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(RV - pages 50 - 51.)



# Joint Lancashire Minerals and Waste Local Plan

## Site Allocation and Development Management Policies - Part Two



September 2013



## Text is available in large format on request

This document has been prepared by the Joint Authorities of Blackpool Council, Blackburn with Darwen Borough Council and Lancashire County Council

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এই ঠিকানায় অনুরোধ করলে এই রিপোর্ট ও প্রমাণমালা উর্দু, শুজরাভী, বাংলা এবং পাঞ্জাবী ভাষায় অনুবাদের ব্যবস্থা করা যেতে পারে।

ઉદ્, સુજરાતી, બંસાળી અને પંજાબી ભાષામાં આ રીપોર્ટ અને પ્રમાણભીના અનુવાદનો પ્રબંધ, આ સરનામા પર વિનંતી કરવાથી થઈ શકશે.

ਇਸ ਰਿਪੋਰਟ ਦਾ ਉਰਦੂ, ਗੁਜਰਾਤੀ, ਬੰਗਲਾ ਅਤੇ ਪੰਜਾਬੀ ਤਰਜੁਮਾ ਅਤੇ ਪ੍ਰਮਾਣਵਲੀ ਇਸ ਪਤੇ ਤੇ ਮੰਗ ਕਰਨ ਤੇ ਮਿਲ ਸਕਦਾ ਹੈ।

اس پتے پر درخواست کرنے سے اس رپورٹ اور سوالنامے کا اُردو، گجراتی، پنجابی یا بنگالی زبانوں میں ترجمے کا انتظام کیا جاسکتا ہے۔

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## **1 Inert Waste Recycling**

**Areas identified in this section are allocated under Policy WM4 for the use of facilities for processing and recycling inert wastes. The areas identified are working quarry sites and developments will be restricted to any existing time-limits or to other valid planning conditions (including agreed restoration schemes) that may apply to the sites.**

**The allocation delineated by the red line on the following plans marks the extent of existing quarrying permissions and proposals may not be appropriate in all parts of this area. Prospective applicants are encouraged to seek early advice from the planning department, taking account of the matters set out in the following sections.**

## 1.1 Scout Moor

### Site Location and Overview

Scout Moor Quarry (IWR1) is a working gritstone quarry located on moorland south-east of Edenfield and within the administrative boundary of Rossendale Borough Council. The quarry has permission to extract stone and benefits from long-term rights granted under a review of old mineral planning permissions in 2004.

The site is also allocated as a suitable location for inert landfill under Policy LF2 of this plan, with the expectation that proposals for inert waste recycling and inert landfill would help deliver the restoration of the quarry. Any proposals would be expected to be limited to the operational life of the mineral workings and its restoration.

### Environmental Safeguarding

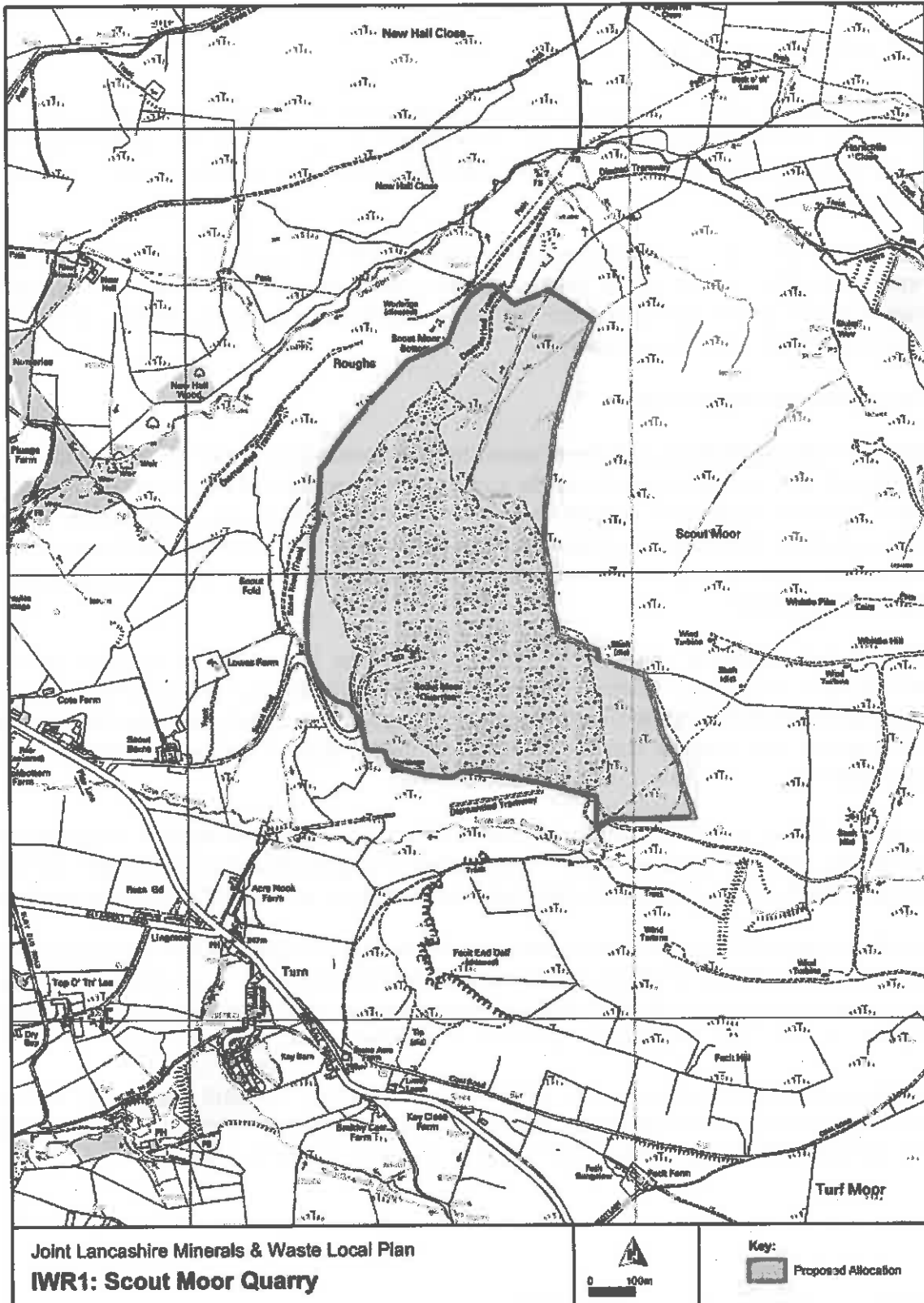
Inert waste recycling facilities and developments may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the minerals planning authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, the allocated site is located in an area of significant environmental and cultural interest. These include several large areas of moorland and other semi-natural habitats designated as Biological Heritage Sites. There may also be habitats which attract protected bird species. It is likely, therefore, that proposals will be expected to avoid harm to these interests.

The area also has a range of recreational interests, most notably in terms of its footpaths and open access areas, and proposals will again be expected to support these interests and consider what screening or landscaping measures could be used to reduce unavoidable visual or noise impacts.

Transport problems also exist on the local road network and in Edenfield in particular. Applicants will be expected to demonstrate that these impacts can be minimised, which may include measures aimed at minimising the number of vehicle movements to within existing limits (for example, by utilising existing vehicles which may currently be unladen on certain journeys).

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.





