are being marginalised in the scheme with walkers and cyclists being favoured. The BHS would be willing to withdraw the objection if definitive bridleways are provided. The BHS note that nationally equestrians have just 22% of the rights of way network. There are 51,106 horses registered in Lancashire with 577 in the PR5 postcode area. In Lancashire, riders have just 8.8% of the rights of way network and carriage drivers a mere 0.5%, increasingly disjointed by roads which were once quiet and are now heavily used by traffic resulting from development within the County. It is therefore important that these public rights are protected.

In order to maximise opportunities within Lancashire to help provide more off-road links for equestrians this development should support the automatic inclusion of horse riders on shared off-road routes, unless there are cogent reasons why this is not possible. The key to a successful shared route is the design: for example, rather than positioning a cycle path down the centre of a route with verges either side, the cycle path should be positioned to one side and the two verges combined to provide a soft surface for walkers, runners and horses on the other. (This also addresses the issue of horse droppings which, as research has confirmed, represent no danger to health and disperse quickly, particularly on unsurfaced paths.)

The Society suggests S278 funding is used to create multi-user routes within the site for pedestrians, cyclists, and equestrians which could be achieved with a public bridleway around the periphery of the site. The Society suggests S106 funding is used to improve and extend the equestrian access network surrounding the site upgrading connecting footpaths to at least bridleway status and providing multi user routes alongside the A582, A5083 and A49. S106 funding should also be used to increase equestrian access to Cuerden Valley Park.

Neighbouring landowner Brookhouse Group Ltd who own land immediately south of the application site, has made several representations on the planning application from the initial advertisement through the submission of additional information. Their key objections/concerns raised are summarised as follows:

- Procedural concern over the appropriateness of this application being determined by Lancashire County Council pursuant to regulation 3 of the Town and Country Planning General Regulations 1992.
- The proposals do not accord with the local plan which requires a comprehensive approach to development of the Cuerden strategic site, particularly as the application sets out no commitment that they would not be ransomed when it brings forward the remaining elements of the allocation. Without prejudice to their wider objections to the application, Brookhouse Group request that the County Planning Authority ensure that comprehensive development of the overall site would not be prejudiced, without any possibility for ransoming using a section 106 planning obligation.



- The piecemeal approach to development within the Cuerden strategic site is unnecessarily wasteful in terms of land-use and compromises the ability of the strategic site to accommodate larger space requirements. To illustrate this point, without a collaborative approach to the remaining land within the strategic site, 76% less development might be achieved (circa 91,000m²). One of the consequences of this is that in order to meet South Ribble's employment land needs, then additional pressure would be placed on green belt areas within the borough and beyond.
- The viability case for the enabling use proposed is not made out, contrary to the requirements of policy C4. When assessing the previous planning application for the site, the local planning authority in that instance, South Ribble Borough Council, appointed independent assessors to evaluate the applicant's viability claims, in order to be clear that the entire site could be delivered, and to be clear that the enabling development was proportionate. Even if the applicant's site-wide (i.e. including neighbouring land) viability case were to be proven, there is no commitment from the applicant to deliver infrastructure for the remainder of the strategic site area. The clear consequence is that enabling uses on the applicant's land would not relate to the delivery of employment uses on the remaining strategic site area. As such, excess enabling uses would be permitted on the applicant's land and further enabling uses would likely be needed on the remainder of the strategic site; in effect funding the same infrastructure.
- There are significant flaws in the technical assessments submitted. For example, the approach to the Transport Assessment (TA) has been to assess the strategic site as a whole, entirely relying on a link road connecting the M65 to Stanifield Lane. The flaw in this approach is that a link road has not been applied for by the applicant. In another example, the Transport Assessment (TA) appears to rely on 'trip-rates' that have been manipulated to suit the applicant's objectives, rather than objectively assess the development and its impacts. Similarly, flaws are identified by Brookhouse's agency Jones Lang Lassalle (JLL), who advise that the site being developed in the piecemeal manner proposed by the applicant ensures that either a) the site's unique market potential for very large units is missed, or b) considerable floorspace potential is lost through layout inefficiencies. In addition, Jones Lang Lassalle (JLL) advise that piecemeal development costs are higher (services must be re-routed to avoid Brookhouse land, adding cost), necessitating more enabling development and therefore less of the Strategic Site delivering employment uses; all of which is contrary to the applicant's agent's claims.
- The application does not make best use of the site contrary to planning policy imperatives and it stops the strategic site being able to accommodate large units for which it is uniquely suited. Paragraph 125 of the National Planning Policy Framework states that local planning authorities should refuse applications which fail to make efficient use of land. The application does not make efficient use of land.
- The 2017 planning permission (reference 07/2017/0211/ORM) for the allocation included within condition 3 ("phasing") the specific requirement that the "highways infrastructure for Phase 1 shall provide unfettered access to the remaining development phases." For the avoidance of doubt, in addition to the planning obligation referred to above, it is expected that an equivalent

condition to be imposed on any planning permission, to the effect that the approved highways infrastructure shall provide unfettered access to the remaining parts of the Cuerden allocation.

- The issue underlying the problems with this application is that the applicants have chosen to promote development alone, and solely on their land, despite commitments from neighbouring landowners to work fairly and openly in collaboration.
- It is noted that ecology surveys and reports have been undertaken by suitably qualified ecologists and that some previous comments made in the first and second version of the representation technical note have been addressed. However, there are still some discrepancies between the ecological reports provided to support the application, as well as concerns regarding justifications, which it is considered would need to be addressed prior to a planning determination. These concerns generally relate to biodiversity net gain, assessment methodology and protected species justifications.
- A design code was adopted as part of the 2017 permission at the site. As this application introduces a new design code this should also be presented to South Ribble Borough Council to seek adoption.

Advice

Introduction

This application is for outline planning permission 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) and the provision of associated car parking, access, public open space, landscaping and drainage. All matters are reserved with the exception of access details from the public highway to development Zone A (M65 Terminus Roundabout), Zone B (A49 Wigan Road) and D (Stanifield Lane), and for strategic green infrastructure/landscaping.

The layout, size and design of internal roads and buildings would be subject of future reserved matters applications in line with submitted maximum floorspace and building height parameters. A design code has also been submitted as part of this application to assist in the shaping of the development of the site.

Planning permission was granted by South Ribble Borough Council on this general site in 2017 for a large scale mixed use development. The application at that time included significant retail use elements. The current application is for a different mix of landuses of the site which are considered to be more viable in the current economic climate.

Planning policy context

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In considering the issues that arise from the proposed development, it is necessary to take into consideration the relevant



policies of the Development Plan and the planning history of the site and all other material planning considerations. Government policy including the National Planning Policy Framework is a material consideration that should be given appropriate weight in the decision-making process.

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

The National Planning Policy Framework affirms that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Achieving sustainable development means 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 55 of the National Planning Policy Framework advises that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Similarly, Paragraph 56 of the National Planning Policy Framework advises that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification. Paragraph 57 of the National Planning Policy Framework states that planning obligations must only be sought where they meet all of the following tests: necessary to make the

development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

The key development plan policy for this site is Policy C4 of the South Ribble Local Plan. This policy covers the application site and also the land owned by Brookhouse Group to the south. The policy reads as follows:

'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 NPPF, relevant policies of the Core Strategy and this Local Plan.'

Commentary to Policy C4 highlights that while the Cuerden Strategic Site allocation will have an employment focus, there may be an opportunity for the provision of alternative uses such as retail, leisure and housing. 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.

Masterplan

The first requirement of Policy C4 is for the submission of a masterplan for the comprehensive redevelopment of the site. Such a masterplan for the site was adopted by South Ribble Borough Council in April 2015 and provides a framework against which planning applications can be considered. Figure 1 below illustrates the land use arrangements within the adopted Masterplan.

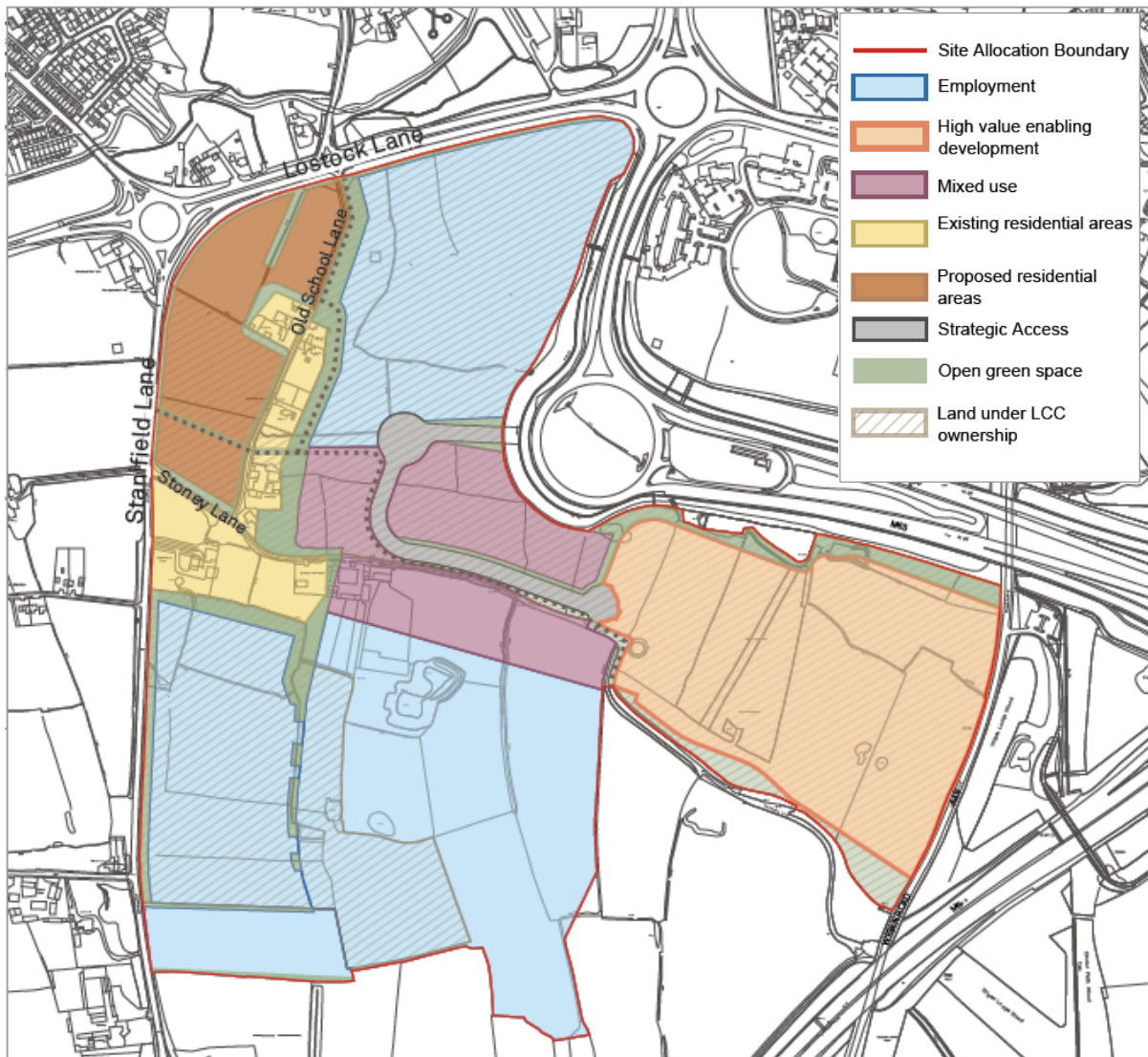


Figure 1: – Adopted Masterplan development landuse

Commentary within the adopted Masterplan document states that the framework has been generated through a comprehensive process of engagement and dialogue with a broad range of public and private sector stakeholders and it demonstrates how the overall vision can be achieved in a format that complies with planning policy requirements. The commentary adds that the evolution of the masterplan has at each stage been determined through a balanced approach that takes into account matters highlighted through scenario testing, viability studies and flexibility identified in the spatial framework. The resulting masterplan has the potential to integrate environmental, economic and social objectives within a strong spatial framework which has good design at its core.

Although no supporting information on the evolution of the adopted masterplan can be found, it is assumed that the master planning process assessed the viability and acceptability of including the employment specific and alternative uses (such as retail, housing, leisure) for the site that now form part of the adopted masterplan. For example, officer advice within a South Ribble Borough Council Planning Committee report for the Cuerden Strategic Site Masterplan, dated 22 April 2015 highlights that the north-west corner of the site was initially earmarked for employment uses, but

evolved through the process to be allocated for residential development. The reasoning being to provide a land-use more in keeping with the existing residential uses and with separate access from Stanifield Lane so that employment use related traffic would not impact on the existing residential lanes. Therefore, the masterplan clearly sets out that housing is the most appropriate use in the north-west corner of the site (Zone E) and any other use would not be in accordance with it.

The adopted masterplan sets out the mix and layout of uses considered appropriate for the site together with primary and secondary access arrangements and indicative locations for green space and strategic landscaping. The masterplan formed the basis for the hybrid planning permission that was granted by South Ribble Borough Council in 2017, which then included a significant area for retail space.

