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Central Lancashire Local Plan Examination

Matter 4: Strategic Sites & Mixed-Use Allocations

On behalf of Maple Grove Developments Limited

Representor ID: A6

Project Ref: 25001
Date: November 2025

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Document Control Sheet

Project Name: Lancashire Central

Project Ref: 25001/PN

Report Title: Matter Statement

Date: November 2025

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1. Introduction

- 1.1 This Hearing Statement has been prepared on behalf of our client Maple Grove Developments Limited (MGDL). It focuses upon the Inspectors, Matters, Issues and Questions which relate to our client's previous representations.
- 1.2 It is understood that due to the transitional arrangements set out within paragraph 234 and 235 of the December 2024 National Planning Policy Framework (NPPF), that the Plan will be examined against the December 2023 version of the NPPF. All following references made to the NPPF are to the December 2023 version, unless otherwise stated.
- 1.3 MGDL wishes to ensure that the emerging Central Lancashire Local Plan (CLLP) is prepared in a robust manner that passes the tests of soundness contained in paragraph 35 of the NPPF.
- 1.4 MGDL has submitted representations to the various stages of the emerging Local Plan, namely:
- Part One Preferred Options Version in February 2023; and
 - Regulation 19 Pre-Submission Plan in April 2025.
- 1.5 Their interest relates primarily to the Cuerden Strategic Site (now known as Lancashire Central) and draft Policy EC6: Mixed Use Allocations South Ribble.
- 1.6 MGDL is the selected developer for the Lancashire Central Site and Lancashire County Council is the landowner.
- 1.7 MGDL has an excellent track record of delivering high-quality sustainable developments within the Central Lancashire area.
- 1.8 Whilst a number of minor amendments have been made to the Publication Version of the plan in response to the submitted representations (MA36, MA40, & MA41, and PM05 in **CD03** and **CD04**) these do not address MGDL key concerns.

2. Background

- 2.1 MGDL interest relates to the allocation of the Cuerden Site (now known as Lancashire Central) under Policy EC6. Before setting out MGDL's concerns it is important to understand the history of the site, the previous/current planning policy position, and its current development status. We set this out below.

Planning Policy Background

- 2.2 The adopted South Ribble Local Plan (July 2015) identifies the Lancashire Central Site (known at that time as the 'Cuerden Strategic Site') for development under Policy C4. Policy C4 states:

Policy C4 – Cuerden Strategic Site

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

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

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

- 2.3 The supporting text to Policy C4 (paragraph 6.33) 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.
- 2.4 In relation to criterion a) of Policy C4, South Ribble Borough Council adopted a site wide Masterplan in April 2015. This provides a framework against which planning applications should be considered.
- 2.5 The Masterplan noted that there was a requirement for high value enabling development in order to bring the Site forward given the significant off-site highway works necessary to open the Site up for development.
- 2.6 The preferred Masterplan for the Site is shown below.



- 2.7 The Masterplan provides a comprehensive strategy 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 the 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 site.
- 2.8 The Masterplan states 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).
- 2.9 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.
- 2.10 Extracts from the adopted Local Plan and adopted Masterplan are attached at **Appendix 1** and **2** respectively.

The 2017 Planning Permission

- 2.11 In December 2017 planning permission was granted (LPA Ref: 07/2017/0211/ORM) for the comprehensive redevelopment of the Cuerden Strategic Site. The formal description of development reads as follows:

“Hybrid planning application comprising of Full and Outline development – Environmental Impact Assessment (EIA) development Part 1 FULL - Retail floorspace (Use Classes A1 & A3) and associated car parking, site access, highway works, drainage and strategic landscaping; Part 2 OUT - Employment floorspace (Classes B1, B2 & B8), hotel (Class C1), health and fitness and leisure (Class D2), creche/nursery (Class D1), retail (Classes A1, A2, A3, A4 & A5), car showrooms (Use Class Sui Generis), residential (Classes C2/C3) and provision of associated car parking, access, public open space, landscaping and drainage (Access applied for) and affecting the setting of a Listed Building”

- 2.12 The permission allowed a total of up to 192,800 sq m of development and 210 residential dwellings. At the time it was envisaged that the development would be anchored by an IKEA store and associated retail/leisure park. That, along with the residential component of the scheme was demonstrated, through viability testing, to be required to bring the scheme forward and deliver the employment floorspace.
- 2.13 Whilst some of the site preparation work was commenced, changes in the retail market (and the withdrawal of IKEA) meant that the permission was not implemented and has now expired.

The 2023 Planning Permission

- 2.14 In December 2023 planning permission was granted for a revised development scheme. A copy of the Decision Notice is attached at **Appendix 3**.
- 2.15 The outline planning permission proposes 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 were reserved with the exception of access details.
- 2.16 The permission allowed a total of up to 160,000 sq m of development and 116 residential dwellings. The range of uses proposed and the maximum level of floorspace are set out in the table below.

• Use	• Maximum Permitted Floorspace (sq m)
<ul style="list-style-type: none"> • Employment Uses • Employment (B2, B8) • Business (E(g) (i-iii)) 	<ul style="list-style-type: none"> • 155,000 • 19,000
<ul style="list-style-type: none"> • Other Uses • Retail (E(a)) 	<ul style="list-style-type: none"> • 4,000

• Hotel (C1)	• 2,500
• Gym (E(d))	• 1,000
• Food & Drink and Drive Thru (E(b)/Sui Generis)	• 800
• Car Sales (Sui Generis)	• 4,000
• Creche (E(f))	• 500
• Health Centre (E(e))	• 1,500
• Leisure Centre (E(d), F1(e), F2(b))	• 26,000
• Residential	• 116 dwellings

2.17 The application was supported by a full viability assessment and the Council accepted that this demonstrated the scale of the alternative enabling development (non-employment uses) 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.