## 1.2 Lydiate Lane

### Site Location and Overview

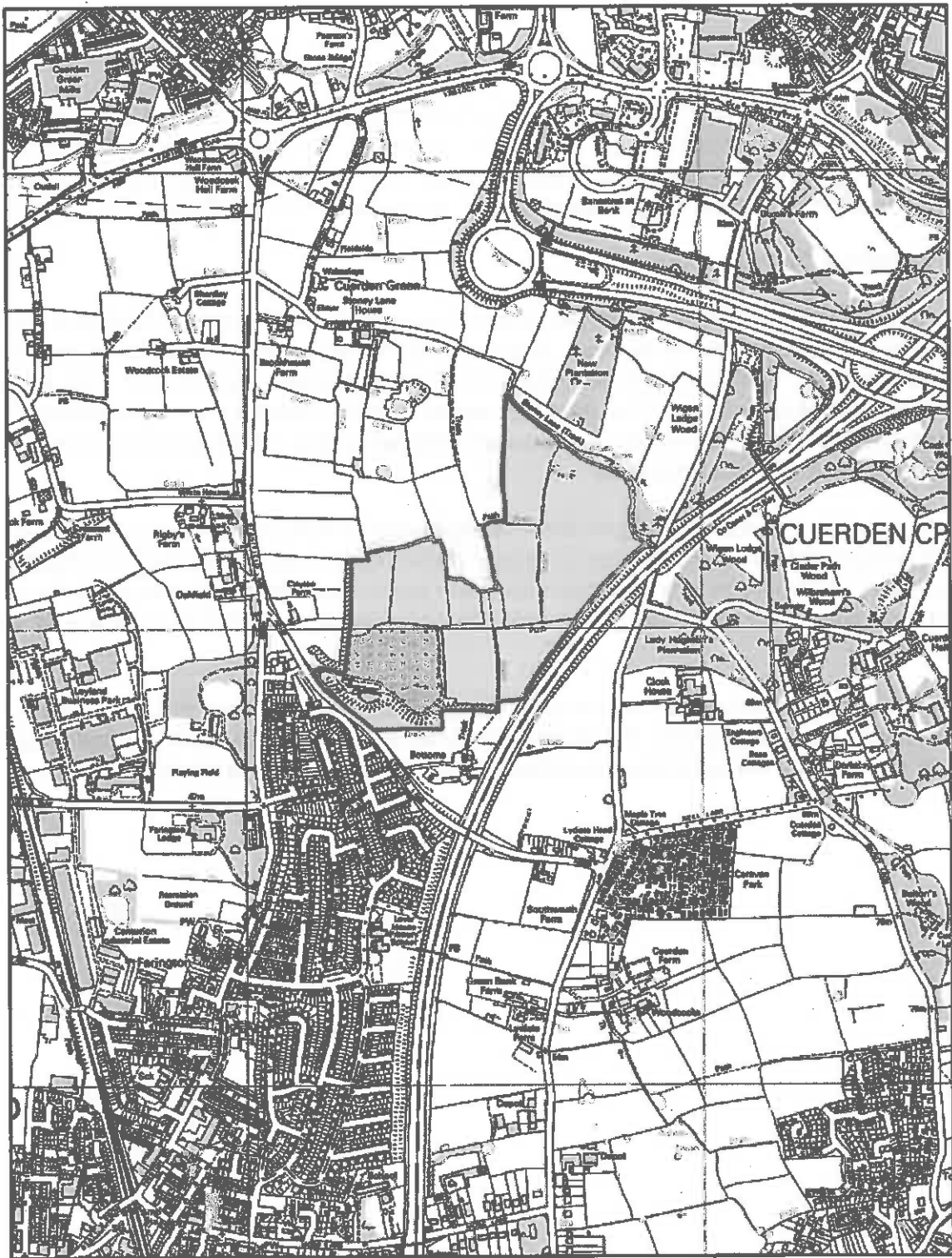
Lydiate Lane sandpit (IWR2) is a working sandpit located between Leyland and Bamber Bridge and within the administrative boundary of South Ribble Borough Council. The site also has permission to landfill inert waste and these quarrying and landfill operations are currently permitted until 2016, with restoration to agricultural land to be implemented by 2017.

### Environmental Safeguarding

Inert waste recycling facilities and developments may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, there are also residential properties to the south-west of the site and proposals would need to be able to demonstrate that the amenity and health of these communities (including by way of acceptable noise levels and dust emissions) could be protected. This may involve utilising existing screening or topographical features, or new and additional measures.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**IWR2: Lydiate Lane Sandpit**



Key:  
 Proposed Allocation

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## 2 Built Waste Facilities

### 2.1 Strategic Sites

Areas identified in this section are allocated under Policy WM2 for the built facilities for waste recycling, sorting and processing. The areas identified are existing industrial estates or land with a history of industrial activities. The types of developments that are likely to be acceptable in these areas are detailed in Appendix B. The allocations are distinctly separate from those in Section 2.2, which are intended for smaller scale waste facilities.

#### 2.1.1 Red Scar Industrial Estate

##### Site Location and Overview

Red Scar Industrial Estate (BWF1) is a large industrial estate located between Preston and Grimsargh and within the administrative boundary of Preston City Council. The site includes industrial developments, storage and distribution units, and offices. The area is served by Junction 31A on the M6, which provides access to, and from, traffic from the south.

Part of the allocation includes land occupied by the former railway sidings of a nearby dismantled railway. This is safeguarded under Policy SA1 in this plan.

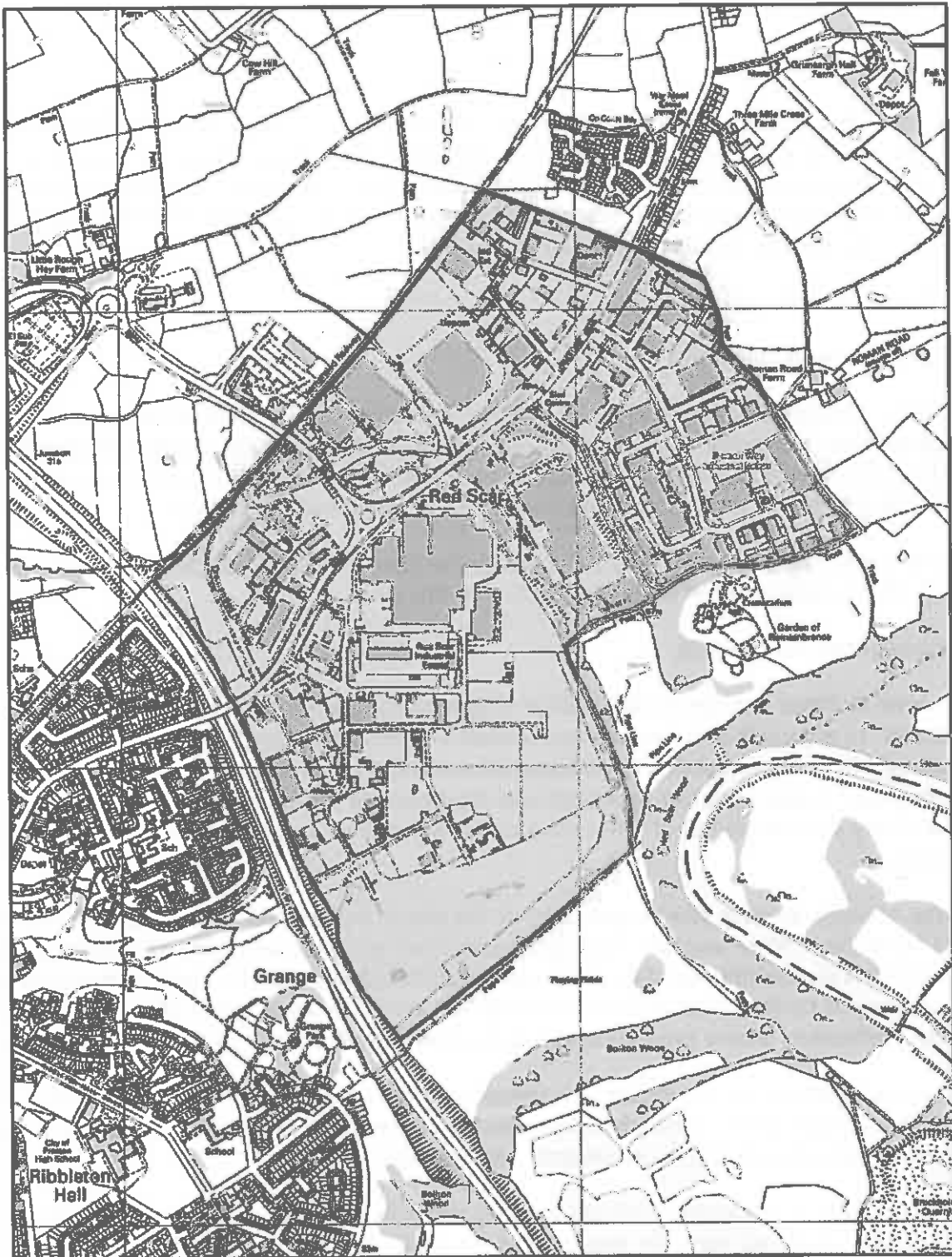
##### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, part of the site is designated as a Biological Heritage Site and is the subject of an ongoing ecological mitigation scheme, whilst the woodland to the south of the estate is designated as a Site of Special Scientific Interest (SSSI). Applicants will be expected (as a minimum) to demonstrate that proposals will not have an adverse effect on these areas of interest, particularly where proposals are located towards the south of the allocated area.

There is also likely to be significant new development on land immediately north of the allocation and traffic congestion along nearby roads (including parts of the M6) could become a significant problem. Proposals will require a transport assessment.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors, such as nearby residential properties. Applicants will also need to comply with the validation checklist for a relevant planning application.



**Joint Lancashire Minerals & Waste Local Plan**  
**BWF1: Red Scar Industrial Estate**



**Key:**  
 Land appropriate for built waste facilities

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## 2.1.2 Riversway

### Site Location and Overview

Riversway (BWF2) is a mixed use industrial and commercial, with residential properties in the wider area. The site is focused around the Preston Dock and is within the administrative boundary of Preston City Council. The allocated area contains industrial and warehouse developments, and includes the new municipal waste transfer station and land allocated for a Park-and-Ride facility.