This application has relied on the approved masterplan as a framework to build upon a revised new focus for the site. The applicant has submitted an illustrative framework plan showing the smaller site boundary but based on the approved masterplan for the wider Cuerden strategic site. The plan illustrates one of a number of ways the site could be developed within the constraints of the accompanying parameter plans. Building layout and design would be subject to further scrutiny and assessment through any subsequent reserved matters applications should outline permission be granted. This could be guided by a need to protect valuable existing habitats and trees, provide buffer zones to neighbouring properties depending on building heights in relation to parameter restrictions, protection of a listed building, and adjustments for biodiversity net gain for example.

Concern has been raised by Brookhouse Group that the application would not facilitate the comprehensive development of the whole strategic site as envisaged by Policy C4 of the South Ribble Local Plan and the adopted Masterplan. However, this scenario could also occur if the application included the wider site given the different land ownerships. The applicant does not control all of the land within the Policy C4 allocation and cannot therefore influence whether the land outside the application site would be brought forward in the future. However, the design of the proposal still maintains the opportunity to link through to the wider site at a later date. Moreover, the proposed development would deliver significant off-site infrastructure necessary to facilitate future expansion and would also provide direct access into the additional development plots outside the application site.

The Planning Inspector's examination report for the South Ribble Local Plan 2015 states that '*...Whilst not necessary for soundness, I consider that the inclusion of a definition for the term 'comprehensive development' within the 'Glossary of Terms' would ensure clarity for potential developers. Such a definition could usefully explain that it is not necessary for different landowners to develop the Major Sites simultaneously or in conjunction with one another....'*

The term 'Comprehensive Development' is defined in the Glossary of Terms in the South Ribble Local Plan as follows:

'Reflects a strategic framework for the vision of a site's development. Individual parcels of land within a larger site may be delivered at varying times, however all development should take place in line with a wider strategic framework to avoid uncoordinated piecemeal development and ensure the proper planning of an area.'



Agreeing a strategic framework and vision for a site prior to any development taking place is essential. In many cases, the delivery of a comprehensive development would be achieved through an agreed masterplan for the wider site.'

Taking account of the above and given there is an adopted masterplan it is considered that the proposed development is in accordance with the masterplan requirement of Policy C4 of the South Ribble Local Plan.

Concern has been raised by Brookhouse Group regarding a lack of assurance and evidence of proposed linkages through to the other parts of the strategic site that lie within their ownership to the south of the current planning application boundary. However, it is clear from the submitted parameter plans that access could be provided into adjoining land beyond the planning application boundary. The intention is that access to the northern most housing plot on adjoining land would be provided via Development Zone E, which features access from Stanifield Lane. This approach would serve both plots of land via a single point of access. Access to the southern plot of adjoining land could be provided via Development Zone D. Access to the central plot of adjoining land could be provided via Development Zones A and D. These access principles are illustrated within the adopted masterplan as illustrated below in figure 2.

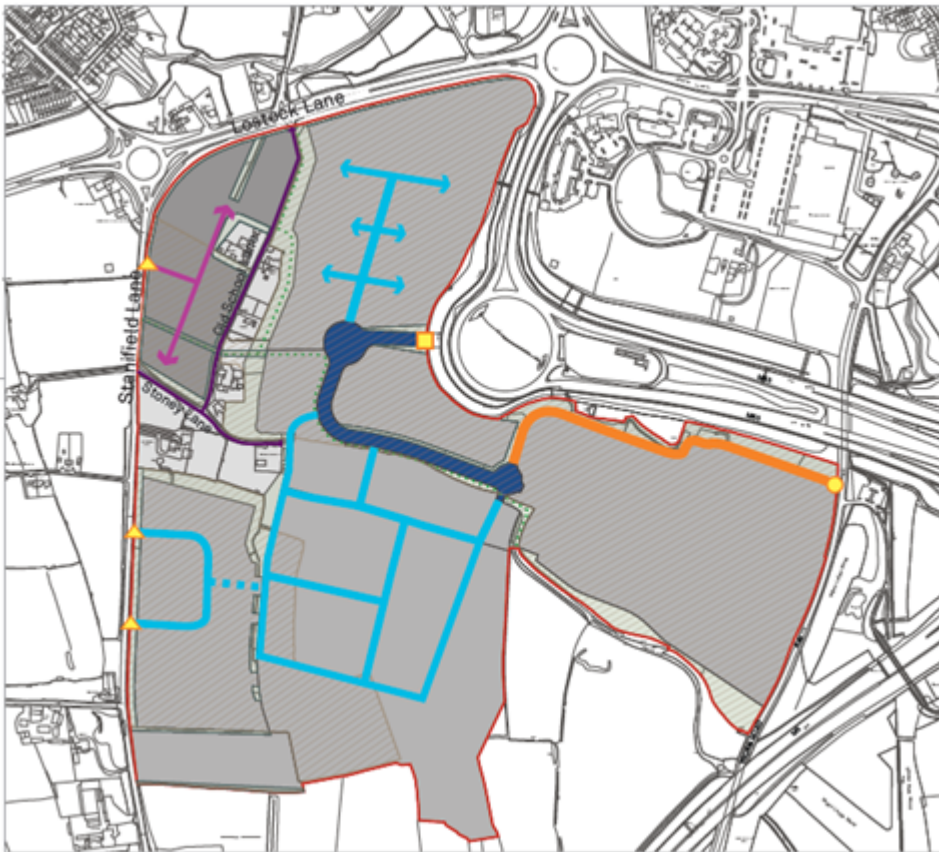


Figure 2: Adopted Masterplan proposed site access and internal movement.

Brookhouse Group Ltd has also requested that given the overriding requirement in the site allocation to ensure that comprehensive development of the overall site would not be prejudiced, they expect that any possibility for ransom be removed

through a s.106 planning obligation and additionally, that should permission be granted, a condition be imposed requiring that highways infrastructure for the first phase shall provide unfettered access to the remaining development phases of the Cuerden Strategic Site allocation as per an equivalent condition imposed on permission 07/2017/0211/ORM.

In the adopted masterplan, within a section on 'summary of viability issues' it notes that *'developers with land interest at Cuerden recognise the need to develop a mechanism to ultimately share the cost of the infrastructure on a basis that is proportionate to the scale and nature of their land. This mechanism will be formalised into appropriate agreements prior to commencing the first phase of development.'* With this in mind, it is clear this application would preserve the potential for the future development of the wider strategic site and that further discussions and agreements regarding third party access would be required beyond the reasonable scope of land-use planning control. It is considered that the requirement for comprehensive development does not equate with a policy obligation within Policy C4 of the South Ribble Local Plan or the Adopted Master Plan as placing a burden on the applicant, in its capacity as landowner, to grant rights over its own land. Furthermore, it is considered that requiring the applicant to enter into a section 106 planning obligation allowing an adjoining landowner access across the application site to land beyond the application site would not be directly related to the development subject of the application and therefore would fail the tests of paragraph 57 of the National Planning Policy Framework referred to above.

To provide sufficient control of the progression of development across the application site, a phasing condition is recommended and this would require details of the sequence in which zones of the development are to be commenced, details of the co-ordination of access and junction infrastructure into and through the site and footpath and cycle links within the site and connecting to the external network. Furthermore, a condition is recommended to require the construction of strategic infrastructure in Zone A shall prior to occupation. This condition is reasonable at this stage as details of major access arrangements have been provided within Zone A and C. Elsewhere, internal access arrangements for zone B, D and E would be subject of reserved matters and are not known at this stage beyond indications of potential linkages shown on submitted parameter plans.

Concern has been raised by Brookhouse Group that the proposed irregular shape of development plots and existing ground levels would compromise the scale and layout of employment buildings that could be constructed. The applicant has provided an illustrative development framework plan to provide an indication of how the site could be laid out with a range of building sizes, and to establish the most appropriate position for the access points, access roads, and strategic green infrastructure. However, only the parameters plans have been submitted for approval at this outline stage. The final design and layout of zonal development plots would be brought forward and assessed at reserved matters stage. It is considered that the proposals as governed by the submitted parameter plans would allow for the development of a wide variety of unit sizes that would take into account the physical and environmental constraints of the site.



Phasing and Infrastructure Delivery schedule

The requirements for a phasing and implementation schedule, as required by criteria b) and c) of Policy C4, are considered to be satisfied by the Phasing and Infrastructure Schedule set out at Appendix D of the Viability Statement and the Programme of Implementation at Appendix E of the Viability Statement, together with the Design Code which forms part of the application submission. A chart entitled 'Lancashire Central Overall Project Delivery sets out delivery programme phases from planning through infrastructure design and highway delivery to zonal construction works.

The indicative timeframe for construction through the various phases is set out in the 'applicant's proposal section' above. This timeframe was established at the time the application was submitted and therefore a phasing condition is recommended requiring confirmation of the details of the sequence in which zones of the development are to be commenced, details of the co-ordination of access and junction infrastructure into and through the site and footpath and cycle links within the site and connecting to the external network.

Preston City Council have raised no objection to the application subject to a condition requiring a phasing schedule in connection with the delivery of office floorspace, to ensure such floorspace be delivered at the end of the construction/delivery programme of the strategic site, to accord with South Ribble Local Plan Policy C4 and paragraph 90 of the Framework, regarding investor confidence and planned office investment in the Preston Station Quarter Regeneration Framework area. This request cannot be supported as the application site is allocated for employment uses (including offices) in the South Ribble Local Plan and there is no local or national policy requiring office impact assessment. The proposed condition would not meet the tests for conditions in this respect.

Programme of Implementation in accordance with the Masterplan and agreed design code

This is outlined above in more detail in the applicant's proposal and phasing and infrastructure sections of this report. The masterplan is covered in a section above and the design code is covered in a section below.

Alternative Uses as Enabling Development

Commentary within the adopted Masterplan advises that the site requires a certain mix of uses and an orderly approach to the delivery of individual development sites. The Masterplan provides a comprehensive strategy to seek to ensure an overall pattern and scale of development that is appropriate. The Masterplan identifies high value enabling development such as residential, retail and leisure. Such uses would not normally be appropriate on this site but are required at sufficient scale to generate the value to sustain and deliver the on and off-site strategic access infrastructure (roads and services); and to create a resultant platform to unlock viable development across the rest of the Cuerden site. The initial strategic access infrastructure investment would enable other parts of the site to be unlocked, potentially allowing other commercial development opportunities to move forward in parallel.



The high value enabling development is also essential if the site's comprehensive and early development is to occur. The Masterplan remarks that the scale of investment that is required before land can be made available to occupiers could not be sustained solely by employment uses (offices, manufacturing and logistics) on their own but once the strategic access and infrastructure is in place, the remainder of the site would be viable; including being capable of sustaining future secondary infrastructure (i.e. further roads and services to unlock parcel development). Moreover, with the strategic access and infrastructure in place, the site would be immediately available. This would significantly enhance the attractiveness of the site to occupiers that require serviced and unencumbered sites and therefore lead to an acceleration of take-up.

The Masterplan is underlined as a framework for future investment that recognises realistic development opportunities and the importance of the role of enabling development to fund and deliver infrastructure that would unlock further long-term prosperity in Central Lancashire.

Notwithstanding the mix of uses that have been approved in the adopted masterplan, the applicant has nonetheless provided supporting information to seek to demonstrate the scale of the alternative enabling development would be the minimum necessary to fund essential infrastructure and would not prejudice the delivery and maintenance of the primary employment function of the site. Similarly, supporting information is provided in relation to main town centre uses to provide further support for the acceptability of this development type.

The applicant's financial viability assessment notes that approximately 20% of the developable area of the application site would be assigned to alternative uses. Taking these uses into account, the statement concludes that the viability of the scheme remains marginal and would generate the minimum level of acceptable return of around 8.5% profit on total development costs. Total expected income for the scheme (including residential land sale) is estimated to be round £194 million and total costs somewhere in the region of £179 million. The latter includes a benchmark land value costing approaching £3 million and infrastructure costs over £59 million. Given that the financial viability appraisal was undertaken in July 2022 it is expected that inflation will now have further increased costs and returns across the board.

Further scrutiny of the assessment indicates that developing the application site with 'employment uses' and the proposed 'alternative uses' rather than just 'employment uses' would provide an additional £3 million of potential income and therefore the difference would only contribute to a small proportion of the overall infrastructure costs.

To ensure that the applicant's financial viability assessment was undertaken following a reasonable approach with fair assumptions, the County Planning Authority instructed a specialist consultant to undertake an independent review. The review also covered a viability addendum from the applicant's consultant CBRE, dated 26 June 2023, which provides further evidence to support the need for the proposed level of alternative, non-employment, or business uses, including a more

detailed breakdown of infrastructure costs and a test of the impact of reducing the amount of non-employment uses.

The review includes an infrastructure costs assessment to demonstrate that the costings are fair and an overall conclusion that that proposed development could generate a profit which, whilst at the lower end of the spectrum of acceptable profit generation, is regarded as deliverable and that there would be a reduction in profit to 7.46% if there was a partial reduction in non-employment uses and increase in employment uses.

Main Town Centre Uses

The National Planning Policy Framework glossary defines main town centre uses as: *Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).*

Paragraph 87 of the National Planning Policy Framework states that the sequential test should be applied to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Clearly there is provision within Policy C4 of the South Ribble Local Plan to allow for alternative uses, such as retail, leisure and housing to come forward where it can be demonstrated that they help deliver employment uses on this strategic site. This is a discrete policy test which requires the local planning authority to form a judgement on the extent to which alternative uses are necessary to deliver employment uses, noting that the delivery of employment uses on this site is the principal objective of the policy and has been carried forward to the adopted masterplan.

