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Architecture + Building Surveying + Town Planning

**Central Lancashire Local Plan Examination
Written Statement on behalf of Leyland Trucks Ltd
in respect to Matter 9 – Employment Land Need and Allocations**

5th November 2025

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1.0 INTRODUCTION

- 1.1 This Statement is made in respect to Matter 9 – Employment Land Need and Allocations of the Central Lancashire Local Plan Examination on behalf of Leyland Trucks Ltd and their representations in support of allocation ref. EC4.1 in the Central Lancashire Local Plan. The specific answers are set out in section 5 with the remainder of the document providing context to the position put forward by Leyland Trucks.
- 1.2 Leyland Trucks are a major employer in South Ribble and therefore in Central Lancashire as a whole. They have invested heavily in their 86 acre estate in Leyland and plan to continue this scale of investment for many years to come, including developing land adjacent to the existing factory premises.
- 1.3 The land under allocation ref. EC4.1 represents the only opportunity to expand the existing premises on a large scale and the site remains a key element of future growth at the factory.

2.0 BACKGROUND

- 2.1 Truck -building in Leyland began with the formation of the 'The Lancashire Steam Motor Company' in 1896. The first petrol-engined vehicle, nicknamed 'the Pig', was produced in 1904, followed a year later by the supply of the first Leyland bus for service in London. In 1907 the company absorbed the steam wagon builder Coulthards of Preston, adopting the name of Leyland Motors Limited later in the year.
- 2.2 The 1930s continued the development of the well received range and introduced the first diesel engines.
- 2.3 Trolleybuses and fire-engines also became well established in the line-up of products but the outbreak of the second world war led to a change in direction and the manufacturing of tanks and other military vehicles.
- 2.4 The 1950s saw a massive expansion of Leyland Motors as the famous UK makes of Scammell Lorries and Albion Motors were acquired, and the company became a major supplier to international markets.
- 2.5 The 1970s were a challenging period for Leyland although at the end of the decade the new T45 range was announced and a new £33 million assembly plant opened on the outskirts of Leyland to produce the new model, which is now the home of the current day Leyland Trucks.
- 2.6 The truck operation had been drastically rationalised by early 1980s, but it was a management buyout at Leyland Trucks in June 1993 that proved the salvation of truck-building in the town. A new arrangement with DAF established that Leyland Trucks sells to the UK and European markets through 'new DAF'.
- 2.7 In 1996 PACCAR acquired DAF and in 1998 Leyland Trucks. The period since 1998 has seen substantial growth in volumes and profit, and significant investment in product, facilities and people. The scene for continued success for Leyland Trucks is well set.
- 2.8 Leyland Trucks operates from one of Europe's most advanced truck assembly facilities, the Leyland Assembly Plant. The company, employing 1000 people, manufactures the full range of DAF product, of which approximately 40% is exported to all European Union markets and the wider world. The Company's future development is focused on the use of leading edge applications of information technology in all aspects of truck design, manufacture, procurement and logistics.
- 2.9 Leyland Trucks is one of PACCAR's global group of businesses and is one of Britain's leading manufacturing companies. It is PACCAR's established centre for light and medium duty truck design, development and manufacture.

2.10 PACCAR is a global technology leader in the design, manufacture and customer support of high-quality light-, medium- and heavy-duty trucks and also designs and manufactures advanced diesel engines, provides financial services and information technology, and distributes truck parts related to its principal business. PACCAR also designs and manufactures advanced diesel engines and provides financial services and information technology and distributes truck parts related to its principal business. PACCAR is headquartered in Bellevue, Washington, USA.