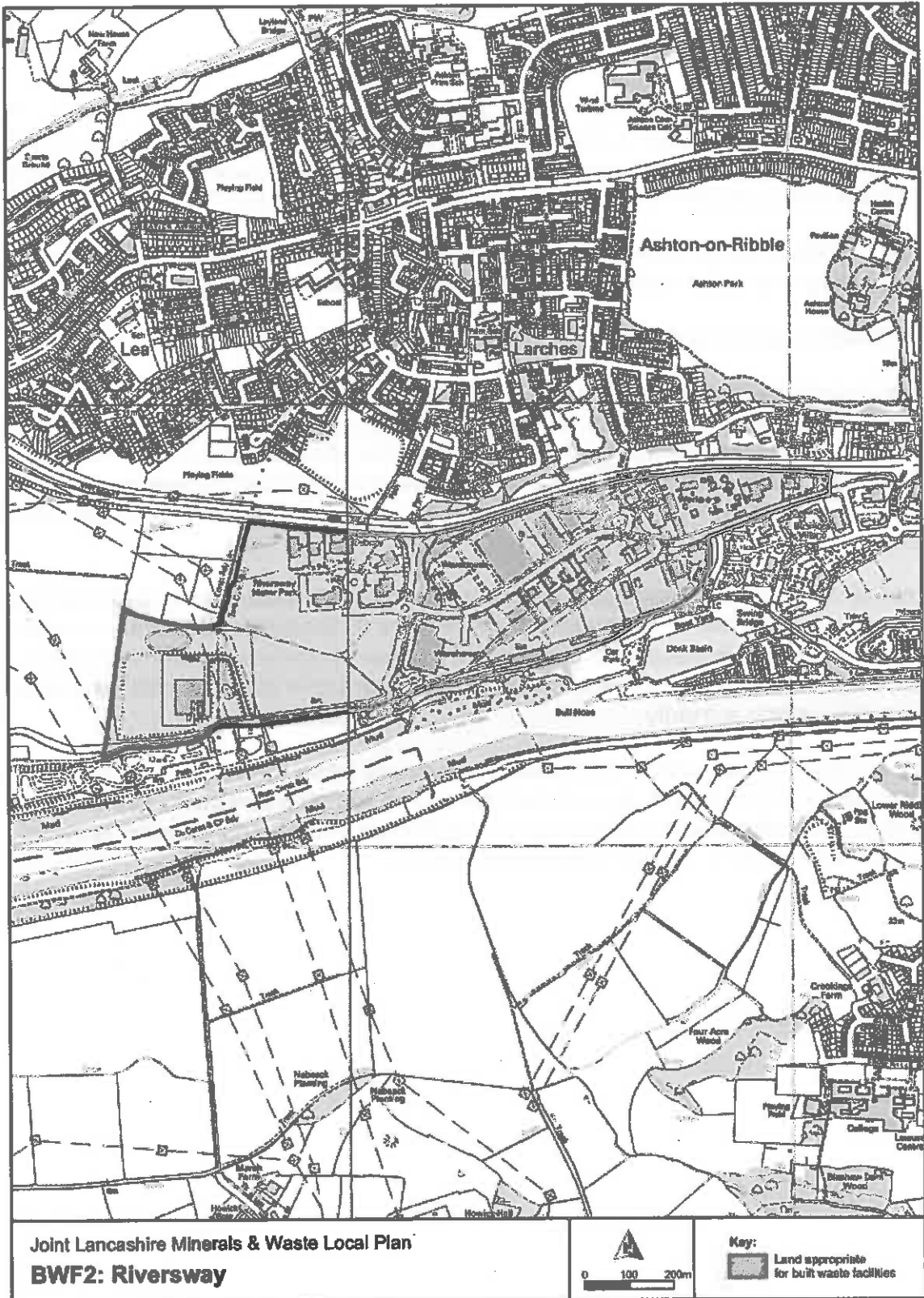
The site includes a single track railway branch line, which currently serves the Bitumen Plant, as well as hosting a railway museum. This is land safeguarded under Policy SA1 in this plan.

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, the entire site is located within Flood Zone 3 and applicants will be expected to ensure that buildings are resilient to flooding and that appropriate pollution control measures are in place. There are also a number of overhead power lines which cross the allocated area, and developers will need to avoid these areas or expect to obtain separate consent from the appropriate authority.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



### 2.1.3 Simonswood Industrial Estate

#### Site Location and Overview

Simonswood Industrial Estate (BWF3) is located to the east of Kirkby, but is itself within the administrative boundary of West Lancashire Borough Council. The site is allocated as employment land in the West Lancashire Replacement Local Plan, includes various distribution and storage uses as well as waste uses.

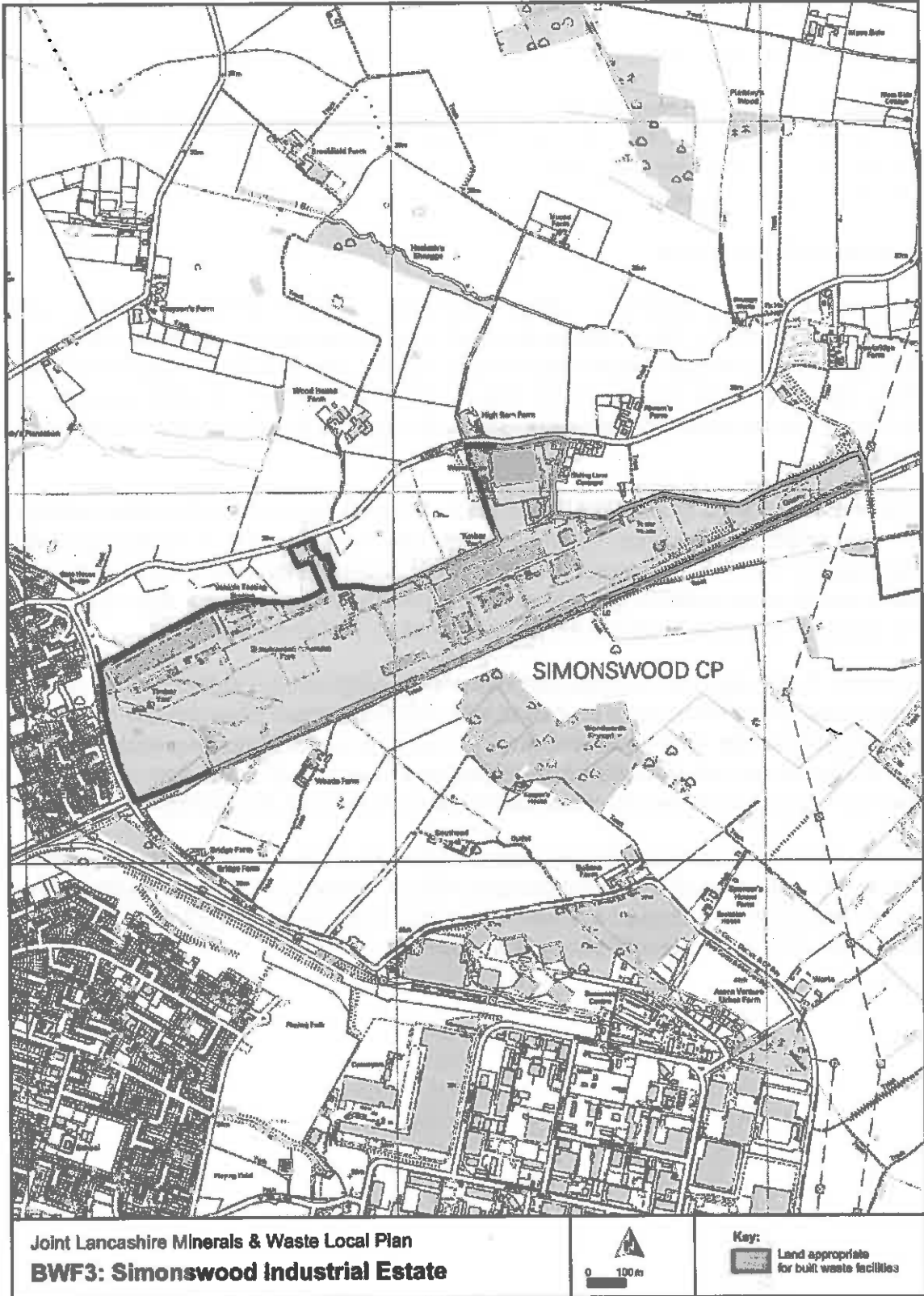
#### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, there are residential properties within fifty metres of the site on the south western and western boundary of the site and isolated farm houses around the north, south and east of the site. Measures to minimise any potential impacts on the amenity of residential properties would need to be considered at the planning application stage. Any development would need to consider possible impacts on nearby migratory bird populations.

Simonswood Brook also cuts across part of the site. Although the area at risk of river flooding is relatively small, there have been problems with flooding further downstream and applicants will be expected to manage surface water drainage in order to avoid increasing such risks. The eastern edge of the industrial estate is also crossed by overhead power lines, and developers will need to avoid these areas or expect to obtain separate consent from the appropriate authority.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.





## 2.1.4 Lancaster West Business Park

### Site Location and Overview

Lancaster West Business Park (BWF17) is a former industrial site located to the north of the village of Middleton and is within the administrative boundary of Lancaster City Council. The allocated area includes a newly built municipal waste transfer station and planning permission has been granted elsewhere on the site for a wood-fired power facility.

The allocation includes land which is safeguarded under Policy SA2 of this plan for a new junction which would connect Middleton Road to Lancaster West access road and create a through road to the A683.