Notwithstanding the position, the applicant has submitted a retail and leisure impact assessment, which considers the appropriateness of the proposed retail (use Class E(a)), food, drink and drive-through restaurant use (Use Classes E(b)/Sui Generis); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)), creche/nursery (Class E(f)), and car showroom use (Sui Generis) which form part of the proposed development and sets out the full justification for the scheme in retail and leisure terms.

The assessment notes that the retail component of the scheme, at 4,000sqm of convenience goods floorspace, marks a significant reduction from the 66,765sqm of floorspace which was found to be acceptable as part of the 2017 permission. In applying the sequential test in paragraph 87, the assessment concludes that there is a locationally specific need for the main town centre uses proposed, in that they form an integral part of the delivery strategy for the employment uses proposed on this allocated site, and therefore serve to meet the objectives of Policy C4. Given that the potential acceptability for retail and leisure uses is acknowledged within the policy and adopted masterplan, compliance with the sequential test has been demonstrated.



As further supporting evidence, the applicant has undertaken a sequential test of the elements of the scheme that could come forward as 'main town centre uses' and sought to consider possible alternative sites. The assessment was undertaken on the basis of identifying sites capable of accommodating half the quantum of town centre uses (i.e. 17,150m²). Notwithstanding that there would be associated requirements for parking, servicing and landscaping, the applicant has excluded the additional 'land take' required by these elements and assessed sites based on a minimum site area of 1.7ha which is considered a robust and sufficiently flexible approach. The assessment found no potential sites in Leyland, Chorley, Lostock Hall, Penwortham, Clayton Green, Walton-le-Dale or Longton. One site at Bamber Bridge was concluded to represent a town centre opportunity but it is not suitable or available for the proposed development. As a consequence, it does not represent a sequentially preferable alternative to the application site. Additionally, the applicant's Retail and Leisure Assessment and supplementary studies indicate that the impact of the proposed floorspace uses at the application site on other convenience goods business would be within acceptable levels.

Overall, it is concluded that the mix of uses within the proposed development is acceptable and that the alternative 'town centre' uses are the minimum required to ensure the overall viability of the site. The proposal therefore complies with paragraph 87 of the National Planning Policy Framework and, in turn, relevant Development Plan policies including Policy C4 of the South Ribble Local Plan. Additionally, South Ribble Borough Council's request for this assessment has been addressed.

Design and Design Code

Paragraph 125 of the National Planning Policy Framework highlights that area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Meanwhile, paragraphs 126-136 of the National Planning Policy Framework stress that the design of the proposed development has a major bearing on how successfully it can be integrated into the landscape and that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

Paragraph 129 of the National Planning Policy Framework advises that design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, in order to carry weight in decision-making they should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Paragraph 130 of the National Planning Policy Framework requires that developments should a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) be visually

attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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

Policy G17 of the South Ribble Local Plan states that any proposal should not have a detrimental impact on existing buildings, neighbouring buildings or on the street scene by virtue of design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect. This latter point would need detailed assessment, particularly in relation to existing properties on Old School Lane, Stanifield Lane and any approved developments, as part of any reserved matters applications and/or other conditional requirements should permission be granted.

Finally, of relevance here, Policy G17 of the South Ribble Local Plan states that proposals should not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. The development should be designed to ensure that existing landscape and habitat features are retained within the development. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s would be required either on or off-site.

Policy C4 of the South Ribble Local Plan states that planning permission will be granted for the development of the Cuerden Strategic Site subject to the submission of, *inter alia*, an agreed programme of implementation in accordance with the Masterplan and agreed design code.

National Planning Policy Guidance states that design codes are a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by National Design Guide, and the National Model Design Code.

The applicant has submitted a design code with the application. However, as the planning application is largely in outline, the design code needs to provide a degree of flexibility to support a range of development opportunities that could come forward as part of any reserved matters applications. The design code provides a set of design rules and principles, to instruct and advise on the physical development of the Cuerden masterplan site in accordance with the requirements of Policy C4. The components of the code build upon the design vision set out in the adopted masterplan and the submitted parameter plans. The code includes the following main themes:

- Masterplan
- Outline Planning
- Design Principles
- Green Infrastructure & Ecology
- Accessibility
- Health & Well-being
- Legibility, Sense of Place & Urban Form
- A Sustainable Approach
- Development Framework
- Character area descriptions for each zone.

Brookhouse Group Limited have submitted a representation questioning the validity and content of the applicant's design code. It is noted that a design code was adopted as part of the 2017 permission at the site and that as this application introduces a new design code this should also be presented to South Ribble Borough Council to seek adoption. It is suggested that it would be outside the county council's powers for it to be adopting a revised design code. On this point, it is clear from Paragraph 129 of the National Planning Policy Framework that design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale and that landowners and developers may choose to prepare design codes in support of a planning application for sites they wish to develop. Brookhouse Group's representations on this point are therefore not supported.

In terms of content of the design code, Brookhouse Group Limited contend that as the application excludes a third of the land in the Local Plan allocation there is no possibility of delivering a cohesive design for such a key site. They assert that the removal of all land not belonging to Lancashire County Council has created an awkward shape and pattern of development, essentially splitting the site into two separate areas and removing the key frontage to the north adjacent to the roundabout. This touches on the issues regarding comprehensive development of the strategic site that have already been addressed in the 'Masterplan' section above.

Brookhouse Group Limited also claim that the design code is far too generic to provide any kind of real placemaking or set any future standards for development to adhere to. They suggest there is no sense of place in and around the site, with many areas looking very generic or repetitive and that the code provides little by way of design evolution, character area assessment and landscape assessment. In response it is noted that the applicant's design code when viewed alongside the proposed parameter plans, the adopted masterplan, and recommended conditions

concerning reserved matters for building scale, layout, highway matters and landscaping etc would provide sufficient control of future development while also ensuring there would be sufficient opportunity to adapt to changing market conditions, design trends and sustainability initiatives.

The adopted masterplan notes that the environmental components of the site and surroundings create a distinctive situation and that these features provide an excellent basis for structuring the spatial configuration of the development framework, and would be a valuable place-making influence. Trees / woodland, hedgerows and ponds are ecological assets and where appropriate, should be retained, helping to create a distinctive place that is in tune with its environmental context. Importantly, the masterplan continues by adding that the approach would need to be reflected in the design of streets, spaces and buildings created across the site and that this could include structured / formal building plots or a more informal, free-standing arrangement that blends with the landscape around the buildings. The latter could be an important consideration for areas of the site, particularly Zone D, which has a number of irreplaceable trees. Further scrutiny on this issue could be addressed at the reserved matters stage in response to any proposed site layout.

To ensure that buildings would be constructed with sound environmental sustainability conditions could be imposed requiring compliance with appropriate standards. The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability assessment method that is commonly used to masterplan projects, infrastructure and buildings. It sets standards for the environmental performance of buildings through the design, specification, construction and operation phases. Conditions are recommended accordingly requiring satisfactory compliance with these standards. As the application is in outline in terms of building design and layout, it is important to stress that building layout and proximity to neighbouring existing uses and buildings would require further scrutiny as part of reserved matters applications.

Minerals safeguarding

A further key policy is Policy M2 of the Joint Lancashire Minerals and Waste Local Plan, which relates to mineral safeguarding. The proposed application site falls within a mineral safeguarding area in recognition of its sand and gravel reserves. The purposes of the policy is to ensure that important mineral reserves are not sterilized by other development which would prevent such resources from being worked in future. The policy states that within mineral safeguarding areas, planning permission will not be supported for any form of development that is incompatible by reason of scale, proximity and permanence with working the minerals, unless the applicant can demonstrate to the satisfaction of the local planning authority that the mineral concerned is no longer of any value or has been fully extracted; that the full extent of the mineral can be extracted satisfactorily prior to the incompatible development taking place; that the incompatible development is of a temporary nature and can be completed and the site returned to its original condition prior to the minerals being worked; that there is an overarching need for the incompatible development that outweighs the need to avoid the sterilisation of the mineral resource; that prior extraction of minerals is not feasible due to the depth of the deposit; or that extraction would lead to land stability problems.

The applicant has submitted a Minerals Resource Assessment report to consider the proposed development against the above policy requirements. The report states that with data gathered from previous geo-technical assessments, the volume of mineral within the application boundary to a depth of 8m below ground level is 1,440,000m³. Of this volume, approximately 450,000m³ of mineral would be lost as overburden (2.5m across the whole site area), and at least an additional 129,000m³ of material would be lost in the sidewalls of the quarry to maintain stable slopes. Therefore, it is estimated that at least 40% of the material present beneath the application site would not be viable as a resource due to the presence of overburden and the small size and geometry of the site. This leaves an approximate total volume of 861,000m³ economically extractable sand and gravel.

The report continues by adding that the Mineral Safeguarding Area does not cover the whole of the area where sand and gravel deposits are present. Approximately 450,000m³ of the extractable material is present beneath the Minerals Safeguarding Area and the volume that could be extracted from the site is considered to be negligible due to the split between the area where extraction is possible between the south-east corner of Zone D and the south-eastern area of Zone A. This is considered a best-case scenario, based on the assumption that all minerals at the site between 2.5m below ground level and 8m below ground level being of a suitable quality to be economically extracted. However, exploratory hole logs indicate that bands of clay are present within the main sand deposit, which would further impact on viability of extraction and volume of minerals that could be won.

The report adds that based on a 150,000 tonnes/annum output rate it is anticipated that it would take approximately 11 years to extract all of the available sand and gravel at the Cuerden Strategic Site. Along with site preparation/restoration, a time-frame of 16 years could be considered reasonable. If prior extraction were required, this would significantly postpone the delivery of the Cuerden Strategic Site and the associated economic benefits.

As a further argument against prior extraction, the report argues that the extraction of sand and gravel and subsequent restoration of the site would have an impact on site engineering. In terms of extracting mineral ahead of any development, the foundation design for any buildings would be dictated by the detailed design of the restoration works (which are unknown) following the extraction of the sand and gravel and could have a significant impact on construction costs, as the load bearing qualities of the restored materials would be likely to be lower than that of the sand and gravel should they be left in-situ.

A phased prior extraction alongside the delivery of the Lancashire Central Site is also considered by the assessment to be unfeasible and unworkable. Mineral extraction, to be undertaken 'on site' alongside the delivery of the development is likely to blight the development, affecting the attractiveness of the Lancashire Central site to the market. Moreover, the sheer difference in levels and setback areas that would result between the phased delivery of the Lancashire Central site and any mineral extraction would be significant.

Taking account of the applicant's rationale above, it is considered that sufficient justification has been demonstrated to show compliance with Policy M2 of the Joint Lancashire Minerals and Waste Local Plan on the basis that the full extent of the

mineral cannot be extracted satisfactorily prior to the incompatible development taking place, that there is an overarching need for the incompatible development that outweighs the need to avoid the sterilisation of the mineral resource and that extraction would lead to land stability problems.

Alternatives

Schedule 4 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 sets out information for inclusion in Environmental Statements. This includes a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

The Government's Planning Practice Guidance advises that the 2017 Regulations do not require an applicant to consider alternatives. However, where alternatives have been considered, paragraph 2 of Schedule 4 requires the applicant to include in their Environmental Statement a description of the reasonable alternatives studied (for example in terms of development design, technology, location, size and scale) and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

The applicant has stated that no alternative locations or uses have been considered as the site is allocated under Policy C4 of the South Ribble Local Plan for employment led development. The site is also subject to an approved masterplan. The form of the overarching development principle has been influenced by a range of factors, including surrounding uses and landscape character, previous planning permission for the site in 2017, environmental impact assessment and input from consultees and stakeholders. The applicant has provided an illustrative layout of how the site could be developed based on submitted parameter plans but ultimately the majority of the matters concerning building form and layout would be subject of reserved matters.

Housing

As part of the development proposal, outline permission is sought for up to 116 residential properties within Zone E via a dedicated access off Stanifield Lane. Within the Local Plan, part of the Cuerden Strategic Site in this general location is identified for housing and an associated access. Therefore, the proposal is accords with the Local Plan and is acceptable in principle. Further support for the housing is provided within the financial viability statement as set out in the section above entitled '*Alternative Uses as Enabling Development*'. Specific detail of the final number, type, layout, and design of housing along with open space, landscaping and drainage would be provided as part of reserved matters applications and other recommended conditional requirements.

Paragraph 60 of the National Planning Policy Framework states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that

land with permission is developed without unnecessary delay. The housing subject of this allocation and application would satisfy this aim.

Policy 65 of the National Planning Policy Framework states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. An affordable housing condition is recommended in this respect.

Policy G10 of the South Ribble Local Plan states that all new residential development resulting in a net gain of five dwellings or more will be required to provide sufficient green infrastructure to meet the recreational needs of the development and that green infrastructure will normally be provided on-site. Off-site provision is at the Council's discretion delivered by developer contributions. The Open Space and Playing Pitch Supplementary Planning Document (SPD) offers guidance on Local Areas for Play (LAP) and Local Equipped Areas for Play (LEAP) provision in new developments.