2.18 In determining the application, the Council accepted that the infrastructure costs would total £59 million although noted that as the financial viability appraisal was undertaken in July 2022 it was expected that inflation will now have further increased costs.

2.19 Further, the Council accepted that significant economic benefits would be delivered by the scheme. This included:

- 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.
- The creation 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.

2.20 Following grant of the outline application, the residential element of the scheme has been the subject of a reserved matters application (LPA: LCC/2025/0007) which was granted on 16 October 2025. The application was submitted by Rowland Homes and will deliver 74 dwellings.

2.21 More recently, a further application was submitted (LPA Ref: 07/2025/00654/FUL) in September 2025 for a further 76 dwellings (64 houses and 12 apartments — all affordable) on the Site. The application was submitted by Places for People Homes Ltd and Brookhouse Group Ltd. At the time of writing the application has yet to be determined.

Summary

2.22 It is clear from the background to the Site, that:

- The Site is identified in the adopted Development Plan as a 'Strategic Site'.
- Development of the Site is only likely to come forward with some form of enabling development (as acknowledged in the adopted Local Plan and Masterplan) given the significant nature of the off-site infrastructure works.
- There is an existing extant planning permission on the Site that is capable of being built out.
- The extant planning permission has the potential to deliver significant and far reaching economic benefits for the Central Lancashire area. Those benefits are of a strategic scale.

2.23 Within this context we set out our response to the Inspectors specific questions in the remainder of this Statement.

3. Response to Inspector's Questions

- 3.1 We welcome the opportunity to comment on the Inspector's Matters, Issues and Questions (MIQs) and provide the following responses to selected questions. MGDL reserves the right to respond to specific issues raised by the Council and other parties within the hearing session in so far as they relate to our previous representations.

Issue 4 — Are the proposed strategic allocations justified, effective, developable, deliverable, in line with national policy and otherwise soundly based?

- 3.2 The CLLP introduces and allocates a number of Strategic Site Allocations (four in total) which are described at paragraph 3.22 as having the potential to deliver development at a strategic scale that brings a range of benefits, such as securing infrastructure alongside growth. They are considered central to the delivery of the spatial strategy.
- 3.3 Strategic Sites are defined in the Glossary to the Plan as:
- “Strategic sites are areas of land that have been identified in the Local Plan for housing and economic development.”*
- 3.4 Having reviewed the Strategic Sites that have been identified we believe that the Lancashire Central (Cuerden Site) identified under Policy EC6 should be classified as a Strategic Site within the CLLP. The Site exhibits all of the stated requirements of a Strategic Site and is of a scale commensurate with the other Strategic Sites.
- 3.5 As set out in Section 2, the Site is currently identified as a Strategic Site in the adopted South Ribble Local Plan under Policy C4. It is noted as a sustainable and strategically significant Site, capable of stimulating economic growth in Central Lancashire and the wider Lancashire sub region with the potential of attracting significant inward investment.
- 3.6 More recently, planning permission has been granted (LCC/2022/0044) for a comprehensive mixed-use scheme that will deliver substantial social, economic, and environmental benefits to the region (see paragraph 2.19).
- 3.7 We therefore believe the Curden Site should retain its strategic site status and be included within the site-specific policies within Section 3 of the CLLP.

Have the site constraints been appropriately taken into account in the allocation of the site?

- 3.8 Yes, MGDL believe that the site constraints have been appropriately taken into account in allocating the site (notwithstanding their concerns over the detailed policy wording).
- 3.9 The constraints have been robustly considered through the original site allocation in the adopted South Ribble Local Plan (April 2015), the Site Wide Masterplan (April 2015) and via the consideration and grant of the two previous planning permissions on the Site (identified in Section 2).

How was the balance of employment and housing arrived at? Have the indicative yield, development mix and viability considerations been adequately addressed?

- 3.10 It is unclear how the balance of employment and housing has been arrived at.

-
- 3.11 The stated number of residential dwellings (220 units) is in excess of the current number of anticipated dwellings that will be delivered on the Site. As matters currently stand the permitted and pending residential numbers total 150 dwellings:
- Approved Application LCC/2025/0007: 74 dwellings; and
 - Pending Application 07/2025/00654/FUL: 76 dwellings.
- 3.12 It is unclear where or how the additional 70 dwellings will be delivered.
- 3.13 Further, in arriving at the balance and development mix (residential and employment only) it is clear that viability considerations have not been adequately addressed.
- 3.14 The background to the Site (set out in Section 2) is clear from both a current policy (the adopted South Ribble Local Plan and Site Masterplan) and practical perspective (the two previous planning applications on the Site), that there is a need for alternative ‘high value’ uses to bring the Site forward for development.
- 3.15 This is explicit in Local Plan Policy C4 and the adopted Masterplan.
- 3.16 Further, the two previous applications on the Site were supported by very detailed Viability Assessments which were reviewed and verified by independent third-party advisors (on behalf of the Council’s). They both concluded that due to the very significant infrastructure costs associated with the delivery of the Site, alternative ‘high value’ uses were required to ensure the viability of those schemes. Both permitted schemes include significant levels of alternative uses in addition to residential and employment uses.
- 3.17 The provision of additional uses (in addition to residential and employment uses) is not included in the wording to Policy EC6. This is a serious omission.
- 3.18 We are not aware of any viability work that has been undertaken to justify the policy wording and as a result, we do not believe that Policy EC6 will be effective in delivering the development of the Site (and the associated benefits) over the plan period.
- 3.19 The exclusion of this wording from draft Policy EC6 has not been justified and has the potential (if the current permitted scheme does not come forward) to undermine and stifle the future development of the site (and the associated significant benefits that would be delivered).
- 3.20 Our suggested amendments to Policy EC6 and the Key Development Considerations in order to make them sound are set out in **Appendix 4** and **Appendix 5**.
- Are the various requirements set out in the policy clear, justified and effective? Do the policies provide clear direction as to how a decision maker should react to a development proposal?**
- 3.21 No.
- 3.22 Whilst the general allocation of the Site is supported (subject to our comments requesting it be elevated to being a Strategic Site), the Policy fails to include a fundamental caveat that was included within the previous site allocation policy.
- 3.23 Policy C4 of the South Ribble Local Plan, along with the adopted site wide Masterplan acknowledged that ‘alternative uses’ other than employment uses may be acceptable where they