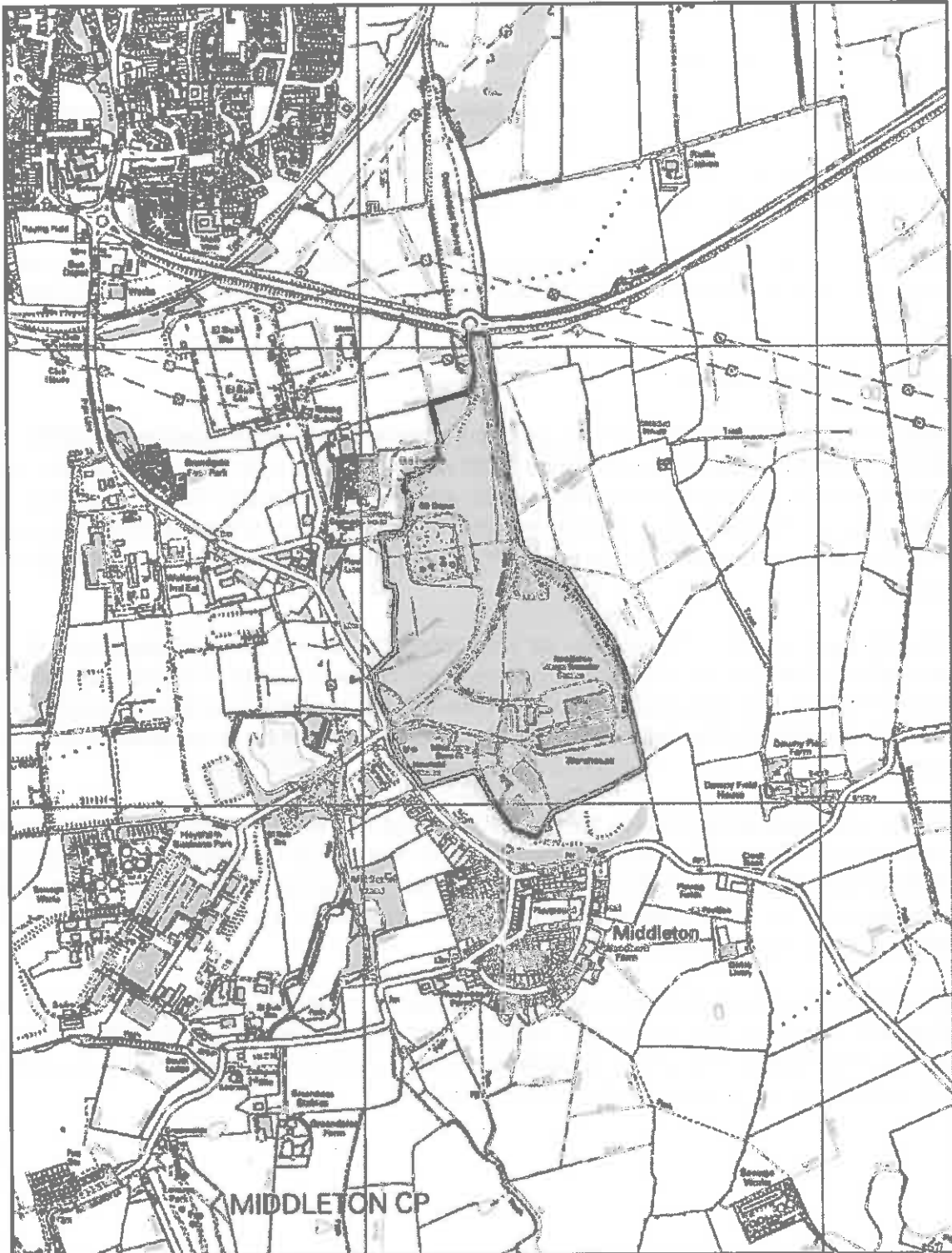
### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, as with other former industrial areas, there is a risk of contaminated soil within the site and developers will be expected to find safe solutions to these problems. There is also a Biological Heritage Site within the allocated area and applicants will (as a minimum) be expected to demonstrate that proposals will not have adverse impacts on these interests.

There are residential properties to the south and west of the site. Most of these properties are screened from the site by existing woodland, parts of which are protected by tree preservation orders. However, developers will need to ensure (either by means of location, the types of activities to be undertaken or other preventative measures) that there are no significant effects on the amenity, safety or health of these areas.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



**Joint Lancashire Minerals & Waste Local Plan**  
**BWF17: Lancaster West Business Park**



**Key:**  
 Land appropriate for built waste facilities

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## 2.1.5 Hillhouse Industrial Estate

### Site Location and Overview

Hillhouse Industrial Estate (BWF5) is an existing industrial estate located between Thornton and Fleetwood and within the administrative boundary of Wyre Borough Council. The site includes industrial units, other manufacturing, construction and distribution developments, as well as areas of derelict land associated with the former ICI works. The allocated land is also included as employment land in the Thornton & Fleetwood Area Action Plan, which includes allocations for other uses (including housing and office developments) in areas around the industrial estate.

Part of the allocation also includes land occupied by the railway sidings of the former Fleetwood Railway branch line, and is safeguarded for its potential rail freight uses by Policy SA1 in this plan. The allocation is also supported by a proposed new access road, and the land required for this is also allocated under Policy SA2.

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, applicants will be expected to give particular attention to areas of high flood risk within the site, and to the wildlife interests along the internationally-important Wyre Estuary, which borders the industrial estate to the east. In terms of flood risks, developers will be expected to direct vulnerable parts of their proposals to less high risk areas, whilst in the case of significant impacts on the Wyre Estuary this would rule out development.

Applicants will also need to consider the potential for impacts on the amenity and health of nearby residential areas, as well as to planned areas of future residential development. Where significant road traffic is generated, these impacts may extend well beyond the immediate vicinity.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for the relevant planning application.



**Joint Lancashire Minerals & Waste Local Plan**  
**BWF5: Land at Hillhouse Industrial Estate**



**Key:**  
 Land appropriate for built waste facilities

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## 2.1.6 Whitebirk Industrial Estate

### Site Location and Overview

Whitebirk Industrial Estate (BWF6) is a large, mixed use industrial and business area in the east of Blackburn. The site is within the administrative boundary of Blackburn with Darwen Council. The Estate is made up of several smaller industrial estates that have been developed over many years. The estates that make up Whitebirk already have some waste management facilities.

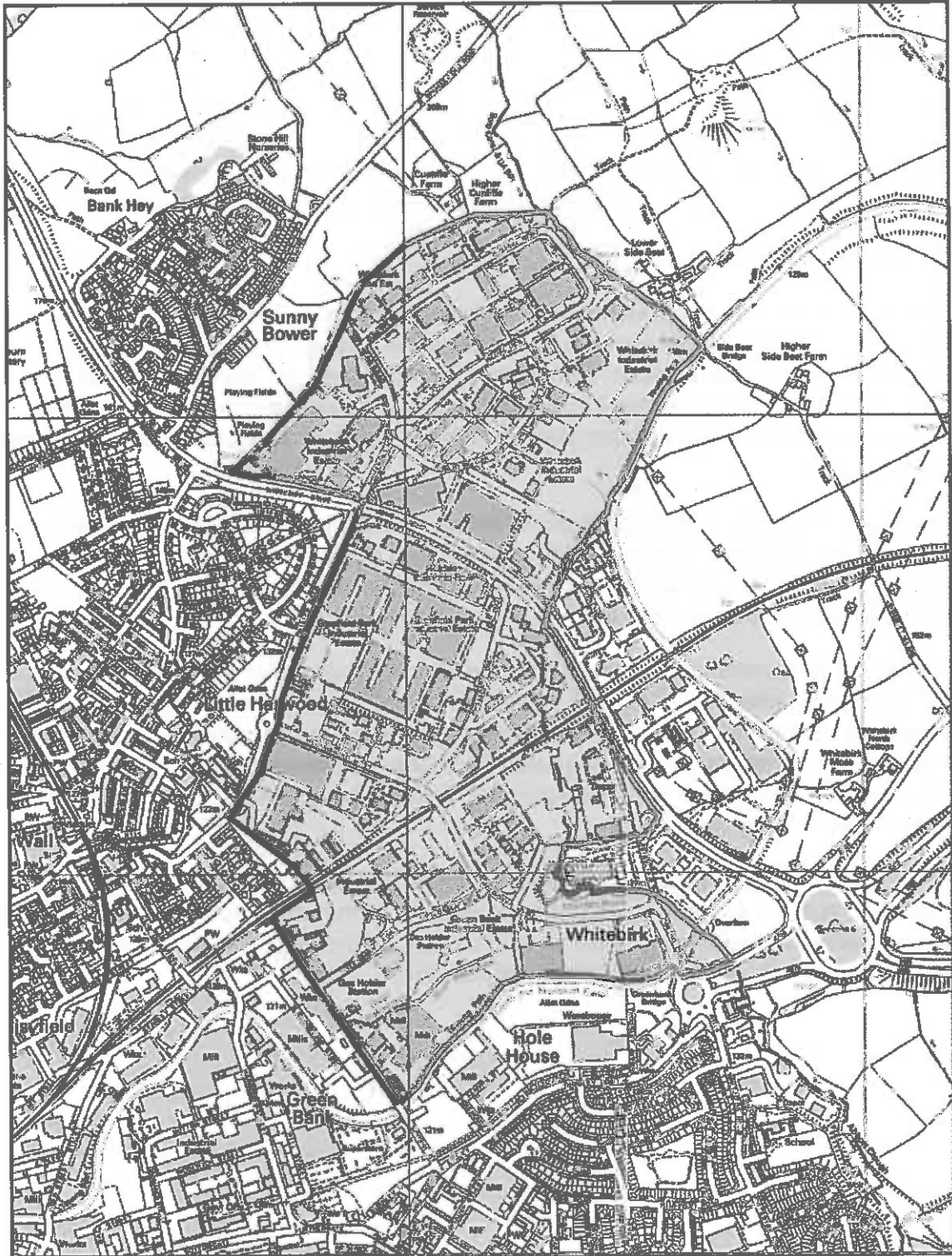
### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, parts of the site are within Flood Zones 2 and 3 and applicants will be expected to locate developments towards less vulnerable parts of the estate. Proposals may also be required to consider ways of managing and minimising surface waste run-off problems, and its potential impacts on other areas.