The Central Lancashire Supplementary Planning Document Open Space and Playing Pitch Final Version: August 2013 sets out the requirements for open space and playing pitches in new development. For the proposed residential development (assuming over 100 houses as part of any reserved matters application) there would be a requirement to provide on-site amenity greenspace and play provision for children/young people. Play provision for children/young people should include areas designed primarily for play and social interaction such as equipped play areas, ball courts, skateboard areas and teenage shelters. Given the rather isolated location for the housing at the proposed location away from existing recreational areas it would be important to ensure that this requirement is addressed through any reserved matters application for residential development. Conditions are recommended accordingly.

Policy G11 of the South Ribble Local Plan relates to playing pitch provision and states that all new residential development resulting in a net gain of five dwellings or more will be required to provide playing pitches in South Ribble, at a standard provision of 1.14 ha per 1000 population. Contributions will also be sought to fund or improve associated facilities (eg changing rooms). These standards are to be both flexible and appropriate for each individual development, dependent on whether it is for on or off-site playing pitch provision or for the improvement of existing facilities. This matter can also be addressed as part of any reserved matters application for residential development.

Highway matters and access

Primary vehicular access would be provided into the site from four locations:

- Zone A from the M65 motorway via the existing terminus roundabout.
- Wigan Road on the eastern boundary of the site via a four-arm signalised junction into Zone B.
- Stanifield Lane on the south-western boundary into Zone D via a three-arm signalised junction.



- Stanifield Lane into Zone E (residential only) at the north-western boundary via a four arm staggered priority junction (outline only).

Pedestrian and cycle access would be provided from the vehicular access points at Wigan Road and Stanifield Lane, and a separate pedestrian and cycle access would be created parallel to Old School Lane from the north.

The M65 terminus is currently a two-arm roundabout, with the M65 as the eastern arm and the link between the M65 and the A6/A582 roundabout as the northern arm. There are two circulating lanes. However, traversing the northern circulating carriageway is prohibited except for access to a Driver and Vehicle Standards Agency site.

The M65 reduces to one lane westbound approximately 700m from its terminus and merges with the M6 northbound off-slip from J29 approximately 170m from the roundabout entry. The speed limit on the approach to the terminus roundabout is 50 mph. National Highways has ownership of the M65 and M6 slip up to the giveaway line of the roundabout, after which the highway is under the control of Lancashire County Council. Eastbound, the M65 has a two lane exit from the terminus and leads to the slips to the M65/M6 roundabout, which is a partially signalised, grade separated junction below the M65 main carriageway.

Stanifield Lane is a two-way single lane carriageway with a speed limit of 60mph. The lane runs on a north-south orientation linking Farington and Leyland to the south with the A582 and Lostock Hall to the north. Adjacent to the site, Stanifield Lane has a carriageway width of approximately 7.5m and has a footway along its eastern carriageway.

The A49 Wigan Road is a single carriageway road linking the A6 to the north with the B6258 Lancaster Lane to the south leading towards Euxton and Chorley. It passes under the M65 and the M6. The speed limit varies between 30 to 50 mph.

Old School Lane is access only and is a single-track lane. It serves as an access to residential properties and is approximately 450m in length. At its northern end it meets the A582 at a priority controlled left-in-left-out junction and at its southern extent meets Stoney Lane.

Stoney Lane is a single-track lane approximately 250m in length and runs from Stanifield Lane at its western extent, providing an access route to Old School Lane and terminates at properties to the east of Old School Lane.

Full details have been submitted for the internal access arrangements into Zone A from the M65 terminus. Vehicles entering the site would approach an internal roundabout which provides access to the Zone C and the northern units of Zone A via a northern arm, and to the remainder of the site via a southern arm. The southern arm leads on to a second internal roundabout, which is proposed as a 4-arm priority roundabout, with access to Zone A units on the western arm, access to Future Phase zone and Zone D development land to the south, and remaining Zone A units, and Zone B units to the east.

Paragraph 100 of the National Planning Policy Framework states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Paragraph 110 of the National Planning Policy Framework states that planning applications should be assessed to ensure that appropriate opportunities have been taken to promote sustainable transport; safe and suitable access to the site can be achieved for all users; and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 makes it clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112 states that within the above context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Development of the application site would inevitably lead to increased traffic levels and a busier road network in the vicinity including on the local motorway network and associated junctions. The applicant has submitted a Transport Assessment and Framework Travel Plan and there has been extensive consultation with Lancashire County Council Highways Development Control and National Highways both before and during the planning application process.

The transport assessment evaluates the impact of the proposed development through trip generation exercises based on defined use class and floor space parameters, junction capacity modelling and microsimulation modelling in relation to the performance of the local and strategic highway network and identifies highway mitigation/improvements where necessary.

Local highway network mitigation is proposed as follows:



Location	Description of Key Elements of Mitigation.
Stanifield Lane (including site access).	Proposed traffic signal access junction from Stanifield Lane to development site. 3m shared footway / cycleway to east of Stanifield Lane. Proposed footway and traffic calming on Stoney Lane.
Extent of internal highway layout being delivered within Phase A and C.	Proposed road network including 3m wide footway/cycleways, crossing locations, traffic calming measures, indicative bus layby locations.
Wigan Road (including site access)	Proposed traffic signal access junction from Wigan Road to development site. Including pedestrian and cycle crossings. Links to existing cycle lane towards A6. Links to diverted public right of way through northern section of site.
Stanifield Lane – A582	Widening at several locations including on A582 westbound approach, A582 eastbound approach and Stanifield Lane approach. Co-ordination with Farington Cricket facility access shown.
A582 between Stanifield Lane and A6	Widening of A582 westbound to three lanes. Signalled pedestrian and cycle crossing between Old School Lane and Todd Lane South.
A582 / A6 roundabout	Additional left turn lane from A6 northbound to A582 westbound. Signalisation of left turn. Widening of A6 northbound to three lanes. Fourth lane on A6 westbound approach at roundabout entry.
A6 / Wigan Road signal junction	Additional lane on A6 westbound approach. Left turn lane for A6 eastbound traffic. Additional left turn lane for B6258 traffic. Pedestrian / cycle crossings retained.
Stoney Lane	Traffic calming on Stoney Lane, and footway along Stoney Lane.

Proposed strategic road network (Motorway) mitigation is as follows:

Location	Description of Key Elements of Mitigation.
M65 Terminus roundabout (scheme extents split between National Highways and Lancashire County Council responsibility)	Separation of existing M65 terminus approach into two approaches, for M65 traffic and M6 traffic. Traffic signals on all approaches to roundabout and corresponding circulatory carriageways. Addition of new arm to west of roundabout providing access to Lancashire Central.
M6 Junction 29 North	Traffic signal installation at the M6 southbound



Location	Description of Key Elements of Mitigation.
roundabout (scheme extents split between National Highways and Lancashire County Council responsibility)	off-slip and corresponding circulatory carriageway. Widening of M6 southbound off-slip to three lanes at the approach to the roundabout. Signal crossing for pedestrians/cycles at the M6 northbound on-slip and M6 southbound off-slip. Increase in parapet height adjacent to pedestrian / cycle route. Free flow left turn lane from A6 westbound to M6 southbound. Additional lane on A6 eastbound approach.
M6 Junction 29 South roundabout	Traffic signal installation at the approach to the roundabout from the M6 Junction 29 North, and on the corresponding circulatory carriageway.

The transport assessment concludes that the residual cumulative impacts of development are not severe and are acceptable in transport terms.

Concern has been raised in relation to traffic congestion that could be generated by the proposed development on the Stanifield Lane / Centurion Way / Stanley Road junction. However, the transport assessment notes that the impact would be insignificant. It is maintained that given the traffic distribution forecasts no formal capacity assessment for the junction would be required. The modelling suggests that only 6% of the overall traffic from the residential, employment, retail and leisure uses, and 0% from the logistics and manufacturing uses would be anticipated to pass through the junction. Overall, the development is expected to result in a very minimal and insignificant impact upon this junction.

A planning application for a cricket facility on land west of Stanifield Lane has recently been approved by Lancashire County Council (see planning ref LCC/2022/0048). It should be noted that this development has been factored into the transport assessment from the outset albeit the current version of the Environmental Statement refers to it as a form of 'expected' development rather than 'committed'. Nevertheless, the potential impact has still been included in the traffic flow assessment as part of the sensitivity testing and the results identify that the cumulative impact would not be unacceptable or severe.

The access from Stanifield Lane has been subject of several representations. There is a concern that a new access from Stanifield Lane would generate local traffic congestion and that without a through-route to connect Stanifield Lane with the M65 link there would be unnecessary traffic congestion at the junction of Stanifield Lane and Lostock Lane and also a reduction in site connectivity particularly with the remainder of the allocated land outside the scope of this planning permission. It should be noted that the proposed access to Stanifield Lane for Zone D and the residential area at Zone E is consistent with the access and movement strategy set out within the adopted Masterplan. Furthermore, the Masterplan makes no specific provision for a vehicular through-route other than indicating a possible public transport connection into future development phases along with pedestrian and cycling access. Any deviation from the adopted masterplan would have to be considered on its merits in response to any future proposals.



On 21 December 2022 Lancashire County Council's Development Control Committee resolved to allow Orders to be made under Section 257 of the Town and Country Planning Act 1990 as amended by the Growth and Infrastructure Act 2013 to divert public rights of way 9-12-FP12 and 9-12-FP8 to enable the proposed development to be carried out in accordance with the planning application submission. The diversion of public right of way no. 9-12-FP12 would allow for the construction of a new spine road into the site from the M65 motorway and adjoining proposed development plots. The diverted route would align roughly north-south towards the west of the site through an area of proposed green infrastructure allowing safe access into different areas beyond. The diversion of public right of way no. 9-12-FP8 would involve re-alignment and extension of the route to avoid proposed development plots and create better connectivity for members of the public to the east of the site and access to Wigan Land and Cuerden Valley Park. Both diversions of existing public rights of way are considered necessary in order for the development included within the outline planning application to proceed at the site. The diversions have been designed to avoid cul-de-sacs in the site and create enhanced accessibility and connectivity with the wider public rights of way network.

The public rights of way order is currently proceeding and specifies the provision of 3m wide shared use tracks upgraded to bridleway. Planning conditions are also recommended to require further details of shared access provision and construction including use of part metalled /part unmetalled surfacing to provide a choice of surfaces for safer horse access and use by those who prefer a more forgiving surface. It is considered that these proposals and conditional requirements satisfactorily address the concerns of the British Horse Society. As the public rights of way improvement requirements would be part of the development proposals and controlled by conditions and public path orders it is not necessary to require the applicant to enter into a s.106 agreement planning obligation for this purpose.

Overall on highway matters, the proposal broadly accords with the adopted masterplan in relation to site access and internal movement. National Highways and Lancashire County Council Development Control Highways have concluded that the proposed development can be made acceptable with the imposition of a range of conditions requiring further details relating to on and off-site highways works. Conditions are recommended accordingly and on this basis highway impacts could be mitigated to acceptable levels bearing in mind the strategic employment site allocation within the South Ribble Local Plan.

Landscape, open space and visual impact

The planning application is for outline planning permission for the majority of built development and landscaping across all zones of the application site. Landscaping details for these areas would be required as part of any reserved matters applications and other related recommended conditions. Full planning permission is sought at this stage for strategic landscaping, which primarily relates to site perimeter areas as illustrated in the adopted masterplan. Strategic landscaping is set out on submitted Parameter Plan 3 and accompanying detailed drawings illustrating planting mixes, grassland areas, and path networks. The proposed strategic landscaping layout is in broad compliance with the adopted masterplan and is therefore acceptable in principle.



The landscape character type for the site is undulating lowland farmland surrounded largely by suburban areas. The site slopes gradually from the south-east at a high point of approximately 56m metres above ordnance datum (AOD) along the boundary with Wigan Road towards the north-west at a low point of approximately 34m above ordnance datum (AOD) along the boundary adjacent to the Stanifield Lane and Lostock Lane roundabout. Locally the surrounding motorway infrastructure presents engineered steep slopes and retaining features that are out of character with the historical pre-development surrounding topography. The section of M65 Motorway along the northern site boundary rises approximately 7m higher than site levels at the Wigan Road Bridge.

In determining planning applications, paragraph 130 of the National Planning Policy Framework requires the decision maker to ensure that developments are sympathetic to local character, including the surrounding built environment and landscape setting while not preventing appropriate innovation or change. Developments should function well and be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

Paragraph 131 of the National Planning Policy Framework advises that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Policy G8 of the South Ribble Local Plan 2015 encourages the future provision of additional green infrastructure and green infrastructure networks to extend existing provision. All developments are expected to provide appropriate landscape enhancements; conservation of important environmental assets, natural resources, biodiversity and geodiversity; long-term use and management of these areas; and access to well-designed cycleways, bridleways and footpaths (both off and on road) to help link local services and facilities.

Policy G13 of South Ribble Local Plan 2015 in relation to trees, woodlands and development states that planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are protected by a Tree Preservation Order (TPO); Ancient Woodlands including individual ancient and veteran trees; in a Conservation Area; or within a recognised nature conservation site. Additionally, there is a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site and where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost. Furthermore, appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.



The adopted masterplan highlights that trees / woodland, hedgerows and ponds are ecological assets and where appropriate, should be retained, helping to create a distinctive place that is in tune with its environmental context. It continues by adding that this approach will need to be reflected in the design of streets, spaces and buildings created across the site. This could include structured / formal building plots or a more informal, free-standing arrangement that blends with the landscape around the buildings. This approach is likely to be important at reserved matters stage particularly in relation to Zone D, where there are currently many high quality mature trees forming rows and historic field boundaries.