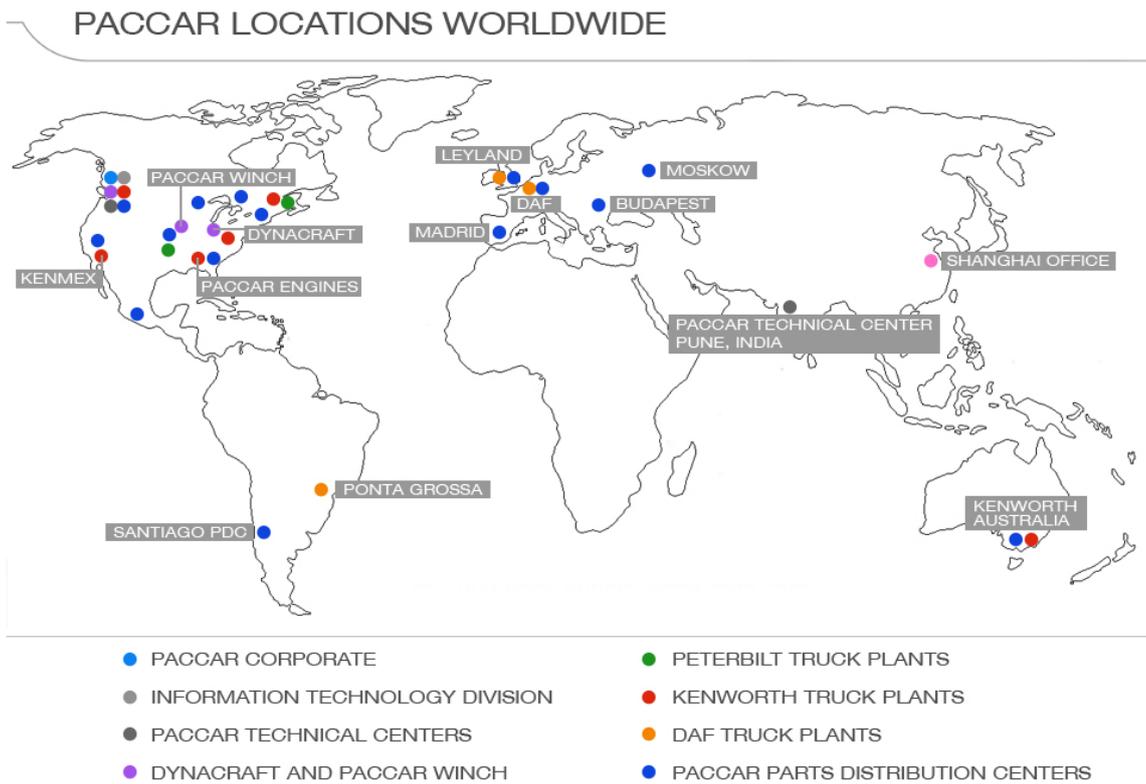


Fig.1 Location of Leyland Trucks in relation to other PACCAR locations worldwide

2.11 To give an indication of the scale of PACCAR, of which Leyland Trucks is an essential element, the company had a turnover of \$33.66 billion in 2024. The financial results for 2025 so far, are as follows:

PACCAR’s financial results for the third quarter of 2025 include:

- Consolidated net sales and revenues of \$6.67 billion.
- Consolidated net income of \$590.0 million.
- Global truck deliveries of 31,900 units.
- Record PACCAR Parts revenues of \$1.72 billion.

- PACCAR Parts pretax income of \$410.0 million.
- PACCAR Financial Services pretax income of \$126.2 million.
- Capital investments of \$156.0 million and R&D expenses of \$111.0 million.
- Cash generated from operations of \$1.53 billion.

PACCAR's financial results for the first nine months of 2025 include:

- Consolidated net sales and revenues of \$21.62 billion.
- Consolidated net income of \$1.82 billion and adjusted net income of \$2.08 billion.
- PACCAR Parts pretax income of \$1.25 billion.
- PACCAR Financial Services pretax income of \$370.5 million.
- Capital investments of \$549.0 million and R&D expenses of \$339.3 million.
- Cash generated from operations of \$3.27 billion.

- 2.12 Leyland Trucks has recently unveiled the successful completion of its £5.1m Zero Emissions Truck Testing Automation (ZETTA) project – a landmark initiative that will accelerate the UK's transition to zero-emission road transport and strengthen its position as a leader in clean commercial vehicle manufacturing.
- 2.13 Launched in 2023 in collaboration with the APC, HSSMI and Expert Technologies Group, the two-year ZETTA project was backed by joint government and industry funding, facilitated via the APC to Leyland Trucks.
- 2.14 Through ZETTA, Leyland Trucks has expanded its electric vehicle production capabilities, with the capacity to deliver battery electric DAF trucks at greater scale.
- 2.15 Over the course of the project, the company has introduced two new advanced assembly lines for electric drive modules and high-voltage battery systems, while also automating key safety processes such as protective earth and leak testing, and the fitting of Main Service Disconnect (MSD) units. These advancements have improved both efficiency and operator safety. The project also saw the digitisation of the 86-acre Leyland site, enabling new processes and equipment to be tested virtually before physical installation – a major leap forward in reducing downtime and accelerating innovation.
- 2.16 In parallel, a detailed feasibility study into high-voltage battery pack assembly has created a clear roadmap for the next phase of development, ensuring Leyland Trucks is well positioned to scale as demand for zero-emission trucks grows.

3.0 SITE DESCRIPTION

3.1 The site known as Land north of Lancashire Business Park extends to some 9.2 ha. It is broadly rhombus shaped and contained by the A582 Farington Road to the north, the remainder of the Leyland Trucks site to the south and Croston Road/Fowler Road to the west and east respectively.