are clearly demonstrated to be necessary to fund essential infrastructure. This caveat is fundamental to the delivery of the Site (and the delivery of its associated benefits) as without it, the site would not come forward for development. This was clearly demonstrated as part of the recent grant of planning permission for the Site (LCC/2022/0044) via detailed viability evidence.

- 3.24 The exclusion of this wording from draft Policy EC6 has not been justified and has the potential (if the current permitted scheme does not come forward) to undermine and stifle the future development of the site (and the associated significant benefits that would be delivered). Further, the Key Development Considerations for the Site, set out in Appendix 6 also require some refinement, in order to optimise the prospects of the Site being brought forward for development.
- 3.25 Our suggested amendments to Policy EC6 and the Key Development Considerations in order to make them sound are set out in **Appendix 4** and **Appendix 5**.

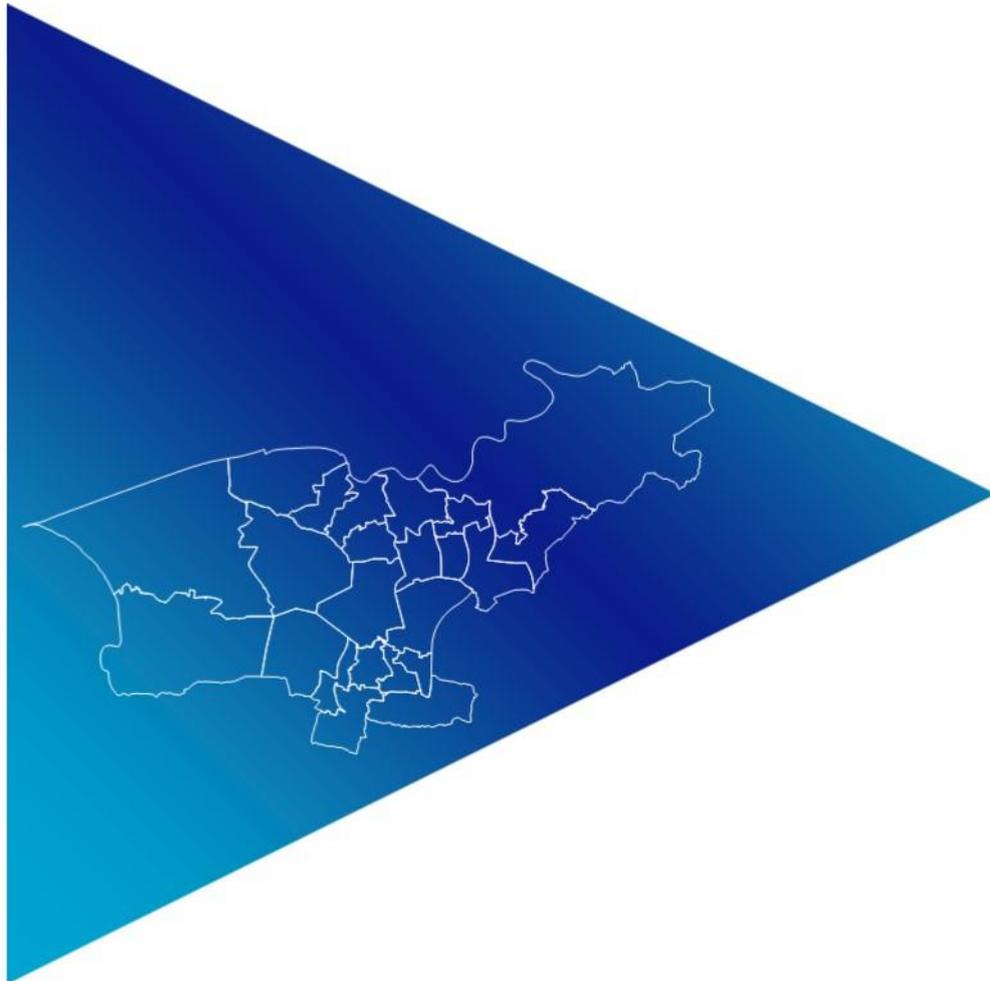
Is there evidence that the development of the allocation is developable and deliverable during the plan period?

- 3.26 There is clear evidence that the existing planning permission on the Site will come forward during the plan period. Reserved matters approval has already been granted for the first phase of development, and a live application is pending determination (both for residential).
- 3.27 The significant off site highway works are at the detailed design stage and are likely to be submitted for approval in the next 12 months. Both the landowner (LCC) and developer (MGDL) are committed to the delivery of the Site.
- 3.28 However, should the current permission not come forward, or if the permission needs to be amended for any reason, then the exclusion of the above wording from Policy EC6 has the potential to undermine and stifle the future development of the site (and the associated significant benefits that would be delivered).

Are there any omissions in the policy, and is it sufficiently flexible?