There are also residential properties in the vicinity and public footpaths running across or near to the site (including along the Leeds & Liverpool Canal). In such areas, measures to minimise potential impacts on the amenity of residential properties would need to be considered at the planning application stage, as well as protection of the normal amenity of the canal footpath. Any proposal would be expected to be designed to be in keeping with the nature of the employment site and its surrounding uses.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



**Joint Lancashire Minerals & Waste Local Plan**  
**BWF6: Whitebirk Industrial Estate**



**Key:**  
 [Grey shaded box] Land appropriate for built waste facilities

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## 2.1.7 Wolstenholme Bronze/Goosehouse Lane

### Site Location and Overview

Wolstenholme Bronze and the nearby land at Goose House Bridge (BWF7) are former industrial sites located between the M65 and Darwen town centre. Both sites are within the administrative boundaries of Blackburn with Darwen Council. Access to the site is from Goose House Road. Part of the allocation includes disused railway sidings which are safeguarded under Policy SA1 of this plan.

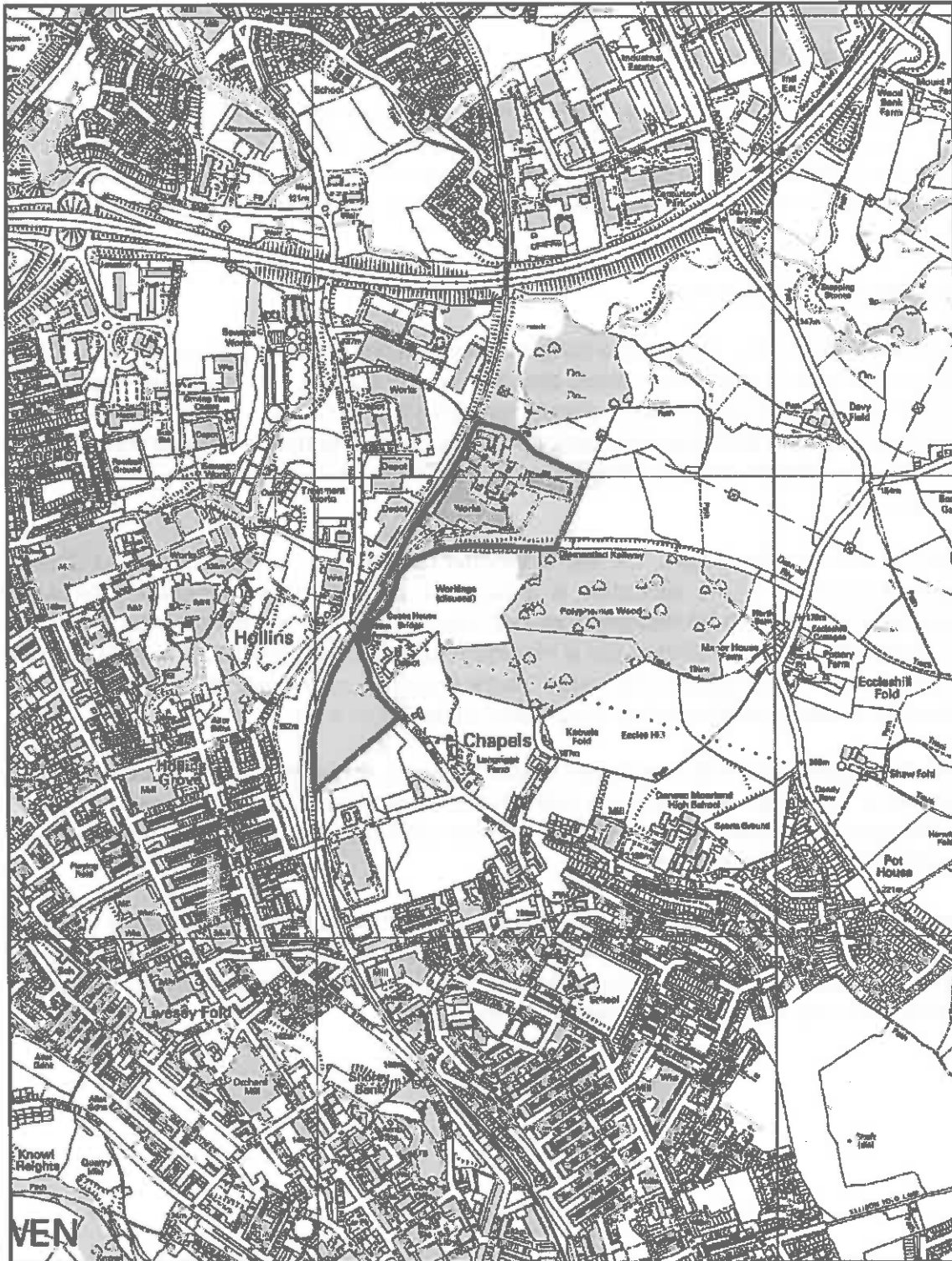
### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the site is located on the edge of the designated Green Belt and the area to the north of the allocation is designated as a Biological Heritage Site. Any potential development will need to be designed so that they are not visually detrimental to the Green Belt, whilst applicants will be expected (as a minimum) to demonstrate that proposals will not have an adverse effect on local wildlife interests. Where possible, measures should be taken to enhance the network of designated habitats which exist in the local area.

The southern part of the site overlooks residential areas in Hollins Grove and is near to residential properties in Chapels. Measures to minimise potential impacts on the amenity of residential properties and specific impacts associated with any particular proposal would need to be considered at the planning application stage.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



**Joint Lancashire Minerals & Waste Local Plan**  
**BWF7: Wolstenholme Bronze/Goosehouse Lane**



**Key:**  
 Land appropriate for built waste facilities

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## 2.1.8 Lomeshaye Industrial Estate

### Site Location and Overview

Lomeshaye Industrial Estate (BWF13) is located in Brierfield, and is within the administrative boundary of Pendle Borough Council. The site includes a mixture of small and large industrial buildings, offices, warehouses and distribution units and retail businesses. The site has a dedicated access onto the M65 (Junction 12).

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, approximately half of the site falls within Flood Zone 3, much of which occurs along the course of the former river channel, which has been straightened and diverted. Several major flood events have occurred in recent years and major flood defence works have been undertaken. Developers will be expected to undertake an assessment of these risks and, where necessary, to propose appropriate measures to reduce the likelihood and impact of flooding.

The site is bounded by designated Green Belt to the east and several individual built conservation areas to the north and east, including Lomeshaye Industrial Hamlet, which is an area of Victorian terraced housing and textile mills. Development proposals for the site will need to take into account measures to avoid potential impacts on these areas.

There is also a Biological Heritage Site in the centre of the industrial estate, although this is excluded from the allocated area. Proposals will be expected to demonstrate how these ecological interest will be protected. Moreover, where possible opportunities should be taken on site to implement opportunities for habitat creation. Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**BWF13: Lomeshaye Industrial Estate**



**Key:**  
 Land appropriate for built waste facilities

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## 2.1.9 Altham Industrial Estate

### Site Location and Overview

Altham Industrial Estate (BWF25) is located on the eastern edge of the Hyndburn administrative boundary, between the towns of Accrington and Burnley and close to Junction 8 of the M65 motorway. It covers an area of over 60 hectares and is made up of industrial units and business premises.

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the waste planning authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges the site is bounded on four sides by the Green Belt and there is a Biological Heritage Site located on the western boundary. The village of Altham lies immediately to the north of the site and includes a primary school and a Conservation Area, and the Grade 1 listed Shuttleworth Hall is located nearby. Applicants will be expected to demonstrate that proposals could be brought forward without causing harm to these interests.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



ALTHAM CP

**Joint Lancashire Minerals & Waste Local Plan  
BWF25: Altham Business Park**



 Land appropriate for built waste facilities

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## 2.2 Local Waste Management Areas

Areas identified in this section are allocated under Policy WM3 for the development of smaller built facilities for waste recycling, sorting and transfer. The areas identified are existing industrial estates or land with a history of industrial activities. The types of developments that are likely to be acceptable in these areas are detailed in Appendix C. The allocations are distinctly separate from those in Section 2.1, which are intended for larger scale waste facilities.