Fig. 2 Location of Allocated Land and its Relationship to Leyland Trucks/PACCAR

3.2 The site is relatively level and currently down to grass, with the area divided up by broken hedgerows. A public footpath runs along the northern boundary but the site is subject to trespass with walkers, in

particular dog walkers, wandering over much of the site. The River Lostock cuts through the western end of the site. The site is wholly under the control of Leyland Trucks.

- 3.3 The site shares a boundary of almost 500m with the main Leyland Trucks estate immediately to the south. The main internal circulatory route around the factory site runs along this boundary and an access could be opened up into the site without the need to access public roads. Alternatively, access could be taken direct off Centurion Way.

4.0 PLANNING HISTORY

- 4.1 Over the last 30 years or so there have been many planning applications submitted by Leyland Trucks to expand and/or improve their premises at Croston Road. Some of these applications were to increase the capacity of operations at the factory whilst others were to introduce new technologies or access new markets.
- 4.2 The sheer number of applications over this period demonstrates that the company is always looking to grow and innovate, a trend that will continue for the foreseeable future.
- 4.3 The applications are summarised in Table 1.

Prior Approval for the installation of Solar PV system totalling 4000kWp to the roof Ref. No: 07/2024/00268/PAP Validated: Tue 09 Apr 2024 Status: Unknown
The installation of battery storage upon new concrete hardstanding and excavation works to the existing embankment to provide storage for cooling metal containers with associated infrastructure and drainage works. Ref. No: 07/2023/00598/FUL Received: Mon 24 Jul 2023 Validated: Mon 14 Aug 2023 Status: Unknown
Works to provide a temporary truck storage area within the curtilage of the existing industrial / warehouse buildings, through the provision of metal plates upon an existing area of grass. Ref. No: 07/2022/00959/CLD Received: Fri 25 Nov 2022 Validated: Fri 25 Nov 2022 Status: Unknown
Relocation and provision of additional external doors to the eastern elevation and installation of 4 flues to the shop building Ref. No: 07/2021/00954/FUL Received: Fri 03 Sep 2021 Validated: Fri 03 Sep 2021 Status: Unknown
Extension to provide a cab drying unit to the southern elevation to replace existing Ref. No: 07/2019/0413/FUL Received: Tue 08 Oct 2019 Validated: Wed 16 Oct 2019 Status: Unknown
Erection of canopy over existing delivery bay doors to the south elevation Ref. No: 07/2017/2799/FUL Received: Thu 14 Sep 2017 Validated: Fri 15 Sep 2017 Status: Unknown
Erection of third floor extension over existing office block, installation of ramped access and alterations to external elevations Ref. No: 07/2014/0149/FUL Received: Fri 07 Mar 2014 Validated: Mon 10 Mar 2014 Status: Unknown
8.0m high enclosure for cab entry to main factory Ref. No: 07/2009/0746/FUL Received: Thu 10 Dec 2009 Validated: Thu 10 Dec 2009 Status: Unknown

External cladding of building within business park Ref. No: 07/2007/0704/FUL Received: Mon 09 Jul 2007 Validated: Mon 09 Jul 2007 Status: Decided
Construction of new road to western side of existing car park and modification of existing highway and car park Ref. No: 07/2006/1144/FUL Received: Mon 06 Nov 2006 Validated: Thu 09 Nov 2006 Status: Decided
Formation of 4 No. Vehicle compounds with 2.4m high security fencing around and security lighting to compound No 4 Ref. No: 07/2006/0391/FUL Received: Wed 26 Apr 2006 Validated: Thu 08 Jun 2006 Status: Decided
Erection of new industrial building adjacent main building Ref. No: 07/2006/0095/FUL Received: Thu 02 Feb 2006 Validated: Thu 23 Feb 2006 Status: Decided
Re-location of bicycle sheds. Ref. No: 07/2005/0597 Received: Mon 20 Jun 2005 Validated: Mon 20 Jun 2005 Status: Decided
Siting of 3 No air replacement plants on roof. Ref. No: 07/2005/0391 Received: Fri 15 Apr 2005 Validated: Fri 15 Apr 2005 Status: Decided
Re-cladding of existing premises and siting of 4 No. air conditioning units on roof. Ref. No: 07/2005/0209 Received: Tue 01 Mar 2005 Validated: Tue 01 Mar 2005 Status: Decided
Signage scheme to existing premises. Ref. No: 07/2005/0205 Received: Fri 25 Feb 2005 Validated: Fri 25 Feb 2005 Status: Unknown
Erection of pump house building. Ref. No: 07/2003/0275 Received: Tue 18 Mar 2003 Validated: Tue 18 Mar 2003 Status: Decided
Erection of two storey office block and 2 No canopies to distribution centre. Ref. No: 07/2003/0065 Received: Mon 27 Jan 2003 Validated: Mon 27 Jan 2003 Status: Decided
Extension to modular building Ref. No: 07/2002/0779 Received: Tue 10 Sep 2002 Validated: Tue 10 Sep 2002 Status: Decided
Single storey extension to form paint store/paint mix building. Ref. No: 07/1996/0255 Received: Wed 01 May 1996 Validated: Wed 01 May 1996 Status: Decided
Single Storey Extension. Ref. No: 07/1995/0805 Received: Wed 20 Dec 1995 Validated: Wed 20 Dec 1995 Status: Decided