- 3.29 As stated above we believe that there is a fundamental omission from Policy EC6 which undermines its flexibility and therefore the Site's deliverability (if the current planning permission doesn't come forward).
- 3.30 The omissions have been explained above and are shown on the attached suggested Policy wording at **Appendix 4** and the Key Development Considerations at **Appendix 5**.

APPENDIX 1 — Extract from South Ribble Local Plan (April 2015)



**Local Plan
(Adopted July 2015)**

Justification

- 6.26 The site is appropriate for residential led development and other community and leisure uses if required by the Council; this is due to its location on the edge of the urban area and due to the size of the site. The site also offers the opportunity for a comprehensive development which can deliver the appropriate infrastructure and community/leisure facilities if necessary. There would be a need for a full Masterplan of the site which details the full development proposals.
- 6.27 Access to the site must be from Croston Road, Heatherleigh and Moss Lane (via the roundabout at Flensberg Way). Bannister Lane shall not be used to provide a permanent primary or secondary vehicular access to the site so that the character and amenity of the Lane is maintained. Section 106 or CIL contributions from the development would contribute towards local infrastructure improvements.

Employment Led Sites

Cuerden Strategic Site

Policy C4: Introduction

- 6.28 Cuerden is a sustainable and strategically significant site, capable of stimulating economic growth in Central Lancashire and the wider Lancashire sub region with the potential of attracting significant inward investment.
- 6.29 The Cuerden Strategic Site covers an area of 65 ha, which is to be developed with the necessary infrastructure requirements for high quality employment uses including commercial, industrial, retail and leisure uses.



Policy C4 – Cuerden Strategic Site

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

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

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

Policies Map Ref: J

Justification

6.30 The site is situated at a key gateway location within Central Lancashire between Leyland and the City of Preston, immediately adjacent to the intersection of the M6 and M65 motorways. From the north and south the site is accessed via junction 29 of the M6 and junction 1A of the M65 (which directly serves the site). The site is approached via Lostock Lane A582 and the A6, Stanifield Lane A5083 runs along the west of the site and Wigan Road A49 to the east. Whilst the site is well-located, its accessibility and connectivity will need to be strengthened through the masterplan. The wider area is already an important focus for commercial and retail activity with planned further construction at South Rings Business Park between the M65 and Lostock Lane. The Central Lancashire Highways and Transport Masterplan now includes a strategy for bringing forward strategic highways and transport infrastructure to support economic development within the area.

6.31 The majority of the site is in public ownership having transferred from the Homes and Communities Agency (HCA) ownership to the Lancashire County Council. It is the intention of the County Council and South Ribble Borough Council to accelerate the integrated and comprehensive development of this site. The key focus will be to bring forward new employment investment and opportunities to the local area and wider sub-region.

- 6.32 The site is currently un-serviced/agricultural land bordered by existing farmland and highways infrastructure. This location and setting has the potential to attract high profile new businesses and to deliver a high quality environment and landscape.
- 6.33 Whilst this 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.

BAE Systems, Samlesbury

Policy C5: Introduction

- 6.34 BAE Systems, Samlesbury, has been an important Strategic Site for many years, as allocated in the South Ribble Local Plan (2000) and identified in the Central Lancashire Core Strategy as a strategically significant site. It currently supports the local economy providing local employment opportunities and investment due to its specialised activities. However, it has the capability of stimulating economic growth in Central Lancashire, the wider Lancashire sub region and nationally, with the potential of attracting significant inward investment of an international scale.
- 6.35 In autumn 2011, the Chancellor of the Exchequer announced that an Enterprise Zone bid for Warton and Samlesbury had been approved. In line with this decision the following policy protects the strategic designation of the site including the BAE Systems Core Area and its operations, and supports the delivery of the Enterprise Zone which includes the necessary Green Belt release.

APPENDIX 2 — Extract from Side Wide Masterplan (April 2015)

Cuerden Strategic Site

Masterplan Report





1.0 Executive summary

The Cuerden Strategic Site (the site), located within the Borough of South Ribble provides a once in a generation opportunity to achieve a dynamic, sustainable, premium development that will generate significant economic and employment benefits across the region. The significance of the site as an economic driver for the area is supported further by its accessibility and location in an area that is home to a skilled population.

The masterplan for Cuerden has been generated through discussion with landowners, statutory consultees and other stakeholders to create a fully integrated, comprehensive development in the heart of Lancashire.

This report seeks to identify and describe the key principles which will in turn inform an approach to a masterplan that is viable and deliverable.

At the heart of the discussion is the site's inclusion in both the Central Lancashire Local Development Framework Core Strategy and the South Ribble Borough Council Site Allocations and Development Management Policies Development Plan (DPD); together with its integration with both strategic highway infrastructure and high quality environment.

The Preston, South Ribble and Lancashire City Deal (which is a 10 year strategic regeneration framework agreed by the Lancashire Enterprise Partnership (LEP), Local authority partners and Government) is the delivery vehicle for the acceleration of the Local Plan.

The site also forms a complementary part of a wider area of change and is allocated as a Major Site for Development in the Site Allocations DPD.

The 65 hectare site presents considerable opportunities to deliver a range of development to enhance its profile, helping to build critical mass. This is supported by the LEP's Strategic Economic Plan which intends to achieve strong and substantial growth across the sub-region.

The Site Allocations DPD local policy context sets specific objectives for the site and seeks to accelerate the integrated and comprehensive development of the site to deliver high quality employment uses including commercial and industrial, retail and leisure.

The Cuerden masterplan has been developed through consideration of a series of preliminary options in relation to the potential spatial structure of development tested against:

- A Landuse structure / character;
- Access and movement; and
- Development economics and phasing.