The Environmental Statement accompanying the planning application includes an assessment of landscape and visual impact including details of baseline conditions and likely significant effects of the development on the environment, based on parameter plan scenarios. The landscape and visual impact assessment has been undertaken in accordance with relevant best practice guidance. The main likely landscape and visual effects associated with the development are the replacement of predominantly open agricultural land with buildings and associated infrastructure, mainly hard surfaced roads and pavements; new planting; and changes to the skyline within available views. Even with careful retention of existing vegetation including veteran trees, proposed strategic landscaping and opportunities for further landscaping as part of zonal development, overall landscape character and visual impacts would be moderate to major adverse. However, this is to be expected given the allocation of this large site for strategic employment and non-employment uses. Further scrutiny of built development proposals within reserved matters applications along with recommended conditions for landscaping and tree retention should help to minimise landscape and visual effects.

The County Council's Landscape advisor provided detailed advice in relation to the initial submission and the applicant provided revised details to address the points raised. Many of the comments related to information that had been submitted for illustrative purposes and on this point the applicant has subsequently removed all reference to illustrative information that was previously included on revised landscape drawings. Detailed information in relation to tree survey and assessment was also provided.

Discussion on trees and tree protection is also referred to in the ecology section below and in relation to the masterplan and design sections above.

Ecology and biodiversity

Policy 174 of National Planning Policy Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by, inter alia, protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures, and preventing new and existing development from contributing to, being put at unacceptable risk from, or being

adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 180 of the National Planning Policy Framework advises that when determining planning applications, local planning authorities should apply a number of principles. Of relevance, if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Furthermore, development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Finally, opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Policy 22 of the Central Lancashire Core Strategy requires that planning decisions conserve, protect and seek opportunities to enhance and manage biological assets by promoting the conservation and enhancement of biological diversity and seeking opportunities to conserve, enhance and expand ecological networks. Policy G16 of the South Ribble Local Plan contains similar requirements in relation to the protection of statutory sites, protected species, the need to avoid impacts and to provide sufficient mitigation if impacts cannot be avoided.

Biodiversity net gain (BNG) is a strategy to contribute to the recovery of nature. It is a way of making sure the habitat for wildlife is in a better state than it was before development. Fundamentally, developers must try to avoid loss of habitat on land where development is proposed. If that cannot be achieved, new habitat must be created either on-site or off-site. Failing that and as a last resort, statutory credits could be purchased from the government so that habitat creation can be invested in elsewhere in England. A combination of the above measures may be employed to achieve the required level of gain.

Under the provisions of the Environment Act 2021, developers in England will be required to deliver 10% “Biodiversity Net Gain”. However, this requirement will only apply to new applications for planning permission for major development made after January 2024. As the current application was submitted in 2022, the mandatory net gain requirement will not apply to this development. For this development, the only net gain requirement is that referred to in paragraph 180 of the National Planning Policy Framework above which requires that opportunities to improve biodiversity in and around development should be integrated as part of their design especially where it can secure measurable net gains for biodiversity.

The site largely comprises semi-improved agricultural grassland with hedgerows and scattered trees which divide the site into numerous fields. The field boundaries within the site are associated with many trees which are present as single standards or as a near-continuous over-storey along the hedgerows. The scattered trees are present in all parts of the site except the north where the boundaries to the M65 and the A582 have been modified and re-planted. This pattern of mature hedge trees across most of the site was evident in mapping from 1848 and is evidence that hedgerow and scattered trees have been part of the local landscape for many years.



Over the years some additional loss of scattered trees has occurred as fields have been expanded through boundary hedgerow removal. The most abundant tree species are pedunculate oak and sycamore, with these two species comprising virtually all trees recorded except for the occasional alder and holly. There are several veteran and pre-veteran specimens. The Environmental Statement notes that many of the trees collectively make an important contribution to the overall biodiversity of the site and it also states that mature and veteran trees cannot be compensated for within normal timeframes and therefore would be considered irreplaceable habitat. It is anticipated that, in the absence of mitigation there would be a negative impact upon scattered trees, which would be significant at the borough level as mature and veteran trees cannot be compensated. Full development of the site without avoidance would result in the loss of several hundred trees.

The applicant has submitted an arboricultural survey that identifies trees and tree groups across the site and their condition. The survey identifies the trees that would be removed as part of access road construction and site infrastructure that are subject to full planning permission assessment. Replacement planting would be provided as part of strategic landscaping or future reserved matters applications. Should outline permission be granted it would be important to ensure that other trees are not removed prematurely prior to any further fully approved reserved matters development and therefore conditions are recommended for tree protection accordingly. In relation to outline details, the tree survey states that as the layout of the building zones within the site is currently unknown, identification of tree loss cannot be stated. The tree survey identifies trees in relation to the illustrative framework layout and it is clear that significant numbers of trees would be removed to facilitate this. However, to comply with the requirements of the National Planning Policy Framework in relation to avoidance objectives and protection of irreplaceable habitat further scrutiny of acceptable site layout would be required at reserved matters stage. Conditions are recommended accordingly.

The site supports a range of birds, amphibians and bats but limited other mammal activity due to the nature of the habitat and limited connectivity elsewhere. The species afforded highest conservation status that are found within the site are Common Toad, bats and breeding birds. The site is not considered to be of significance for any other rare, priority or protected species.

Full development of the site in accordance with the applicant's illustrative framework layout would result in the permanent loss of all ponds which are classed as priority habitat due to the presence of Common Toad and therefore there would be a significant permanent negative impact. However, the pond loss would be effectively mitigated and compensated for through a series of new pond creation and it is anticipated that the favourable conservation status of this species at the parish level would be maintained.

No bat roosts have been identified on site. However, there are many trees with bat roost potential. With the proposed tree loss as part of strategic access and landscaping, 20 artificial tree bat roosts would be provided prior to the commencement of development to mitigate for loss of any potential bat roosts which were identified in natural tree features, thus there should be little or no residual impact on bat roosting potential at the outline stage. Further scrutiny and assessment would be required at reserved matters stage.



Below is a summary of notable habitats and potential impacts across the site based on the applicant's illustrative layout plan:

Habitat subject to loss due to land-take	Area existing (Ha)	Area Lost during construction (Ha)
Species-poor semi improved grassland	33.05	33.05
Marshy grassland	4.69	4.69
Woodland	0.13	0.13
Scrub	2.63	Zero
Scattered trees	Within hedges	Within hedges
Hedge	4487 linear m	1370 linear m
Ponds	0.07	0.07

The scheme does include the provision of similar habitat to that lost, including ponds, woodland, hedgerows, standard trees, and grassland. The provision of wildflower areas and shrubs and would partially mitigate the losses. However, although overall habitat creation and landscaping would be built into the scheme as part of a full build out shown on the illustrative masterplan it would not fully compensate for the direct loss of this habitat in either quality or area. Therefore, a residual overall negative impact upon wider biodiversity could arise as a consequence. The applicant has applied for full permission for strategic landscaping and habitat creation and this would contribute to the overall biodiversity provision at the early stages. The strategic landscaping scheme is considered acceptable and accords with the extent illustrated in the adopted masterplan. Finer details for the establishment and management of strategic landscaping are the subject of a recommended condition. Likewise, a condition is recommended for details of landscape and habitat establishment and management for the zonal landscaping areas, along with conditions for tree removal and protection restrictions, nesting bird protection, and a construction environmental management plan.

Due to uncertainties around the full extent of development across the zones, the imposition of a reserved matters condition seeks to ensure that the scheme avoids notable habitats wherever possible and that the need for impacts and losses are demonstrated including details of alternatives. Mitigation and compensation details are required where avoidance is not reasonably feasible. Control and further assessment of this matter is especially important bearing in mind Paragraph 180a of the National Planning Policy Framework which requires that development resulting in the loss or deterioration of irreplaceable habitats should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.



A condition is also recommended in relation to biodiversity net gain delivery and assessment for any reserved matters applications that come forward should outline permission be granted. The outcome of this may ultimately require the retention of additional areas of the site for the purposes of Biodiversity Net Gain (to a level above no net loss) or the provision of off-site mitigation.

There are no designated nature conservation sites within the site. There are two designated sites within 2km of the site which are within the zone of influence for potential impacts. These are Cuerden Valley Park and the River Lostock, which is a designated Biological Heritage Site (BHS) and Preston Junction Local Nature Reserve (LNR). Cuerden Valley Park and River Lostock BHS lies approximately 500m to the north and east of the site at its closest point and is separated by the M6 and M65 motorways. Preston Junction LNR lies 600m to the north of the site beyond many roads and urban areas. Given the distances and barriers between it is considered that direct impacts would be insignificant. However, the Environmental Statement notes that even if only a very small percentage of visitors to the new Cuerden site decide to cross the A59 to visit Cuerden Valley there could be a considerable increase in footfall within it and therefore there could be an adverse impact, which would be significant at the local level. On this point it is considered that any direct impact would be very difficult to attribute to the proposed development given the existing extensive use of the Cuerden Valley site and therefore it would be unreasonable to assign any level of mitigation or compensation requirement to the determination of the application.

Water Management

Paragraph 169 of the National Planning Policy Framework states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should take account of advice from the Lead Local Flood Authority; have appropriate proposed minimum operational standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and where possible, provide multifunctional benefits.

Planning Practice Guidance accompanying the National Planning Policy Framework promotes the employment of sustainable drainage systems that are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable. Firstly, into the ground (infiltration); secondly, to a surface water body then to a surface water sewer, highway drain, or another drainage system and finally to a combined sewer. Particular types of sustainable drainage systems may not be practicable in all locations.

Policy 29 of the Central Lancashire Core Strategy aims to improve water quality, water management and risk of flooding by, amongst other things, appraising, managing and reducing flood risk in all new developments, managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity, encouraging the adoption of sustainable drainage systems and by seeking to maximise the potential of green infrastructure to contribute to flood relief.



The applicant's drainage strategy and flood risk assessment report identifies that the site is located within Flood Zone 1 and is therefore considered to be at a low risk of tidal and fluvial flooding. There are a number of drainage ditches within the site that allow drainage of the fields from east to west towards the culverts beneath Lostock Lane and into the River Lostock. 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 ensuring appropriate threshold levels for buildings above the adjacent ground level.

It is proposed that post development run-off would replicate the existing greenfield run off rate. The residential component of the site located immediately east of Stanifield Lane would drain via the existing piped network that flows in a northerly direction adjacent to Stanifield Lane and ultimately outfalls into the River Lostock. These surface water flows would be attenuated to greenfield runoff rate via an attenuation pond. Foul water flows would be conveyed to an adoptable foul pumping station located on site.

Flows from Zone D east of Stanifield Lane would be attenuated on site via a combination of above and below ground attenuation. Attenuated flows would discharge into an existing drainage pipe location alongside Stanifield Lane, ultimately discharging to the River Lostock.

The remaining development Zones A to C would similarly incorporate attenuation measures to limit surface water runoff to the equivalent greenfield runoff rate. These attenuated flows would then discharge into an on-site ditch, which becomes culverted under Lostock Lane and discharges to the River Lostock.

The drainage strategy and flood risk assessment report concludes that the proposed Development would be at a low risk of flooding and that surface water run-off from the development could be drained sustainably, ensuring that flood risk is not increased elsewhere. Further details could be secured by conditions and these are recommended accordingly.

The Environment Agency has raised no objection subject to a condition relating to water pollution control. The Lead Local Flood Authority has raised no objection subject to conditions controlling flood risk assessment and surface water sustainable drainage strategy, construction surface water management plan, and sustainable drainage system operation and maintenance, which are recommended as requested. Lancashire County Council Highways Development Control similarly request conditions requiring further details of the drainage strategy.

United Utilities have commented that the submitted drainage documents; drainage strategy and flood risk assessment are not acceptable. This is because UU have not seen robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. However, they state that should planning permission be granted it should be subject to a pre-commencement condition for details of a sustainable surface water drainage scheme and a foul water drainage scheme. This approach is reasonable given the largely outline nature of the planning application.



Socio-economics

Paragraph 81 of the National Planning Policy Framework explains that both planning policies and decisions should help create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity which takes into account local business needs and wider opportunities for development.

Paragraph 83 of the National Planning Policy Framework requires that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

The applicant has submitted an assessment of the potential economic benefits of the proposed development and identifies the following key features:

- Between 2,200 and 5,600 Full time equivalent jobs following full development and occupation.
- Once developed and fully occupied, the site could generate between £95m and £390m of gross value added (GVA) per annum. This is the value of goods and services produced.
- The residential development could make a positive contribution towards the housing needs of the Borough.
- The completion and occupation of the site could lead to four main sources of revenue for South Ribble Borough Council and the Preston, South Ribble and Lancashire City Deal area. These are: Total annual Business Rates revenue of between £3.1m and £3.3m once the site is fully developed and occupied; the construction of 116 homes would, when fully constructed and occupied, provide an income of £0.22m per annum in Council Tax for South Ribble Borough Council; New Homes Bonus payments of approximately £0.63m to South Ribble Borough Council and approximately £0.16m to Lancashire County Council; and Community Infrastructure Levy (CIL) in the region of £1.8m.
- It is estimated that an average of around 300 temporary construction jobs per annum could be supported by the development. Construction jobs would be on-site roles, but also off-site pre-fabrication and supply chain roles through the various tiers of the construction supply chain. Given construction activity is likely to take place over multiple, overlapping phases, there would be some periods where construction related activity is more intensive and hence a greater level of employment would arise.