Table 1 Summary of Previous Planning Applications

5.0 MATTER 9 – EMPLOYMENT LAND NEED AND

ALLOCATIONS

Issue 9 - Are the proposed employment allocations justified, effective, developable, deliverable, in line with national policy and otherwise soundly based?

5.1 In respect to Issue 9, our response is given in respect to site EC4.1 only. We have no comments to make on the other allocations within the Plan.

5.2 In response to Questions 9.1 and 9.2, a number of the questions are weighted towards the local planning authority and we are not best placed to respond to those. However, in order to assist the Inspectors, we provide the following information in a general response to 9.1 and 9.2:

Planning Status

5.3 Site EC4.1 is the largest allocated employment site in South Ribble, extending to some 9.2ha and therefore clearly forms an essential element of future employment land development within the Borough of South Ribble.

5.4 The site was previously allocated in the South Ribble Local Plan for employment development which again was supported at that time by Leyland Trucks.

Ownership

5.5 The land is wholly under the control of Leyland Trucks [Fig. 3] and ultimately their parent company PACCAR who had a turnover of over \$30 billion in 2024. PACCAR have shown a major commitment to Leyland Trucks over the years, most recently in their support for the ZETTA project and their investment in the digitisation of the Leyland plant. They are clearly in the position to fund further development in due course.

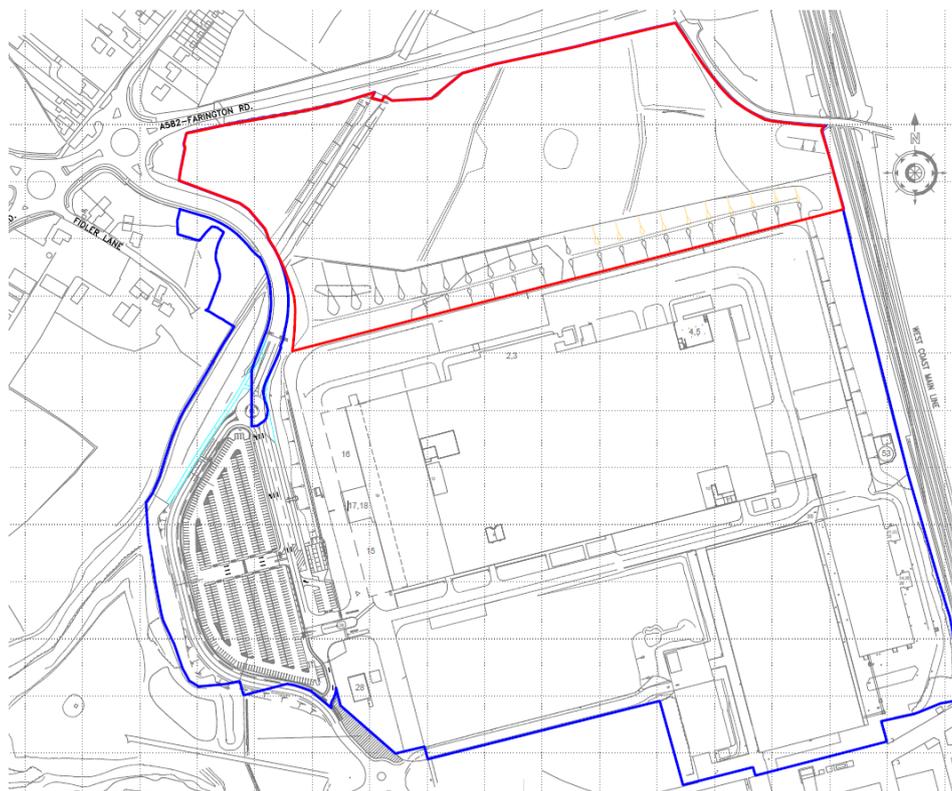


Fig. 3 Land Controlled by Leyland Trucks [highways now controlled by LCC]

Access

- 5.6 There are two alternative ways of accessing the site. As an expansion of the existing Leyland Trucks premises, access can be taken directly north from the existing perimeter route within the Leyland Trucks complex. Alternatively, if direct access is required to the highway network, this is available from Centurion Way to the west of the site.