In turn, these issues have been reviewed in the context of the following key drivers:

1. Cuerden as a strategically important location bringing important benefits and impacts;
2. Development at Cuerden is a complementary part of a wider area of major change;
3. The site is the largest job creation site in the City Deal;
4. The immediate context introduces a wide variety of character influences and edge conditions to which development will make a 'bespoke' response;
5. Although greenfield, the site is already a 'place' in its own right, with features and characteristics to be respected and enhanced;
6. Development must be sensitive to integrate and complement wider landscape characteristics;
7. Maintaining quality throughout the development of Cuerden is paramount, this extends to all aspects of design including the buildings, highway and landscapes;
8. Highways and its supporting infrastructure has a strong influence over the character of the area and present some opportunities but also a number of barriers that need to be overcome;
9. Links to the strategic and local highway network are the key strength of the site alongside great potential for sustainable transport modes;
10. A balanced approach to sustainable access that considers all modes and all activities;
11. The scale of the site is a defining opportunity - enhancing profile and flexibility, and helping to build critical mass that in turn will achieve daytime and evening activity;
12. Development and developers must appropriately manage ecological impacts and must demonstrate that the need for the development overrides the need to protect the sand and gravel resource;
13. The local policy context sets specific objectives for the site, but provides a flexible framework. A viable masterplan for the whole site is required which can bring forward development to provide the infrastructure to unlock the site and which can be implemented at the earliest opportunity;
14. Development will be subject to the National Planning Policy Framework and local Planning Policy Guidance and associated tests; and
15. Cuerden must continue to be differentiated and unique in the market place, offering a Unique Selling Point (USP) that would stand apart from typical 'out of town' employment locations and complement 'centres first' policy objectives.

The scale and complexity of the opportunity at Cuerden requires a certain mix of uses and an orderly approach to the delivery of individual development sites. The masterplan provides a comprehensive strategy that achieves this and an overall pattern and scale of development that is appropriate.

High value enabling development is essential in facilitating comprehensive, early development and long term employment opportunities. The scale of infrastructure investment that is required before land can be made available to occupiers could not be provided solely by employment uses (offices, manufacturing and logistics) on their own

but once the Strategic Access Infrastructure is in place, the remainder of Cuerden will be viable; including being capable of sustaining future Infrastructure (i.e. further roads and services to unlock parcel development).

Moreover, with the Strategic Access Infrastructure in place, access to these sites will be immediately available. This will significantly enhance the attractiveness of the site to occupiers that require accessible, serviced and unencumbered sites and therefore lead to an acceleration of take-up.

Figure 1.1 Wider context

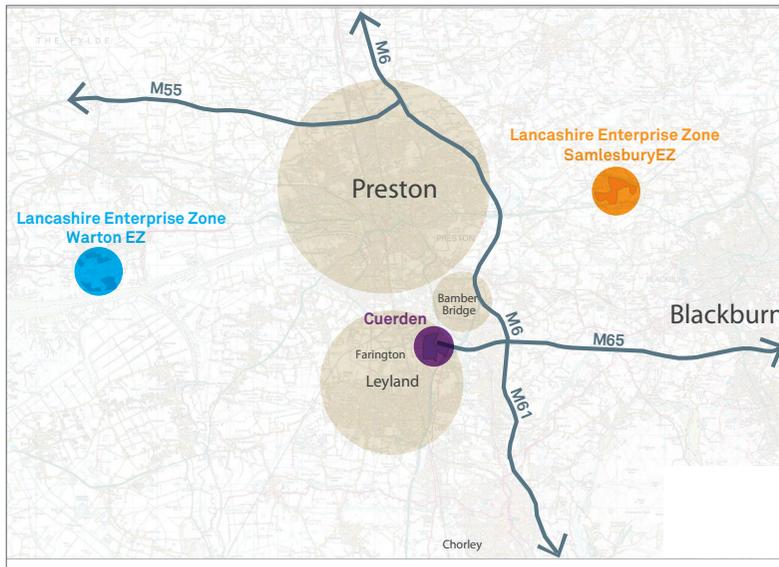


Figure 1.2 Local context



Lands-use structure/ character

4.1 Cuerden as a strategically important location bringing important benefits and impacts

Cuerden will be a key driver of economic growth and job creation in the sub region.

The Central Lancashire Local Development Framework (LDF) Core Strategy (prepared jointly by South Ribble, Chorley and Preston Councils) recognises Cuerden as being of strategic importance to Lancashire and beyond.

In addition, the South Ribble Borough Council Site Allocations and Development Management Policies Development Plan Document – Partial Version (November 2013) (DPD) confirms its allocation as a Major Site for Development.

The site not only lies at the meeting point of the M6, M61 and M65, but a number of key roads in the strategic network converge here, including the A6, A49 and the A582 Farington Road. The latter connects through to form part of the proposed South Ribble Western Distributor (a key City Deal project).

Immediate proximity to the motorway network is a key asset, ensuring profile and connectivity to existing knowledge based industries and the cultural and leisure attractions in Central Lancashire and beyond. The West Coast Mainline also lies within close proximity of the site.

The proximity of high quality countryside and environmental assets is also a key factor. Quality of place is defined by accessibility of the Forest of Bowland, the Fylde coastline and the West Pennine Moors.

More locally, Cuerden lies at the heart of an area with strong quality of place characteristics. The site is integrated with a network of green space comprising award winning green flag parks, extensive open spaces, and a recently commissioned Central Park.

The site is adjacent to a corridor of Green Belt countryside which separates Leyland from the Preston conurbation. Although the adjacent land's Green Belt designation will require appropriately sensitive development and design response, it also provides an attractive open setting, green space and countryside views.