Pollution control

Paragraph 185 of the National Planning Policy Framework states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site



or the wider area to impacts that could arise from the development. New development should mitigate and reduce to a minimum the potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life.

The planning application is largely in outline form so many issues relating to pollution assessment and control cannot be determined until reserved matters stage.

The likely noise and vibration effects of the proposed development have been established in accordance with published guidelines and best-practice. The assessment has used baseline noise and vibration monitoring surveys, together with the identification of local receptors which would be sensitive to noise and vibration. The dominant noise sources at the site are road traffic associated with the surrounding local highway network. Given this, noise from an increase in vehicle movements to and from the site is unlikely to have a significant effect. Other potential noise sources include plant, machinery and equipment associated with any development on the site particularly in relation to existing and future residential development that would be adjacent or close to commercial development areas. To seek to ensure that noise would be restricted to acceptable levels, a prescriptive condition is recommended that would limit noise to existing background levels in relation to industrial and manufacturing processes, fixed plant and equipment (mechanical and electrical), loading and unloading of goods, mobile plant and vehicles, extraction/ventilation systems and, and external plant.

Construction works could result in a temporary increase in noise and vibration levels at and adjacent to the site. A number of measures could be employed to minimise the impacts including selection of modern and quiet plant and machinery; the erection of suitable hoardings and restricted construction working hours. Conditions are recommended accordingly.

The applicant has submitted a report that considers the potential impact of ambient noise on future inhabitants of proposed residential development adjacent to Stanifield Lane. Where required, suitable mitigation measures are recommended along with noise limiting criteria. The report concludes that the development site is predominantly 'medium' risk, with 'low' risk areas occurring towards the centre of the residential zone at a greater distance from Stanifield Lane and the A582. Without further mitigation the predicted noise levels across the residential zone indicate that the external areas are likely to exceed the 55dB LAeq,16h guideline level. The report recommends that a 3m acoustic barrier may be required along the north and western boundary of Development Zone E. At this stage given the outline nature of application a condition is recommended setting internal and external noise limits in accordance with guideline recommendations.

The applicant has provided an assessment of the potential effects of the proposed development on air quality, including reference to existing sensitive receptors and future residents once the development is operational. The assessment considers the effects of dust from construction activities, as well as the effect of emissions from road traffic with operational development. Atmospheric dispersion modelling has been carried out to predict the effect of future traffic-related exhaust emissions and the likely changes in local air quality following the completion of the development. The assessment reports that the site is not within an existing air quality management

area and there would be no exceedance of relevant air quality objectives in the vicinity of the site.

Should any future development proposal involve emissions to air then it is likely that separate Environmental Permitting requirements would be applicable.

From a construction perspective there is the potential for dust generation but mitigation measures could be employed to minimise the likelihood of any unacceptable impact. This aspect could be incorporated into a recommended condition relating to a construction management plan.

Given the outline status of the majority of the application, lighting details are not known at this stage. Therefore, a condition is recommended to require the details of any proposed external lighting and an assessment to demonstrate that light levels would be acceptable to neighbouring land users and bats.

Sustainability and climate change

There are no planning policies to seek to specifically limit greenhouse gases from individual development proposals of this nature in relation to climate change. The key focus of overarching policy is to provide opportunities for holistic change by promoting a reduction in the reliance on primary won fossil fuels such as oil, coal and gas.

Paragraph 154 of the National Planning Policy Framework includes a reference that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

Policy 27 of the Central Lancashire Core Strategy sets a number of requirements in relation to sustainable resources and new developments including requirements for Building Research Establishment Environmental Assessment Method (BREEAM) standards, adoption of low carbon technologies and climate change adaptability. Additionally, South Ribble Borough Council has a supplementary planning document entitled 'Renewable and Low Carbon Energy' that was adopted in May 2014, which provides general advice and guidance on this subject.

There will clearly be carbon emissions associated with construction works and use of the site and there would be opportunities for the developer to explore the adoption of low carbon initiatives and practices. The applicant has submitted energy and sustainability statements along with the design code, which include an overview of potential sustainable and renewable energy generation measures. These matters would be pursued further as part of any future reserved matters applications. Conditions regarding compliance with the Building Research Establishment Environmental Assessment Method (BREEAM) referred to earlier in the report would also seek to promote sustainable construction along with reserved matters and building material conditional requirements in relation to design, layout and landscaping.

Cultural heritage



Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a statutory duty for the decision maker in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard for the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. This statutory duty needs to be given considerable importance and weight in the decision making process.

Paragraph 199 of the National Planning Policy Framework states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 of the National Planning Policy Framework states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of, in this case a Grade II listed building, should be exceptional.

Paragraph 202 of the National Planning Policy Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

In the National Planning Policy Framework 'Glossary of Terms' the 'setting of a heritage asset' is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. 'Significance' (for heritage policy) is defined as the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Policy G17 of the South Ribble Local Plan states that any proposal should sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset.

Of significance locally, is a Grade II listed old school house building on Old School Lane, dated 1690, but said to have been built 1673, which is now a residential

property. Parameter plans indicate that there could be a building of up to 20m high to the east and housing up to 13.7m to the south-west. There would be no direct impacts but development could potentially impact on the setting of the listed building.

The applicant's environmental statement identifies the potential effects of site development on the 'The Old School House'. The effects have been assessed to be of moderate adverse. Strategic landscaping would provide a substantial buffer between the listed building and employment zones to the east and further mitigation could be explored further through any subsequent reserved matters applications to seek to ensure that building design and plot layout take into account this asset. This approach would also apply in relation to the residential plot at Zone E where the incorporation of strategically placed landscaping and open green space along with thoughtful building design could minimise impacts on the setting. Overall on this issues, it is considered that the proposed development would lead to less than substantial harm to the significance of the designated heritage asset given that there would be further assessment and scrutiny through reserved matters and that impacts would be controlled through other recommended conditions regarding building design, construction working, and pollution control. The level of harm which is considered to be less than substantial would be also be outweighed by the public benefits of developing the neighbouring land that is allocated as a strategic employment site. Historic England have raised no concerns.

In respect of other cultural heritage assessment, Lancashire County Council's Archaeology Service has remarked the site was both evaluated and subject to further archaeological investigation and recording in 2018 and consequently no further archaeological investigation of the site is necessary.

Human Rights

Article 1 of the 1st Protocol and Article 8 of the Human Rights Act 1998 refers to protection of amenity and property.

Rights under Article 1 of the 1st Protocol concern the protection of property and state that everyone is entitled to the enjoyment of possessions and that no one should be deprived of possessions except in the public interest.

Article 8 provides that everyone has the right to respect for family and private life. Interference in this Right can only be justified where it is in accordance with the law and is necessary in a democratic society for the economic wellbeing of the country or for the protection of the rights and freedoms of others.

In terms of the proposed development, there could be potential impacts on neighbouring landowners/land users in the vicinity of the site as referred to in the report above. However, it is considered that in view of the site allocation in the south Ribble Local Plan and recommended conditions that seek to control the nature and extent of the development, there would be no unacceptable infringement of any Human Rights identified under these articles.

Other matters

An adjoining landowner Brookhouse Ltd Group identified that the applicant does not control all of the land within the redline boundary of the planning application and that there were inconsistencies with the red line boundary shown on various documents within the application documents and Environmental Statement. The applicant subsequently updated the application form, served notice on other landowners and removed inconsistencies between drawings accordingly. The difference between the red lines shown on different drawings was largely due to inclusion or exclusion of works within the public highway depending on the nature and purpose of the drawing.

Planning balance and overall conclusion

This application seeks outline planning permission for a strategic employment site featuring a mixed use development and associated car parking, access, public open space, landscaping, and other works. All matters would be reserved save for access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road, and Stanifield Lane respectively) and strategic infrastructure and landscaping. The application includes parameter plans, to establish a framework for the nature, size and scale of the proposed development including development zones; land use & quantum; maximum building heights; vehicle, pedestrian and cycle access; and strategic landscaping and green space. The application also includes a design code document to provide a basis for future reserved matters submissions should permission be granted.

The application site is allocated in the South Ribble Local Plan as a strategic employment site. Development is supported under the provisions of Policy C4 of the South Ribble Local Plan subject to the provision of an agreed Masterplan for the comprehensive development of the site, a phasing and infrastructure delivery schedule; and an agreed programme of implementation in accordance with the Masterplan and agreed design code. A masterplan for the site was adopted in 2015 and is applicable. The application is accompanied by a logical phasing and infrastructure delivery schedule, programme of implementation and design code that give sufficient overarching control and flexibility. It is considered that these requirements of the policy have been satisfied.

Policy C4 of the South Ribble Local Plan also stipulates that alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on the strategic site. The scale of any alternative enabling development has to 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. Additionally, any proposed main town centre uses must satisfy the sequential and impact tests set out in the National Planning Policy Framework, relevant policies of the Central Lancashire Core Strategy and the South Ribble Local Plan.

The application includes provision for retail, leisure and housing so the applicant is required to demonstrate compliance with the policy requirements set out above. A viability assessment has been provided and was subjected to independent review. Following a reasoned judgement, the review concludes that the proposed

development would only feature the minimum quantity of 'non-employment' uses to ensure the site's viability. Furthermore, it has been demonstrated that an element of town centre uses would form an integral part of the delivery strategy for the employment uses as accepted by the aims of Policy C4.

The adopted masterplan provides a spatial framework to guide the nature of planning applications and identifies potentially developable areas, strategic landscaping and potential access arrangements. It is considered that this planning application includes sufficient detail to comply with the framework and Policy C4 of the South Ribble Local Plan, including opportunities for other landowners to consider development on the remainder of the strategic site beyond the application site. The application is therefore considered acceptable in this respect.

The application site is substantial in area and it is inevitable that there will be adverse landscape and visual impacts associated with the development of an allocated strategic employment site. The extent to which would depend on how development is ultimately brought forward in relation to the submitted parameter plans through reserved matters applications. However, there are opportunities to assimilate development into the existing environment through retention of existing vegetation including mature and veteran trees, careful attention to building design and layout, and over time through the establishment of strategic landscaping, additional zonal landscaping, and ecological enhancements.

Significant attention has been paid to the potential highway implications of the proposed development. National Highways and Lancashire County Council Highways Development Control have scrutinised that applicant's assessments, traffic modelling, safety audits, and proposed mitigation measures, which has guided multiple revisions and updates of highway improvement works including those relating to pedestrian, horse, and cycle accessibility. A position has been reached whereby it is considered that the proposed development could be satisfactorily delivered subject to assessment of detailed design and delivery of the required works/schemes. Conditions have been recommended accordingly.

It is considered that the proposed development would lead to less than substantial harm to the significance of the Old School House Grade II listed building subject to further assessment and scrutiny through recommended conditions and that the less than substantial harm would be outweighed by the public benefits of developing the neighbouring land that is allocated as a strategic employment site.

As set out in the report above, other conditions to control reserved matters details, phasing, building materials, housing, construction working, landscape establishment and management, lighting, ecology, pollution control measures, and water management would give sufficient control over other aspects of the development.

Overall, it is considered that the proposed development strikes a balance between economic, social and environmental objectives of the National Planning Policy Framework and accords with the policies of the development plan.

Recommendation

That, after first taking into consideration the environmental information, as defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, planning permission be **granted** subject to the following conditions:

Time Limits

1. The full permission elements of the development shall commence not later than 5 years from the date of this permission.

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

2. The outline elements as identified as Development Zones A, B, C, D and E on Parameter Plan 1 Drawing Number 21017-FRA-XX-ZZ-DR-A-9111-P13 are approved subject to the following:

i) Written approval of the details of the following reserved matters in relation to each phase of the development shall be obtained from the County Planning Authority prior to any works in respect of such development phase taking place on site:

a) the layout of buildings and siting of associated infrastructure including highway infrastructure.

b) the scale and design of buildings, having regard to the development parameters identified on Parameter Plan 1 Drawing Number 21017-FRA-XX-ZZ-DR-A-9111-P13.

c) Where development would result in any additional loss of habitats including trees, hedgerows or ponds beyond that already identified and agreed via the approved Arboricultural drawing numbers SF3236 AIA01 – 1 of 4 – Rev H – Phase A Green Infrastructure SF3236 AIA01 – 2 of 4 – Rev H – Phase A Green Corridor, SF3236 AIA01 – 3 of 4 – Rev H – Wigan Road Junction, and SF3236 AIA01 – 4 of 4 – Rev H – Stanifield Lane Junction there shall be a statement (including survey data and where relevant, tree, hedgerow and pond removal plans) setting out the nature and extent of the proposed impacts or losses, alternatives explored to avoid or minimise those impacts or losses, and a demonstration of why those alternatives were not feasible.

d) Where habitat impacts and/or losses are unavoidable in (c) above, details shall be provided of mitigation/compensation measures relevant to each development phase, which shall be carried out before the occupation of that phase.

e) the external appearance of the buildings (including structures, plant and machinery)



- f) details of the existing and proposed ground levels including spot heights, cross sections and finished floor levels of all buildings and structures.
 - g) All landscaping beyond that identified as strategic landscaping in condition 3 specifying both the hard and soft treatments and means of enclosure.
 - h) the remaining means of access specifying vehicular, cycle and pedestrian routes.
- ii) Any application for the approval of the reserved matters shall be made in writing to the County Planning Authority before the expiration of 15 years beginning from the date of this permission.
 - iii) Any development subject to reserved matters approval shall be implemented before the expiration of 5 years from the date of the reserved matters approval.