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## **2.2.1 Lancashire Business Park**

### **Site Location and Overview**

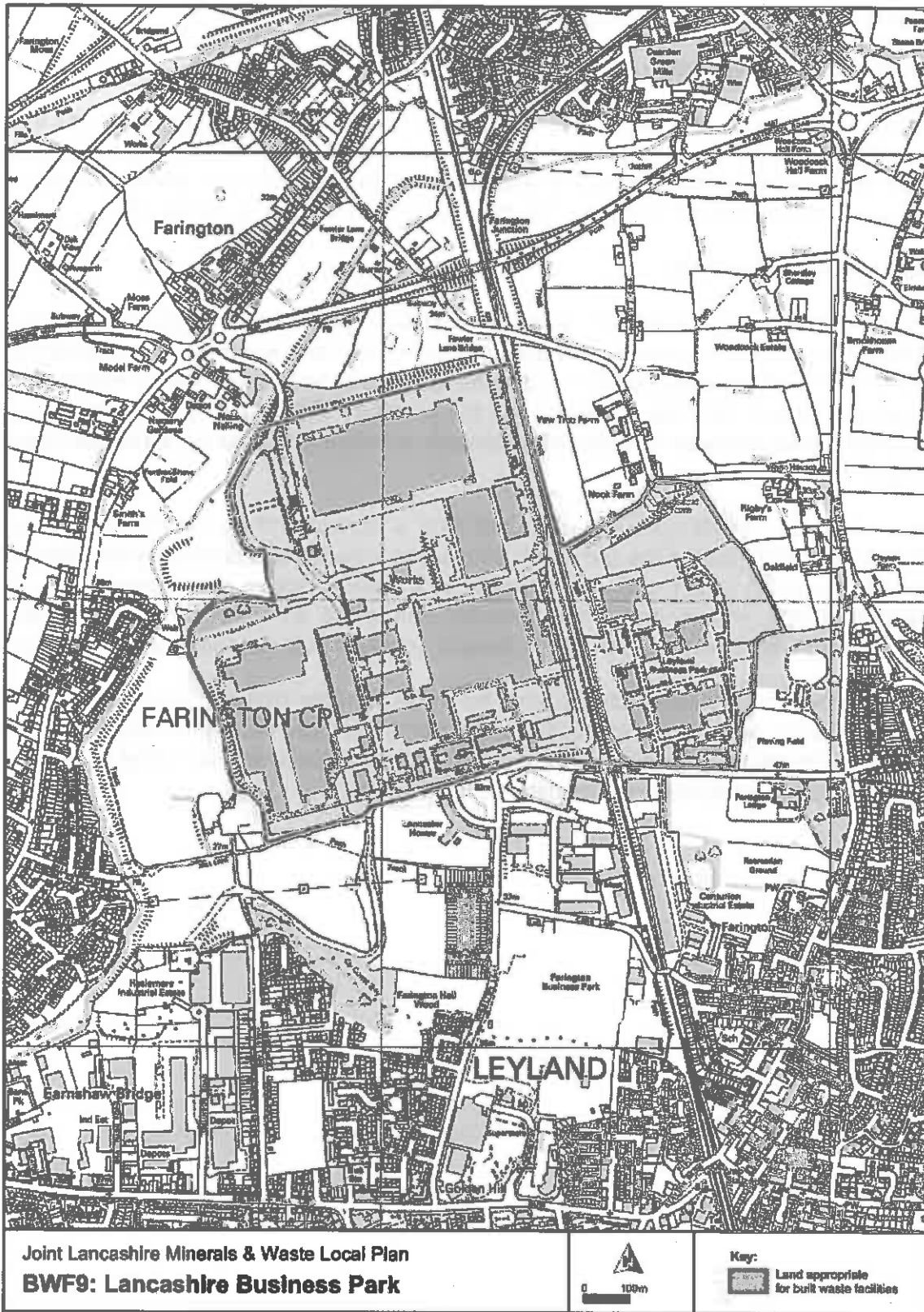
Lancashire Business Park (BWF9) is a large industrial area located between Leyland and Lostock Hall and is within the administrative boundary of the South Ribble Borough Council. The Park includes several large developments, including Leyland Trucks and a new municipal waste facility. The West Coast main line railway runs through the site.

### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, there are residential properties near to the site, and decisions about proposals will need to consider the risk of adverse effects such as noise and odours, or health-related problems, including risks associated with vehicle movements. Parts of the allocated area also border on the designated Green Belt and proposals in these areas will need to be suitably designed so that they minimise the visual impacts on the Green Belt.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## **2.2.2 Burscough Industrial Estate**

### **Site Location and Overview**

Burscough Industrial Estate (BWF10) is located west of Burscough, around a disused airfield, and is within the administrative area of West Lancashire Borough Council. The estate is formed of two separate parts and includes a range of industrial and warehouse type developments, including several waste management facilities. The main access to the site is off the A59.

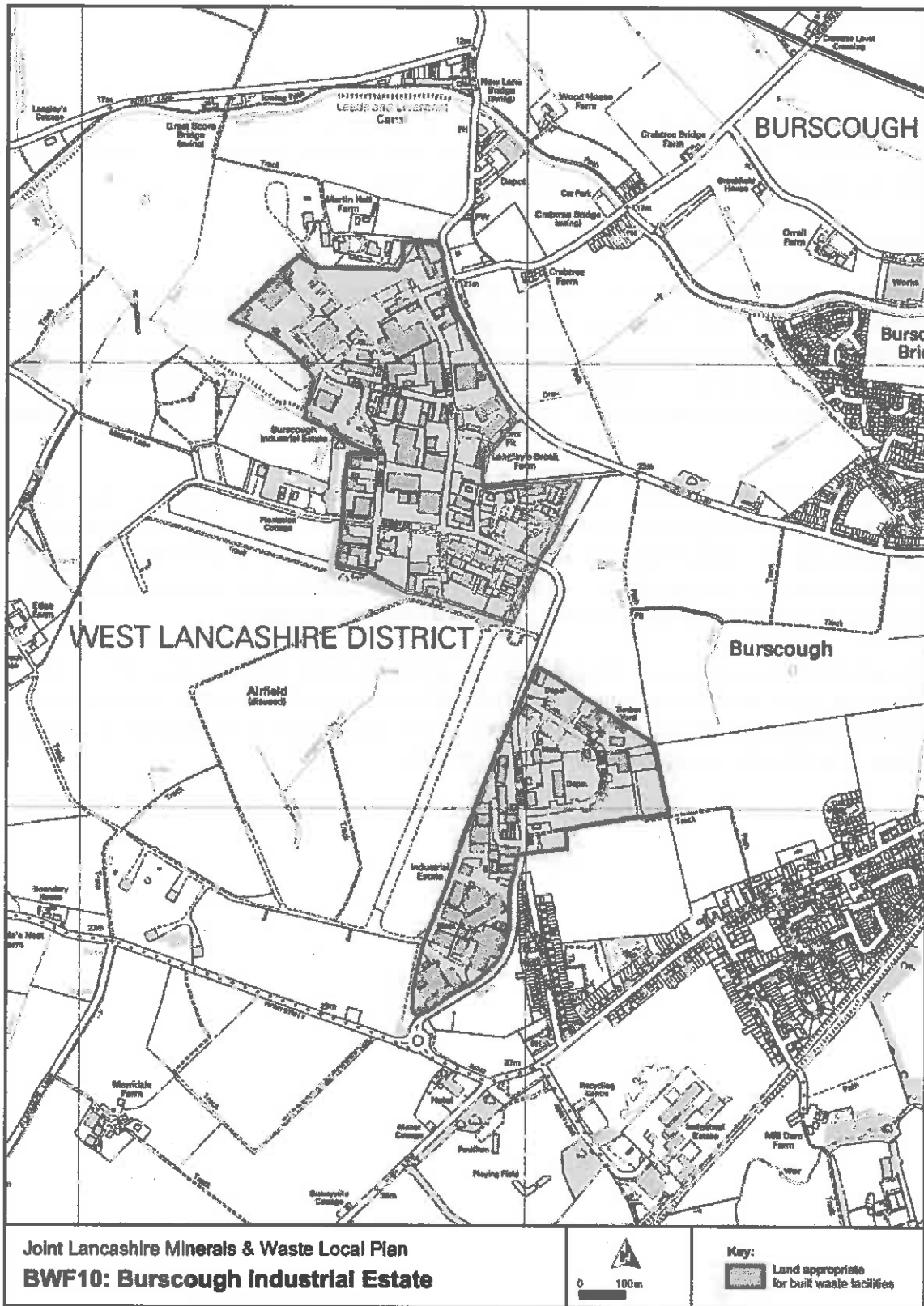
### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the allocated land is almost entirely surrounded by designated Green Belt, except for part of the site which is adjacent to residential properties on Lordsgate Lane, and land to the south which is allocated locally as a possible future development site. Applicants will be expected to ensure that these potential issues are addressed through the design and location of proposed developments, and relevant assessments may need to be undertaken.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.





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### **2.2.3 Pimbo Industrial Estate**

#### **Site Location and Overview**

Pimbo Industrial Estate (BWF11) is located south of Skelmersdale and is within the administrative boundary of West Lancashire Borough Council. The site includes industrial and warehouse buildings and can be accessed direct from Junction 4 of the M58.

#### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the site is adjacent to the designated Green Belt and near to a number of residential properties, although the communities to the north are afforded some degree of separation by the motorway and associated planting. Applicants will therefore be required to demonstrate that (for proposals on the edge of the allocated area) proposals will not adversely affect the Green Belt designation or the amenity of nearby residents.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## **2.2.4 Hillhouse Waste Water Treatment Works**

### **Site Location and Overview**

Hillhouse Waste Water Treatment Works (BWF12) is located east of the village of Great Altcar, near to the border with the Metropolitan Borough of Sefton, although the site itself is within the administrative boundary of West Lancashire Borough Council. The sewage works are currently operated by United Utilities.