This includes a close relationship with Cuerden Valley Park, although the M6 (and to a lesser extent, the A49) create physical and psychological barriers between them.

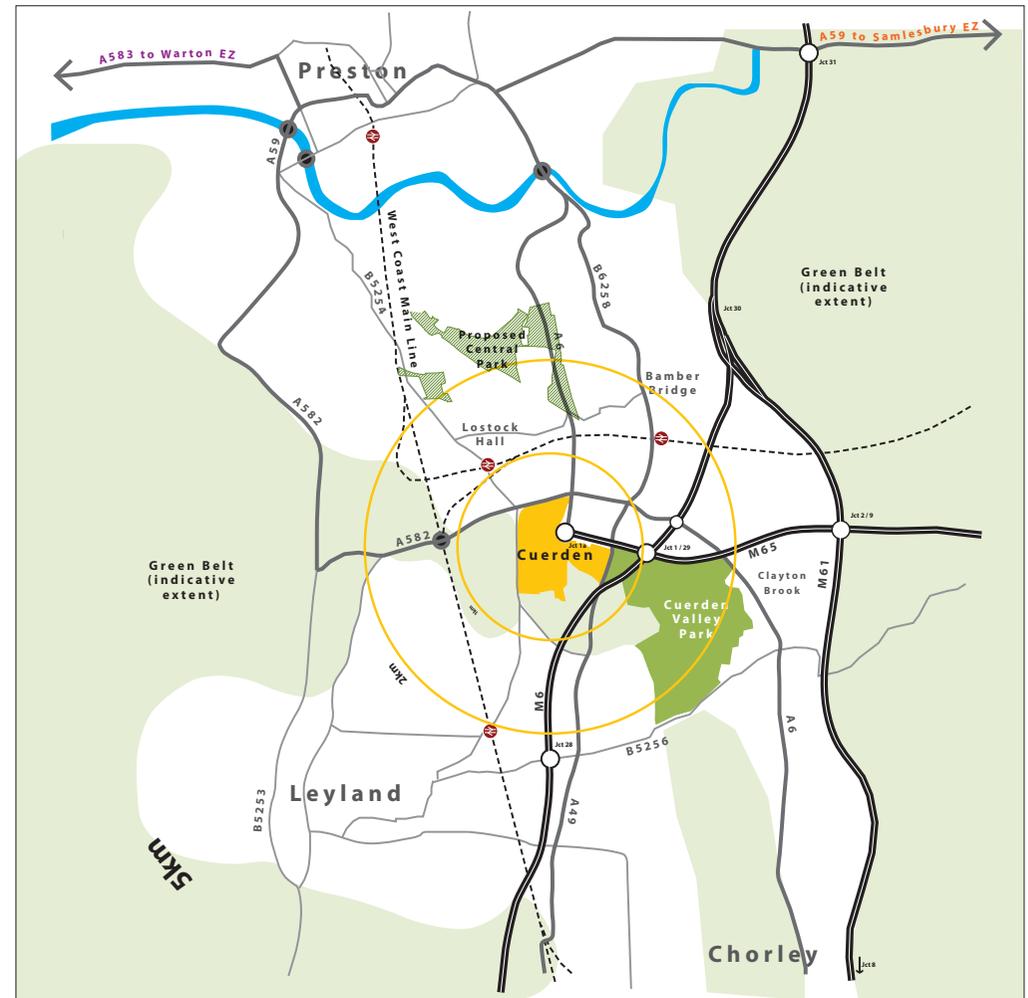


Figure 4.1 Wider location and connections

5.0 Strategic highway improvements

5.1 Infrastructure improvements

Comprehensive development at Cuerden will require delivery of infrastructure changes to support needs for all modes of transport. These include both motorised and non-motorised modes to ensure that the site is accessible and sustainable, satisfying national guidance.

The proposed strategic highway improvements illustrated in this section have been generated to maximise performance and reliability of the highway and transport systems in relation to the local highway and motorway networks, together with the needs of the existing Cuerden area. It has been developed using a technical evidence base, local knowledge and an understanding of other influences such as those contained in the CLHTM. The strategic highway interventions provide direction and guidance relative to the requirements and progression of development within the Cuerden area.

The following indicative infrastructure improvements relate to development of the whole site. They are therefore subject to testing through detailed planning application (in line with a proper planned approach and not piecemeal) and over a period of time will be phased in line with assessed impacts (prior to delivery where necessary).

Interventions proposed outside the site boundary are as follows but not limited to:

M65

- Speed reduction measures on M65;
- Advance Sign Measures towards roundabout (M65 and on M6 slip); and
- Potential VMS on M6 with Signing or Gantry on off slip.

M65 terminus roundabout

- Signalisation of the M65 terminus roundabout with additional approach and circulating lanes (primary access).

Link between Terminus roundabout and A582 Lostock Lane/A6 London Way signalised roundabout

- Additional north bound lane; and
- Potential pedestrian bridge over this highway with gateway signing, linking South Rings with Cuerden.

A49 Wigan Road

- Pedestrian/cycle provision providing a continuous route from the built environment south to and including the A6. These will include Toucan provision over the A6 (some of these changes will also be a requirement to development within South Rings);
- Signalised junction; and
- Quality standard bus stop/shelter.

A582

- Toucan crossing over highway linking site to existing built environment;
- Quality bus stop/shelter; and
- Other changes on the A582 and at the existing Stanifield Lane roundabout to be delivered as part of City Deal.

A5083 Stanifield Lane

- Pedestrian and cycle provision with Toucan crossing and a quality standard bus stop/shelter.