Reason: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 and to ensure the developer has sufficient time to deliver this large and complex strategic development site.

Working Programme

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

Parameter Plans

21017-FRA-XX-ZZ-DR-A-9111, rev P13 - Parameter Plan 1: Development Zones, Land Use, Quantum and Building Heights
 21017-FRA-XX-ZZ-DR-A-9112, rev P20 - Parameter Plan 2: Highways and Access
 21017-FRA-XX-ZZ-DR-A-9113, rev P14 - Parameter Plan 3: Strategic Landscape

Design Code - Rev P12

Local highway network drawings

84465-WSP-XX-DR-003, rev P02 - Stanifield Lane Access Junction to Residential Phase
 84465-WSP-XX-DR-010, rev P04 - Stanifield Lane Access Junction to Phase D Extent of Detailed Application
 84465-WSP-XX-DR-011, rev P05 - Highways Layout Extent of Detailed Application
 84465-WSP-XX-DR-012, rev P02 - Wigan Road Access Junction Extent of Detailed Application
 84465-WSP-XX-DR-014, rev P03 - J1 Stanifield Lane – A582 Sheet 1 of 3
 84465-WSP-XX-DR-015, rev P03 - J1 Stanifield Lane – A582 Sheet 2 of 3



84465-WSP-XX-DR-016, rev P02 - J1 Stanifield Lane – A582 Sheet 3 of 3
84465-WSP-XX-DR-017, rev P02 - J4 Wigan Road
84465-WSP-XX-DR-018, rev P01 - Highways Layout Stoney Lane Traffic Calming

Strategic Road Network Drawings

84465-WSP-XX-DR-004, rev P08 - M65 Terminus roundabout
84465-WSP-XX-DR-013A, rev P02 - M6 J 29
84465-WSP-XX-DR-020, rev P02 - M6 Junction 29 Proposed Traffic Signals

On-Site Infrastructure Plans

21017-FRA-Z1-GF-DR-A-20-1001, rev P1 – Proposed GA Pump House Plan
21017-FRA-Z1-GF-DR-A-20-1003, rev P1 – Proposed GA Substation Plan
21017-FRA-Z1-GF-DR-A-20-1004, rev P1 – Proposed GA Substation Elevations
21017-FRA-Z1-GF-DR-A-20-1002, rev P1 – Proposed GA Pump House Elevations
21017-FRA-Z1-GF-DR-A-20-1005, rev P1 – Pump House Boundary Line Section
21017-FRA-Z1-GF-DR-A-20-1006, rev P1 – Substation Boundary Line Section

Strategic Landscaping Plans

SF 3236 LL08, rev H – Green Infrastructure Masterplan
SF 3236 LL04, rev J – Green Infrastructure Zone A
SF 3236 LL05, rev J – Green Infrastructure Zone B
SF 3236 LL06, rev K – Green Infrastructure Zone C
SF 3236 LL07, rev H – Green Infrastructure Zone D
SF 3236 LL09, rev E – Green Infrastructure Zone E

Arboricultural Plans

SF3236 TS01, Rev B – Tree Survey Plan
SF3236 ASR, Rev H – Arboricultural Survey Report
SF3236 AIA01 – 1 of 4 , rev H – Phase A Green Infrastructure
SF3236 AIA01 – 2 of 4 , rev H – Phase A Green Corridor
SF3236 AIA01 – 3 of 4, rev H – Wigan Road Junction
SF3236 AIA01 – 4 of 4 , rev H – Stanifield Lane Junction

b) All details approved in accordance with this permission.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

4. The details of the reserved matters submitted pursuant to this permission shall accord with the principles established by the approved Parameter Plans



and the Design Code (Revision P12 – February 2023). No part of the development shall exceed the approved development parameters.

Reason: To ensure the satisfactory development of the site to ensure high quality design and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

5. The gross internal area of the commercial development constructed under the outline element of the application site shall not exceed 160,000 sq. m. The residential development hereby approved shall not exceed 116 dwellings. The uses and maximum areas permitted within this floorspace cap shall be:

Retail (E(a)) – 4,000sqm
Hotel (C1) – 2,500sqm
Gym (E(d)) – 1,000sqm
Food and Drink and Drive Thru (E(b)/Sui Generis) – 800sqm
Car Sales (Sui Generis) – 4,000sqm
Creche (E(f)) – 500sqm
Health Centre (E(e)) – 1,500sqm
Employment (B2, B8)- 155,000sqm
Business (E(g)(i-iii)) – 19,000sqm
Leisure Centre ((E(d), F1(e), F2(b))) – 26,000sqm

Reason: To control the development and to comply with Policy C4 of the South Ribble Local Plan.

6. No development shall take place until a Phasing Strategy has been submitted to and approved in writing by the County Planning Authority.

The Phasing Strategy shall include:

- i) The sequence in which phases of the development are to be commenced.
- ii) Details of the phased provision of access and junction infrastructure, drainage, landscaping, and services into and through the site in relation to commencement of development of each phase of the site.
- iii) Details of phased provision of footpath and cycle links including unmetalled multi-use surface track provision for horses and other users, and connections to the external network.

The development shall be carried out in accordance with the Phasing Strategy approved pursuant to this condition.

Reason: To provide order to the development and comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

7. As part of any Reserved Matters application relating to residential development, details of the provision of affordable housing shall be submitted to and approved in writing by the County Planning Authority. The affordable housing shall meet the definition of affordable housing in Annex 2 of the

National Planning Policy Framework (dated September 2023) and shall remain affordable in perpetuity. The scheme shall include:

- a) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 30% of housing units, unless demonstrated otherwise on the basis of viability evidence;
- b) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- c) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The development shall proceed in full accordance with the approved affordable housing details.

Reason: To ensure the provision of affordable housing on-site in accordance with Policy 7 of the Central Lancashire Core Strategy and the Affordable Housing Supplementary Planning Document.

Building Materials

8. No external cladding or finishes to any building or structure shall be applied until details of the building materials to be used for the external elevations and the roof of the building, have been submitted to and approved in writing by the County Planning Authority. Thereafter, only those materials approved by the County Planning Authority shall be used.

Reason: to safeguard the visual amenity of the area and mitigate impacts to heritage assets and to comply with Policy 17 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

9. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to target a BREEAM rating of 'Very Good'. No phase of the development shall commence until a Design Stage Pre-Assessment Report showing that that phase of the development will achieve a BREEAM rating of 'Very Good' within that phase has been submitted to and approved by the County Planning Authority.

Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

10. Within 6 months of completion of each phase of development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the phase or development as a whole has achieved the BREEAM rating set out in the Design Stage Pre-Assessment Report approved by condition 9 shall be submitted to the County Planning Authority for approval.



Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

Landscape and Ecology

11. Only those trees and hedgerows identified for removal on Arboricultural drawing numbers SF3236 AIA01 – 1 of 4 – Rev H – Phase A Green Infrastructure SF3236 AIA01 – 2 of 4 – Rev H – Phase A Green Corridor, SF3236 AIA01 – 3 of 4 – Rev H – Wigan Road Junction, and SF3236 AIA01 – 4 of 4 – Rev H – Stanifield Lane Junction shall be removed as part of full permission infrastructure works. No further trees or hedgerows shall be removed unless approved under condition 2 in relation to reserved matters assessment and approval.

Reason: to ensure that tree and hedgerow retention is properly considered and assessed and to comply with policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

12. The development hereby approved shall deliver a Biodiversity Net Gain in habitat and hedgerow units on the site (to be calculated using the Biodiversity Metric 4.0 or any subsequent updates) against the 2017 baseline position. Each application for reserved matters shall be supported by an updated calculation to demonstrate the cumulative position across the site.

Reason: To safeguard the ecological interest of the site and comply with Policy 22 of the Central Lancashire Adopted Core Strategy and Policies G13 and G16 of the South Ribble Local Plan.

13. Prior to the commencement of any phase of the development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to:
- a) Plan showing the location of all the ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction
 - d) Location and timing of works to avoid harm to biodiversity features including ponds
 - e) Use of protective fences, exclusion barriers and warning signs

Development shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas and biodiversity, in the interests of visual amenity and the ecology of the site and to comply with Policy 22 of the Central Lancashire Adopted Core Strategy and Policies G13 and G16 of the South Ribble Local Plan.



14. No development shall commence until details of landscape and habitat establishment and management for the strategic landscaping areas shown on drawing numbers SF 3236 LL08 Rev H – Green Infrastructure Masterplan, SF 3236 LL04 Rev J – Green Infrastructure Zone A, SF 3236 LL05 Rev J – Green Infrastructure Zone B, SF 3236 LL06 Rev K – Green Infrastructure Zone C, SF 3236 LL07 Rev H – Green Infrastructure Zone D, and SF 3236 LL09 Rev E – Green Infrastructure Zone E have been submitted to and approved in writing by the County planning authority.

The submitted details shall include:

- a) The nature and depth of any soil materials.
- b) The design, construction and planting of waterbodies.
- c) Native tree/shrub planting and seed specification.
- d) Detail of habitat establishment (including seasonal timing), management, monitoring, and review and reporting methods.
- e) Details of hard surfacing materials including paths, and shared user tracks and their management.
- f) Details of the type, number and location of bird and bat boxes.
- g) The ongoing maintenance and management of the landscaping and habitats at the site while the development remains in place.

Thereafter, the development shall be carried out and managed in accordance with the approved details.

Reason: To ensure the mitigation of landscape and ecological impact and to preserve the local amenity and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

15. No tree felling, vegetation clearance works, or other works that may affect nesting birds shall take place during the period between 1 March and 31 August, unless the absence of nesting birds has been confirmed by a survey first submitted to and approved in writing by the County Planning Authority.

Reason: The site has the potential to support breeding birds. It is an offence under the Wildlife and Countryside Act 1981 (as amended) to disturb birds whilst they are breeding, and also to comply with Policy 22 of the Central Lancashire Core Strategy and Policy G16 of the South Ribble Local Plan.

16. No development shall commence in any phase of the development (construction or demolition), until a Tree Protection Plan associated with that phase has been submitted to, and approved in writing, by the County Planning Authority. The Tree Protection Plan shall be in accordance with Para 5.5 of BS5837: 2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.

Before any site activity (construction or demolition) commences in any phase of development, barrier fencing shall be erected around all trees to be retained in that phase as detailed in the approved Tree Protection Plan. Within these fenced areas no development, vehicle manoeuvring, storage of



materials or plant, removal or addition of soil (including ground disturbance for utilities) may take place.

The fencing shall remain in place until completion of all construction development works associated with that phase and removal of site vehicles, machinery, and materials in connection with that phase of development.

Reason: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan.

17. The reserved matters for each phase shall be accompanied by a landscaping and habitat establishment and management plan for each phase and shall be submitted to and approved in writing by the County Planning Authority.

The submitted details shall include:

- a) The nature and depth of any soil materials.
- b) The design, construction and planting of waterbodies.
- c) Native tree/shrub planting and seed specification.
- d) Detail of habitat establishment (including seasonal timing), management, monitoring, and review and reporting methods.
- e) Details of hard surfacing materials including paths, shared user tracks, car parking areas and vehicle manoeuvring areas.
- f) Details of the type, number and location of bird and bat boxes.
- g) The ongoing maintenance and management of the landscaping and habitats at the site while the development remains in place.

Thereafter, the development of that phase shall be carried out in accordance with the approved details. Car parking and vehicle manoeuvring areas shall be marked out in accordance with the approved plan prior to the commencement of use of any building within the phase.

Reason: To ensure the mitigation of landscape and ecological impact and to preserve the local amenity and to comply with Policies 17, 18, 22, 27, and 29 of the Central Lancashire Adopted Core Strategy and Policies C4, G7, G8, G13, G16 and G17 of the South Ribble Local Plan.

18. No development shall take place in the residential zone (Zone E), until details of the layout, landscaping, maintenance and retention of formal and informal public open space within the residential zone have been submitted to and approved in writing by the County Planning Authority. Public open space provision shall be calculated in accordance with the requirements of Policy G10 of the South Ribble Local Plan.

Thereafter, the development shall proceed in accordance with the approved details.

Reason: In the interest of residential amenity and to comply with Policies G10 and G17 of the South Ribble Local Plan.



Pollution control

19. No development of any phase shall take place until a Construction Management Plan for that phase has been submitted to, and approved in writing by, the County Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
- a) the parking of vehicles of site operatives and visitors.
 - b) loading and unloading of plant and materials.
 - c) storage of plant and materials used in constructing the development. The location of the site compound.
 - d) suitable wheel washing/road sweeping measures.
 - e) appropriate measures to control the emission of dust and dirt during construction.
 - f) appropriate measures to control the emission of noise and vibration during 2009 +A1 2014 Code of practice for noise and vibration control on construction and open sites.
 - g) details of all external lighting to be used during the construction.
 - h) a scheme for recycling/disposing of waste resulting from construction works.
 - i) details of wheel washing facilities for the cleaning of wheels of vehicles leaving the site.
 - j) temporary lighting within compounds and on site.
 - k) security strategy including all access points to/from the compound and along the perimeter of the site and to/from each phase of development.
 - l) facilitate the needs of Driver and Vehicle Standards Agency and those phases open during site construction.