### **Environmental Safeguards**

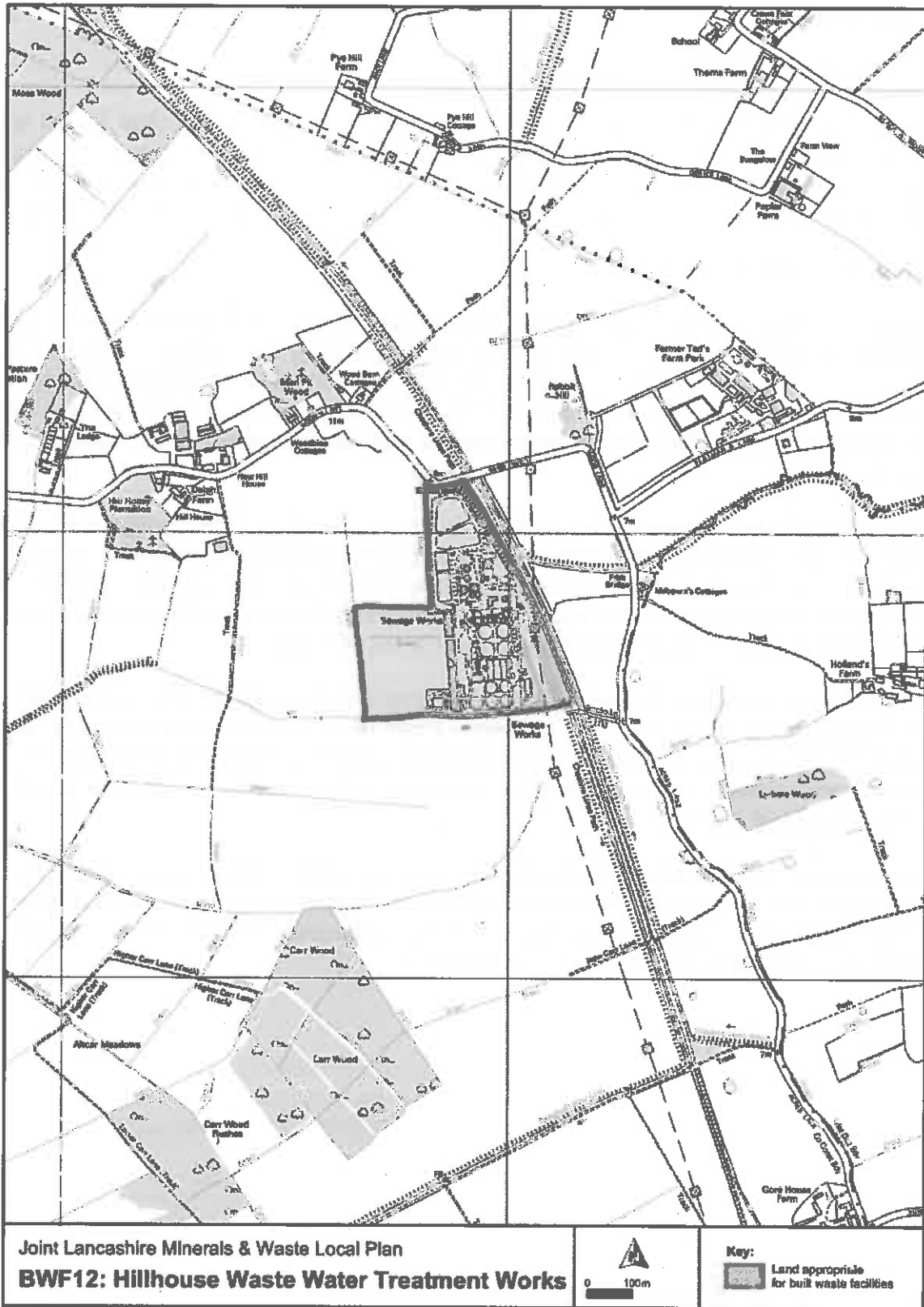
Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the allocated land is located entirely within the designated Green Belt, is at risk of flooding in part of the site and includes land designated as a Biological Heritage Site. Applicants will be expected to address these issues through the design and siting of proposed developments and, following relevant assessments, may be required to propose additional mitigation measures.

In the case of nearby conservation interests, the surrounding agricultural land (which also forms part of the Biological Heritage Site) may share ecological links with internationally-important areas of the Ribble & Alt Estuaries and a formal assessment of any potential risks is likely to be required.

Roads in the area are unlikely to be suitable for frequent use by heavy goods vehicles, and applicants will be required to undertake a transport assessment to inform whether proposals are acceptable and what transport limits may need to be imposed.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for the relevant planning application.



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## **2.2.5 Whitewalls Industrial Estate**

### **Site Location and Overview**

Whitewall Industrial Estate (BWF14) is situated between Nelson and Colne and is within the administrative boundary of Pendle Borough Council. The site includes a range of large retail units and light and heavy industry, and is adjacent to Boundary Retail Park and other out of centre retail developments. The site is accessed off the A6068 and is near to the eastern end of the M65.

### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, there are large numbers of residential properties that surround the southern, eastern and western areas of the site, some of which fall within the housing market renewal scheme. There is also a public footpath within the site and several cycleway schemes have been proposed along local access roads. Decisions on future developments will need to take into account the amenity impacts that might arise in these areas.

Although the site is already developed as an existing industrial estate, it remains in proximity to areas of designated Green Belt, conservation areas, and recreation interests that need to be protected. There are also areas of undeveloped land containing trees and other natural screening that, where appropriate, should be retained to enhance the character of the area and its context within the local landscape.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## 2.2.6 Walton Summit

### Site Location and Overview

Walton Summit (BWF15) is an existing office and industrial estate located south-east of Bamber Bridge and is within the administrative boundary of South Ribble Borough Council. The site is accessed from the A6 and is bounded by the M6, M61 and M65. There is a railway line adjacent to the northern boundary of the site.

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, there are residential properties adjacent to the allocation, north of the railway. Applications near to these areas will be required to ensure that proposals do not have an adverse effect on the amenity of these communities, including through effects such as noise, lighting or odours.

There are also a number of overhead power lines which cross the allocated area, and developers will need to avoid these areas or expect to obtain separate consent from the appropriate authority.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.





Joint Lancashire Minerals & Waste Local Plan  
**BWF15: Walton Summit**



**Key:**  
 Land appropriate  
for built waste facilities

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## 2.2.7 White Lund Trading Estate

### Site Location and Overview

White Lund Trading Estate (BWF16) is an area of industrial, warehouse and commercial developments located between Morecambe and Lancaster, and is within the administrative boundary of Lancaster City Council. The site is bordered by residential areas to the north and west, and by agricultural land to the south. The allocation includes part of this greenfield land.

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, parts of the existing industrial estate and most of the currently undeveloped site lie within Flood Zone 3. Development proposals will be expected to look first to locations at lower risk or, where such locations are not available, applicants will be expected to take steps to ensure that vulnerable parts of development are resilient to the potential effects of flooding.

There is also the potential for impacts on nearby open countryside, particularly on proposals within the greenfield area of the site, and on wider landscape interests. This may include indirect impacts through additional congestion from road vehicles.

The site is close to residential properties and applicants will need to demonstrate that the amenity and health of these communities will not be adversely affected, for example by noise, dust or from traffic-related risks. This is likely to apply in particular to proposals which are directly adjacent to these residential areas.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**BWF16: White Lund Trading Estate**



**Key:**  
 Land appropriate for built waste facilities

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## **2.2.8 Heysham Industrial Estate**

### **Site Location and Overview**

Heysham Industrial Estate (BWF18) is a small industrial estate located to the west of the village of Middleton and a short distance from Morecambe Bay. The site is within the administrative boundary of Lancaster City Council.

Land is safeguarded in nearby Lancaster West Business Park under Policy SA2 of this plan for a new through road to the A683 and agreements may be sought to ensure that, when available, vehicles from any new developments follow this route.

### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, there are several areas around the industrial estate which are designated as Biological Heritage Sites and applicants will (as a minimum) be expected to demonstrate that proposals will not have adverse impacts on these interests. Conservation interests in Morecambe Bay and the Lune Estuary have statutory protection and, although further away, may also need to be assessed.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**BWF18: Heysham Industrial Estate**



**Key:**  
Land appropriate  
for built waste facilities

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## **2.2.9 Land at Roman Road**

### **Site Location and Overview**

The site at Roman Road (BWF19) is an existing waste management facility off of Roman Road and adjacent to the M65, in the south-east of Blackburn. The site is located within the administrative boundary of Blackburn with Darwen Borough Council. The area around the site is comprised of industrial units and distribution warehouses.

### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the site is close to the designated Green Belt and to a network of Biological Heritage Sites, although both of these are separated from the allocated site by the M65. Nevertheless, applicants would be expected to demonstrate that proposals could be brought forward without causing significant harm to these interests.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.





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## **2.2.10 Whitehills Park**

### **Site Location and Overview**

Whitehills Park (BWF20) is an area of industrial, commercial and office developments located off Junction 4 of the M55. The allocated area is on the boundary between Blackpool Council and Fylde Borough Council. The site is currently allocated for industrial and business uses under the Fylde Borough Local Plan. The area is promoted as a high quality employment area through the Fylde Economic Development Study.