B5254 Watkin Lane

- Delivery of a rapid transit corridor with small scale improvements delivered as highlighted in the Central Lancashire Highway and Transport Masterplan, delivered through City Deal.

B6258 Station Road

- Delivery of a rapid transit corridor with small scale improvements delivered as highlighted in the Central Lancashire Highway and Transport Masterplan, delivered through City Deal.

Interventions proposed inside the site boundary are as follows:

- LCC will work with developers with land interests at Cuerden to agree optimal locations and technical solutions to ensure that each development area is accessed in an appropriate way;

- Single access from the roundabout at the terminus of M65, providing a dual carriageway on its length with additional lanes at the junction with the M65;
- Single carriageway spine roads within the site itself with additional lanes on approaches to junctions where necessary, with each developer providing internal estate roads. All roads will include pedestrian provision and key routes will also include combined cycle/pedestrian provision which will also be illuminated;
- Signalised access onto the A49 with right turn storage on the A49 pedestrian and cycle provision links to the Cuerden Valley Car park (with supporting management);
- Future priority access to Stanifield Lane with pedestrian and cycle provision and public transport infrastructure (where appropriate) to the south of the site;
- The internal road network to include Quality bus stops to ensure that all elements of the site can be accessed within reasonable walk distances;
- Pedestrian/cycle access from the A49 Wigan Road at the south of the site linking into internal pedestrian/cycle infrastructure; and
- Suitable treatment on Stoney Lane and Old School Lane to maintain its local use to ensure it is not used by development related motorised vehicles.

7.4 Summary of viability issues

The scale of opportunity at Cuerden requires an ordered approach to delivery of individual development tranches. The masterplan provides a comprehensive strategy that considers both early enabling work and the overall pattern and scale of development. The key issues that have been considered are as follows:

- Releasing land for development is dependent on significant investment in off-site and on-site Strategic Access Infrastructure (roads & services). The mix and phasing of uses must therefore be capable of facilitating this investment by the private sector;
- The initial phase and associated strategic access infrastructure must enable other future commercial uses for example; business, manufacturing and logistics development to be accommodated on a viable basis and without delay;
- High value enabling development must therefore be on a scale that is commensurate with the level of investment that is required for the private sector delivering the strategic access infrastructure;
- The mix of uses on site are designed to both maximise employment opportunity while ensuring delivery of the site as a whole;
- Each development phase should have a viable landuse mix in its own right;
- Development phases must complement delivery of overall landuse structure / character areas;
- Crucially, the objective is to achieve the comprehensive development of the entire site; and
- 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 across their land. This mechanism will be formalised into appropriate agreements prior to commencing the first phase of development.



8.0 The preferred masterplan, viability, phasing and conclusions

8.1 The preferred masterplan

The masterplan illustrated in this section of the report has been generated through a comprehensive process of engagement and dialogue with a broad range of public and private sector stakeholders. It demonstrates how the overall vision can be achieved in a format that complies with planning policy requirements. Evolution of the masterplan has at each stage been determined through a balanced approach that takes into account matters highlighted through scenario testing, the viability studies and flexibility identified in the spatial framework.

The resulting preferred masterplan has the potential to integrate environmental, economic and social objectives within a strong spatial framework which has good design at its core.



Figure 8.1 Preferred masterplan

8.2 Viability and phasing

The scale and complexity of the opportunity at Cuerden requires a certain mix of uses and an orderly approach to the delivery of individual development sites. The masterplan provides a comprehensive strategy that achieves this and an overall pattern and scale of development that is appropriate. The plan addresses the following issues:

- **An Initial Phase** of high value enabling development of sufficient scale to generate the value to sustain and deliver the on and off site Strategic Access Infrastructure (roads and services); and
- Creating a resultant platform to unlock viable development across the rest of the Cuerden site. The initial strategic access infrastructure investment will 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 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 this Strategic Access Infrastructure is in place, the remainder of Cuerden will 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 Infrastructure in place, these sites will be immediately available. This will significantly enhance the attractiveness of the site to occupiers that require serviced and unencumbered sites and therefore lead to an acceleration of take-up.

8.3 Conclusions

This report represents a thorough assessment and appraisal of Cuerden given the long-term aspirations of the land owners and local regeneration partners to facilitate private sector led growth. It integrates environmental, economic and social objectives with a strong spatial framework that has good design and place making at its core. It puts forward a masterplan that is viable and deliverable.

Cuerden has been at the forefront of local policy objectives around employment and growth for a long time. It is essentially an attractive and viable site but the sheer scale of the investment required to release land will remain a barrier to achieving local objectives without the mix of uses and phasing identified within this plan. This, coupled with a recovering economy and mechanisms such as the Preston, South Ribble and Lancashire City Deal, will create the conditions that are conducive to realising the potential of this important Site.

The masterplan provides a spatial framework which:

- Is comprehensive and coordinated – stitching together physical assets and providing smooth transitions between uses and characteristics;
- Is accessible and permeable to enable ease of movement into and through the site; and

- Is deliverable – through recognition that investment on the Cuerden site can come forward in phases over a number of years.

The masterplan recognises that individual planning applications will need to be brought forward in accordance with NPPF and Planning Policy Guidance and will need to satisfy requirements in the National and local lists set out in this masterplan.

It is 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 will unlock further long term prosperity in Central Lancashire.