Viability

- 5.7 The locational benefits to Leyland Trucks of being able to expand directly onto adjacent land are substantial. The efficiencies of having different departments working alongside one another rather than in separate locations around the country are such that investment in the site remains of substantial benefit. In any event, given the previous development in the immediate vicinity, there is no indication that the costs of development would be beyond what would be expected for a development of this nature.

Constraints

- 5.8 Site EC4.1 is subject to planning constraints in the same way that any such allocation of this nature is likely to be. A portion of the site lies within a flood zone [Fig. 4]. However, there are no other known constraints. This is taken into account in the allocation with regard to the developable area. However, it is considered that this is not a significant constraint as a development on a greenfield site of this nature would require land to be set aside for BNG and the land within the flood zone would be the ideal element of the site for this purpose. Furthermore, as a truck manufacturer there is always a requirement for storage and parking areas within the site which again could utilise parts of the flood zone provided permeable surfaces and attenuation were incorporated in any future development.

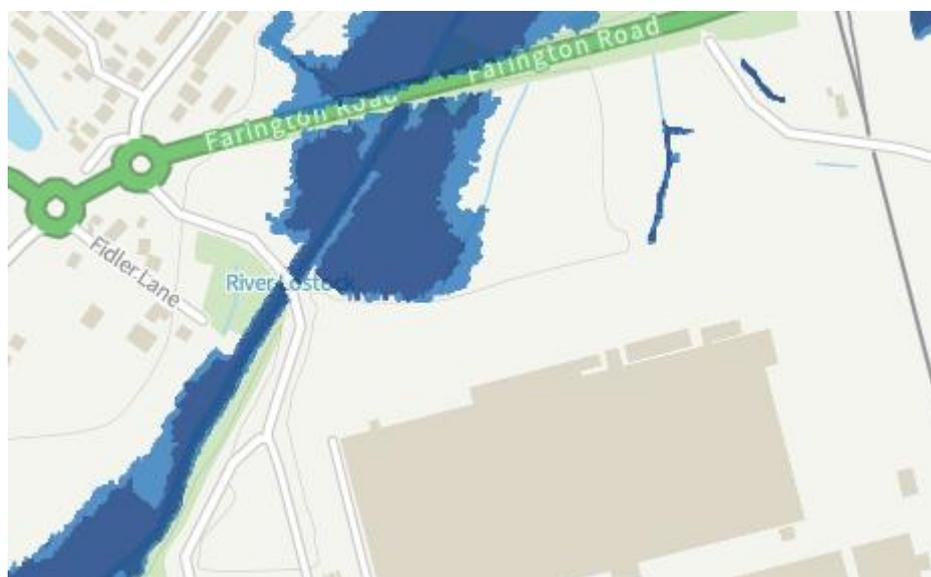


Fig 4. Extract from EA Flood Map

Commitment to Future Growth and Expansion

- 5.9 Leyland Trucks, most recently supported by their parent company PACCAR have continually invested in their premises since they were founded over a 100 years ago. Recent investments have brought modernisation of the plant to make it one of the most advanced in the country and enabled an expansion of the electric truck market. This expansion is due to continue and there will be a need for additional production space on the site at Leyland to avoid having to rely on premises off site which are invariably less efficient in terms of moving stock and deliveries etc.

6.0 CONCLUSION

- 6.1 The proposed allocation for employment land under ref. EC4.1 remains supported by Leyland Trucks. The land is under the sole control of Leyland Trucks and remains part of their long-term strategy for the expansion and improvement of their factory at Croston Lane.
- 6.2 Leyland Trucks is one of Britain's leading manufacturing companies and is PACCAR's established centre for light and medium duty truck design, development and manufacture. The existing premises have been subject to an ongoing programme of improvement over many years and the subject land has been identified as being suitable for further expansion of the business to increase turnover. This will also result in the creation of a significant number of new jobs, as well as supporting the existing 1,000 jobs on site. It is expected that this further expansion, on the back of recent works aimed at the electric market will take place early in the new plan period.
- 6.3 As such, the employment allocation is not only supported but is essential to the future success of Leyland Trucks, one of South Ribble's, and therefore Central Lancashire's most important employers.

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