Reason: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties and to comply with Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan.

20. Any piling activities shall be limited to between the hours of 0800 and 1800 Monday to Friday and 0900 to 1300 on Saturdays, with no such activities permitted on Sundays and Bank Holidays.



Reason: To seek to minimise construction working impacts on the amenities of neighbouring properties and to comply with Policy G17 of the South Ribble Local Plan.

21. Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor.

Reason: To reduce the risk of pollution to the water environment and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

22. The rating level of noise emitted from any or all of the sources listed below located at the site shall not exceed the existing background level at the boundary of any premises used for residential purposes when assessed in accordance with British Standard BS 4142:2014+A1(2019).

- Industrial and manufacturing processes
- Fixed plant and equipment (mechanical and electrical)
- Loading and unloading of goods
- Mobile plant and vehicles
- extraction/ventilation systems
- external plant

Reason: In the interests of residential amenity and in accordance with Policy G17 of the South Ribble Local Plan.

23. As part of any reserved matters application relating to residential development, an acoustic assessment shall be submitted to and approved in writing by the County Planning Authority, which assesses the impact of ambient noise and includes, where necessary, mitigation measures to ensure that:
- a) external noise levels within external amenity spaces shall not exceed 55 dB LAeq,16hr (0700 – 2300).
 - b) bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A), and an 8-hour LAeq (23:00 to 07:00) of 30dB(A), with individual noise events not exceeding 45dB LAFmax more than 10 times (23:00 to 07:00 hours)
 - c) living rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
 - d) dining rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 40dB(A)

All approved mitigation measures shall be carried out prior to the first occupation of housing development and shall be retained and maintained thereafter while the housing remains on the site.

Reason: In the interests of residential amenity and in accordance with Policy G17 of the South Ribble Local Plan.

24. Construction operations shall only take place between the hours of:

0730 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday

No construction operations shall take place on Sundays, Bank or Public Holidays.

Reason: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy G17 of the South Ribble Local Plan.

25. All mobile plant/vehicles retained on site to be used in connection with the construction phase of the development shall be fitted with broadband/non-audible reversing systems, which shall be employed at all times during the operation of the mobile plant/vehicles.

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

26. Prior to the occupation of any phase of the development, full details of the waste storage, refuse and recycling facilities within that phase shall be submitted to and approved in writing by the County Planning Authority. The approved facilities shall be provided prior to first occupation of any of the buildings within that phase and retained thereafter.

Reason: To provide effective storage facilities for domestic refuse and to safeguard the visual amenity of the area in accordance with Policies 17 and 27 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan.

27. Prior to any phase of development being first brought into use, a scheme for external lighting of that phase shall be submitted to and approved in writing by the County Planning Authority.

The external lighting details shall include the following:

- a) Location, type and intensity of lights
- b) Types of masking or baffle at head
- c) Type, height and colour of lighting columns
- d) Number and size of lighting units per column
- e) Light levels at the site and at nearby properties.
- f) Control of the times of illumination of the lighting.



- g) Assessment of light levels in relation to appropriate guidance to demonstrate that there would be no unacceptable impact on neighbouring landusers or bats.

The approved details shall be implemented in full before that phase of development is first brought into use and retained thereafter. No external lighting other than that shown in the approved scheme shall be installed thereafter.

Reason: To safeguard the character and appearance of the locality and to prevent light pollution and in order to comply with Policy G17 of the South Ribble Local Plan.

Highways and Transport

28. No development shall take place until full design details of a highway mitigation scheme at the interface of the M65 terminus, roundabout and site access, as shown in outline on drawing number 84465-WSP-XX-DR-004 P08 and that accords with the lane designations for the proposed highway mitigation to the A6 / A582 junction to the north, have been submitted to and approved in writing by the county planning authority in consultation with the highway authority for the M65 and M6 motorways.

The details to be submitted shall include:

- a) Final details of how the scheme interfaces with the existing highway alignment.
- b) Full carriageway surfacing and carriageway marking details.
- c) Full construction details.
- d) Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- e) An independent Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

29. No part of the development shall be brought into occupation unless and until the highway mitigation scheme referred to in Condition 28 has been carried out to the satisfaction of the highway authority for the M65 and M6 motorways in consultation with the county planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.



30. No direct vehicle access shall be permitted between the M65 terminus roundabout and the development unless and until the highway mitigation scheme referred to in Condition 28 has been carried out to the satisfaction of the highway authority for the M65 and M6 motorways in consultation with the county planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

31. No development shall take place until full design details of the highway mitigation scheme at the M6 Junction 29a roundabout, as shown in outline drawing reference 84465-WSP-XX-DR-013A P02, have been submitted to and approved in writing by the local planning authority in consultation with the highway authority for the M6 motorway.

The details to be submitted shall include:

- a) Final details of how the scheme interfaces with the existing highway alignment.
- b) Full carriageway surfacing and carriageway marking details.
- c) Full construction details.
- d) Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- e) An independent Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

32. No development shall be brought into occupation unless and until the highway mitigation scheme referred to in Condition 31 has been carried out to the satisfaction of the highway authority for the M65 and M6 motorways in consultation with the local planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.



33. No development shall take place until full design details of the highway mitigation scheme at the interface of the southbound link road and the M6 Junction 29 roundabout, as shown in outline on drawing reference 84465-WSP-XX-DR-020 P02, have been submitted to and approved in writing by the county planning authority in consultation with the highway authority for the M6 motorway.

The details to be submitted shall include:

- a) Final details of how the schemes interface with the existing highway alignment.
- b) Full carriageway surfacing and carriageway marking details.
- c) Full construction details.
- d) Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- e) An independent Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

34. No development shall be brought into occupation unless and until the highway mitigation scheme referred to in Condition 33 has been implemented to the satisfaction of the highway authority for the M6 motorway in consultation with the county planning authority.

Reason: In the interests of highway safety and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

35. No development shall take place until; (a) a plan showing the alignment and design of a close-boarded fence of not less than two metres in height to be erected along the northern boundary of the development site (or at least one metre from any part of the existing Motorway fence where the boundary lies within one metre of this) including details of its future management and maintenance in perpetuity, has been submitted to and approved in writing by the county planning authority in consultation with the Highway authority for the M65 and M6 motorways; and (b) the fence approved by part (a) of this condition has been erected in accordance with the approved details.

Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the approved fencing design for this condition.

Reason: For reasons of safety, liability and maintenance in relation to the strategic road network and to comply with Policies 3 and 17 of the Central

Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

36. No excavation works and/or landscaping works adjacent to the M65 motorway shall take place until geotechnical submissions have been prepared in accordance with the requirements of the Design Manual for Roads and Bridges and submitted to and approved in writing by the County Planning Authority (in consultation with the highway authority for the M65 and M6 motorways).

Reason: To mitigate any adverse impact from the development on the motorway in accordance with DfT Circular 01/2022.

37. No surface water shall be permitted to run off from the development on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development may be made to any Strategic Road Network drainage systems.

Reason: In the interests of the safe and efficient operation of the Strategic Road Network, and to protect the integrity of the Trunk Road drainage asset in accordance with DfT Circular 01/2022.

38. No development shall commence until details for the construction of all highway works applied for including permanent, temporary and any remediation works post-delivery have been submitted to and approved in writing by the County Planning Authority. The details shall also include development phasing and reference to trigger points for construction work delivery and other advice in accordance with that set out in the planning application response letter from Lancashire County Council Highways Development Control dated 8 November 2023.

Thereafter, the site access construction and works for highway improvement shall be carried out in accordance with the approved details.

Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

39. No phase shall commence until details for the internal highway layout of that phase have been submitted to and approved in writing by the County Planning Authority. The submitted details for internal highway layout shall include reference to safety, visibility and manoeuvrability, servicing, Traffic Regulation Order requirements, and location and routing of all deliveries and waste collection, Public Rights of Ways, signing, bus stops, shelters, laybys, formal and informal crossings, that are in accordance with advice set out in the planning application response letter from Lancashire County Council Highways Development Control dated 8 November 2023.

Thereafter, the development shall be carried out in accordance with the approved details for that phase.



Reason: In order to satisfy the County Planning Authority that the final details of highway works are acceptable and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

40. Prior to first occupation of each phase of the development hereby approved a Car Park Management Strategy shall be submitted to and approved in writing by the County Planning Authority. The Strategy shall include all areas of development related parking, setting out the layout, means of access and egress to areas vehicle parking. The provision of electric vehicle charging points. Car park layouts shall include the appropriate number of spaces for motorised and non-motorised vehicles, including dedicated cycle storage areas, and user types in accordance with the local planning authority standards, swept path analysis, dedicated routeing within car parks for sustainable modes, sizes of parking bays satisfying intended vehicle types, other infrastructure to be located within car parks, having regard to their use, servicing and safety.

The approved strategy and layouts shall be implemented prior to the occupation of the unit to which the car park relates.

Reason: To allow for the effective and efficient use of the parking areas and maintain flow of traffic on local roads when the development is operational and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

41. No development shall take place in any phase until a Construction Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. The approved Plan for that phase shall be adhered to throughout the construction period. The Plan shall provide information on delivery routes, plant, abnormal loads; temporary road or footpath closures; signing and communication with the neighbouring residents.

Reason: To maintain the operation and safety of local streets and the routes in the area during site preparation and construction and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

42. Prior to first use of any phase of development a delivery, collections and servicing strategy shall be submitted to and approved in writing by the County Planning Authority. Thereafter, the approved strategy shall be adhered to for the phase of development.

Reason: In order to maintain flow of traffic on local roads when the development is operational and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

43. Prior to the first occupation of the development, a highway monitoring and management strategy shall be submitted to and approved in writing by the

County planning authority. The strategy shall include details of a programme of annual traffic surveys and observations commencing from the first occupation of any building and continuing for a period of 5 years. Thereafter, the approved strategy shall be employed.

Reason: To understand scheme impacts on local and wider network operation, to enable the efficient flow of traffic on local roads when the development is operational supporting changes to signal operation over time and to comply with Policies 3 and 17 of the Central Lancashire Adopted Core Strategy and Policies C4 and G17 of the South Ribble Local Plan.

44. There shall be no occupation of built development within Zone A until the Initial Site Infrastructure (within that Zone) has been constructed as shown on drawing no. 21017-FRA-XX-ZZ-DR-A-9112-P19 - Parameter Plan 2: Highways and Access.

Reason: to provide access to the wider Cuerden Strategic site as set out in the Adopted Masterplan and to comply with Policy C4 of the South Ribble Local Plan."

45. No building shall be occupied until a travel plan for that building has been submitted to and approved in writing by the County Planning Authority. The Travel Plan shall be developed in accordance with the Lancashire Central Framework Travel Plan dated July 2022.

Thereafter, the approved travel plan shall be complied with during occupation of the building.

Reason: To ensure that the development promotes greener, cleaner travel choices and reduces reliance on the car and to comply with Policy 3 of the Central Lancashire Adopted Core Strategy.

Surface and foul water management

46. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment and surface water sustainable drainage strategy WIE11556-104-R-2.1.2-FRA&DS produced by Waterman in July 2022.

The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be approved in writing by the County Planning Authority.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.



47. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the site-specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creepCalculations must be provided for the whole site, including all existing and proposed surface water drainage systems.
- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;



- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365.
- d) Evidence of an assessment of the existing on-site surface water drainage systems / sewer / watercourse / culverted watercourse to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.
- e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

48. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include for each phase, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.
- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework and to comply with Policies 17 and 29 of the

49. The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of sustainable drainage components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component (including watercourses);
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

50. The commencement of use of any phase of development shall not be permitted until a site-specific verification report for the phase, pertaining to the surface water sustainable drainage system, and prepared by a suitably

competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

51. As part of the first reserved matters application, and any subsequent reserved matters applications thereafter, a detailed scheme for the protection from damage of United Utilities water mains that are laid within the site boundary shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- (i) A survey that identifies the exact location of the water mains;
 - (ii) The potential impacts on the water mains from construction activities (including the construction compound);
 - (iii) Identification of mitigation measures, including a timetable for implementation, to protect and prevent any damage to the assets both during construction and post completion of the development; and
 - (iv) A pre-construction condition survey of water mains within the site boundary.

The approved scheme of mitigation measures shall be implemented in full prior to and throughout the construction period, with approved post-completion measures retained thereafter for the lifetime of the development.

In the event that the survey effort of the water mains identifies that any development shall be within a 3m standoff either side of the main (6m in total), no development shall take place until such time as details of the agreement with the relevant statutory undertakers for a diversion of the relevant infrastructure have been submitted to the County Planning Authority and approved in writing.

Reason: In the interest of public health and to ensure protection of the public water supply and to comply with Policies 17 and 29 of the Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.



Notes

The grant of planning permission does not entitle a developer to obstruct any highway/right of way and any proposed stopping-up or diversion of an adopted public highway or right of way should be the subject of an Order under the appropriate Act.

The proposed highways works will require the developer to enter into an appropriate Legal Agreement with Lancashire County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the highway department in the first instance to ascertain the details of such an agreement and the information to be provided.

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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0044	November 2023	Rob Hope Planning and Environment 01772 534159

Reason for Inclusion in Part II, if appropriate

N/A