APPENDIX 3 — Outline Planning Permission LCC/2022/0044

PLANNING PERMISSION

Application by Lancashire County Council and Maple Grove Developments Limited

Part I – Particulars of application

Date of application: **19 August 2022** Application No. **LCC/2022/0044**

Particulars and location of development:

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) and the provision of associated car parking, access, public open space, landscaping and drainage at Cuerden Strategic Site, East of Stanifield Lane, North of Clayton Farm, West of Wigan Road, Lostock Hall

Part II – Particulars of Decision

The **Lancashire County Council** hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted 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 shall not exceed 160,000 sqm. 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:

- a) The sequence in which phases of the development are to be commenced.
- b) 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.
- c) 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 in writing 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 in writing.

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 County 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 CEMP.

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 construction in accordance with guidance set out in British Standard BS 5228: 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 DVSA 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 land users 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 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 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 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.

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.
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;
- a) All areas of development related parking, setting out the layout, means of access and egress to areas vehicle parking.
 - b) The provision of electric vehicle charging points.
 - c) Car park layouts including 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 in accordance with the approved details 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 the 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-P20 - 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 agreed, in writing, by the County Planning Authority in consultation with the Lead Local Flood 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 County 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 creep Calculations 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 County 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 Central Lancashire Adopted Core Strategy and Policy G17 of the South Ribble Local Plan.

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 County 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 County Planning Authority. The scheme shall include:
- a) A survey that identifies the exact location of the water mains;
 - b) The potential impacts on the water mains from construction activities (including the construction compound);
 - c) 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
 - d) 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.

Heloise MacAndrew

Date: 12 December 2023

**Heloise MacAndrew
LANCASHIRE COUNTY
COUNCIL DIRECTOR OF
LAW AND GOVERNANCE**

Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

NOTE:

1. Appeals to the Secretary of State

You can appeal a planning decision if any of the following apply:

- You were refused planning permission.
- You were granted planning permission but subject to conditions that you object to.

Details of the planning appeals service can be found at the following address:

<https://www.gov.uk/appeal-planning-decision>

If you want to appeal, then you must do so within 6 months of the date of this notice, using a form which you can get from the Planning Inspectorate, Registry/Scanning Room, 3/01B Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

2. Purchase Notices

If either the local planning authority or the Secretary of State for Communities and Local Government and the Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District/Borough Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

- 3.** In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State for Communities, Local Government and the Regions on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely sections 70 and 72(1) of the Act.

APPENDIX 4 - Suggested Amendments to Policy EC6

SUGGESTED AMENDED WORDING

Policy EC6: Mixed Use Allocations South Ribble

1. The following site is allocated and protected for mixed use development.

Ref	Location	Total Site Area (ha)	Site Area for Housing (ha)	Number of Dwellings	Site Area for Employment (ha)	Employment Use Class
EC6.1	Cuerden	66.00	16.00	220	50.00	E(g), B2, B8
		66.00	16.00	220	50.00	

2. Key development considerations regarding Cuerden are set out within Appendix 6. Development meeting these considerations will be supported.

3. Alternative uses may be acceptable where they are clearly demonstrated to be necessary to fund essential infrastructure.

4. A wintering bird survey is required alongside any planning application in accordance with Policy EN7 to provide certainty that the loss of functionally linked land within the site allocation will not adversely affect the integrity of Special Protection Areas (SPAs) and Ramsar sites.

APPENDIX 5 — Suggested Amendments to Key Development Considerations

SUGGESTED AMENDED WORDING

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APPENDIX 6 – KEY DEVELOPMENT CONSIDERATIONS

Site Ref	EC6.1
Site Area (Ha)	66
Settlement	Lostock Hall, Farrington East ward.
Amount/type of development (indicative)	Employment led mixed use. Proposed Proposals to include c. 50 hectares of employment land, c. 220 dwellings.
Masterplan	Development of the wider Cuerden site should where possible accord with the adopted Cuerden Masterplan (April 2015) or future versions. The scale of any non-employment 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. All applications for development, including applications for the approval of reserved matters, should demonstrate that they would not prejudice the delivery of land elsewhere within the Cuerden allocation and where possible enhance the prospects of land elsewhere within the wider site being developed.
Planning Obligations (ID2)	A planning contribution is likely to may be required to help mitigate the impacts of development and in line with policy ID2.
Designated Sites for Nature Conservation (EN7)	To provide certainty that the loss of functionally linked land within the site allocation will not adversely affect the integrity of SPA and Ramsar sites, a wintering bird survey is required alongside any planning application in accordance with Policy EN7.
Flood Risk (EN10)	The level 1 SFRA indicates a limited surface water risk on parts of the site which do not benefit from planning permission . Flood risk should be manageable through careful consideration of site layout and design.

Drainage (EN11)	United Utilities (UU) indicate that the site does not have access to a foul sewer. There is a record of sewer flooding in the vicinity of the site. Early dialogue with UU will be required prior to the submission of a planning application. Attention will be required to drainage within and from the site to ensure that there is no impact on surrounding watercourses.
Heritage assets and archaeology (EN13)	There is a Grade II Listed Building within the site, The Old School House. Depending on location of development proposals, a Heritage Assessment should be provided to assess the impact upon its setting. Mitigation may then be necessary. There were archaeological investigations on the site in 2018. Early dialogue is advised with Lancashire County Council Archaeological Unit prior to the submission of a planning application.
Phasing and Infrastructure Delivery Schedule	A Phasing and Infrastructure Delivery Schedule will be required for subsequent any planning applications, to identify how the site's essential infrastructure will be delivered in a comprehensive manner.
Highways (ST1/ ST2)	Early dialogue is recommended with the Highway Authority, prior to the submission of further any planning applications, to ensure appropriate access and local highway network mitigation is provided. Development layout and scheme detailing should provide good connectivity to the established Public Rights of Way network including mitigation of any adverse impacts.
Ecology (EN9)	Potential ecological impacts must be considered as part of any planning application for developing the site due to its largely greenfield nature.