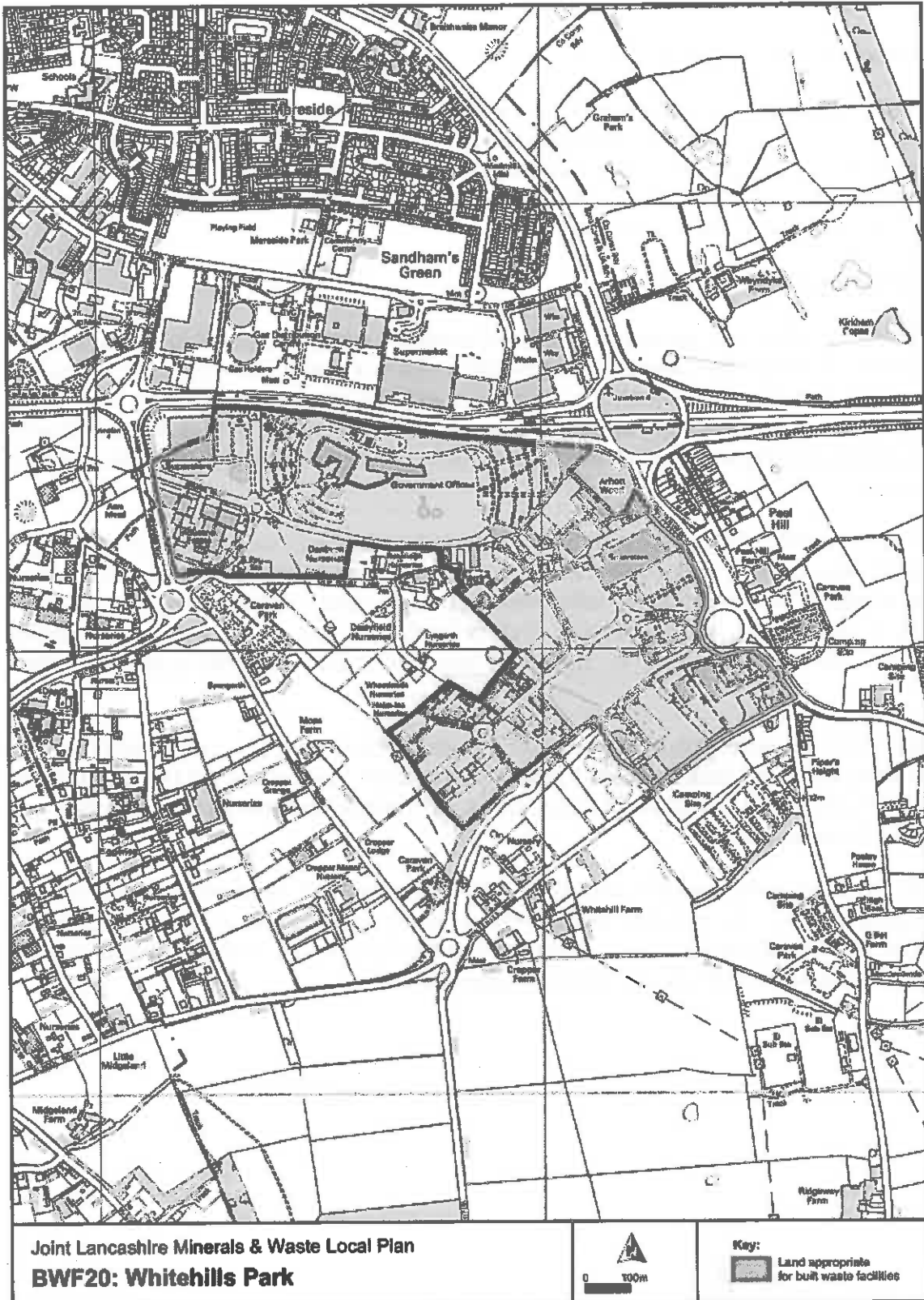
### **Environmental Safeguards**

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, there are several major office developments and a hotel within the allocated area, as well as several caravan sites in the surrounding areas. Development proposals will be expected to consider the risks posed to these uses, including impacts by way of noise, odours or safety risks, as well as any other potential impacts on the economic viability of these interests. This may also apply to impacts on any future developments associated with the 'M55 Hub'.

The site is on the urban fringe and parts of the allocation border on open countryside, whilst land designated as Green Belt is located further to the south. Decisions will need to take account of the visual impacts of proposals in these areas, and whether there are opportunities to screen or minimise these impacts.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## 2.2.11 Heasandford Industrial Estate

### Site Location and Overview

Heasandford Industrial Estate (BWF21) is located on the eastern edge of Burnley and is within the administrative boundary of Burnley Borough Council. The site includes a combination of undeveloped land, warehouses, offices haulage and manufacturing units, whilst there is a school and playing fields in the middle of the industrial estate, but is excluded from the allocation. The site is accessed off the A611, Eastern Avenue.

Planning permission has been granted for a municipal Household Waste Recycling Centre at the eastern end of the allocated area.

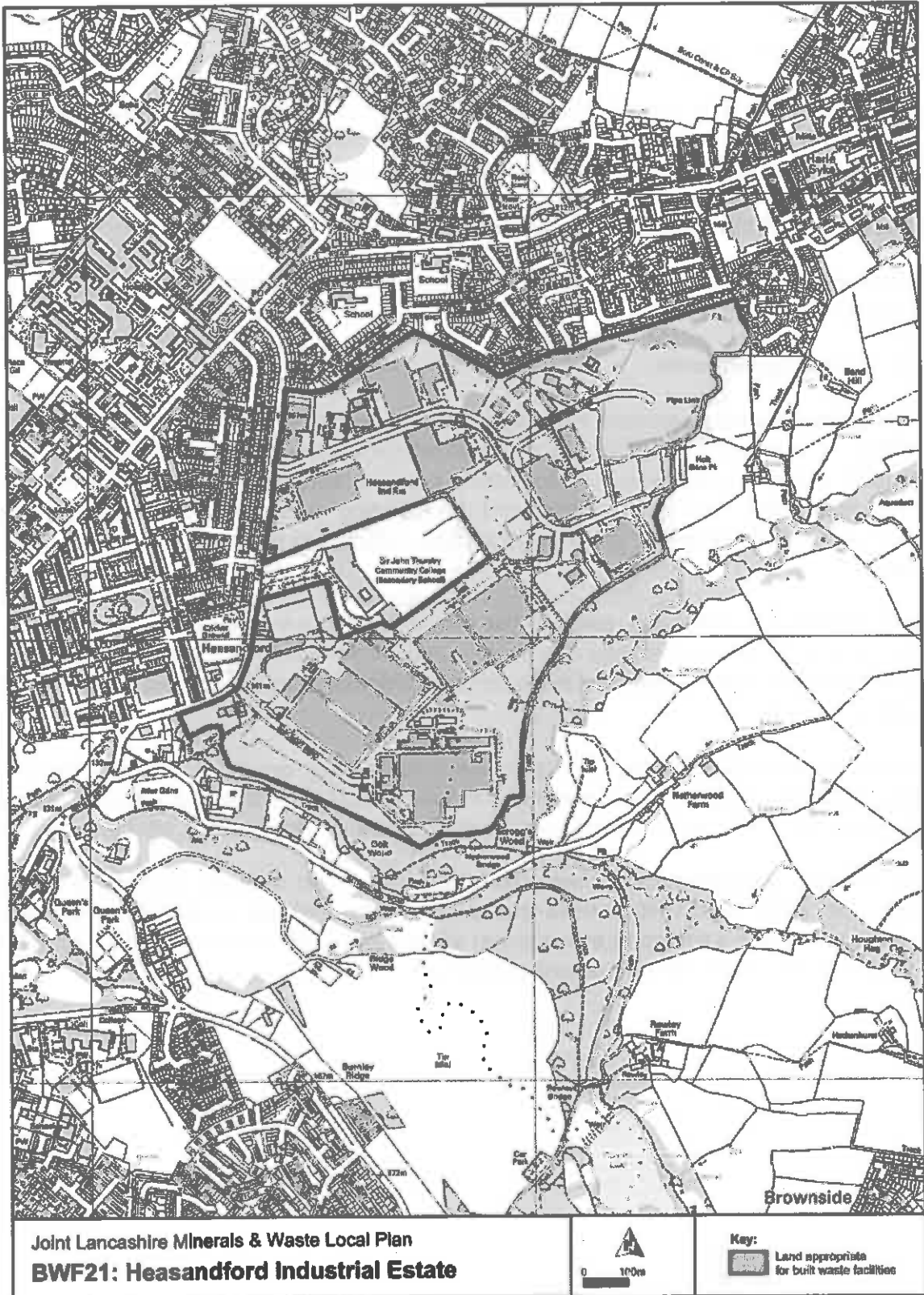
### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, parts of the estate are close to residential areas and a school. There is also a Biological Heritage Site to the south of the estate and a designated greenway to the east. Proposals will be expected to demonstrate measures that minimise potential impacts on the local environment.

Depending on the size and scale of any proposal it may be appropriate to provide additional natural planting. This will contribute towards screening the estate from areas of open countryside and also from the proposed public amenity area around Rowley Tip, which is situated to the south.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## 2.2.12 Salthill Industrial Estate

### Site Location and Overview

Salthill Industrial Estate (BWF23) is a modern industrial, manufacturing and distribution site located in Clitheroe, and is within the administrative boundary of Ribble Valley Borough Council. There are currently around 40 units within the estate, with uses ranging from car workshops and engineering firms to food manufacturers, general hauliers, as well as several waste transfer stations. The site is accessible to the A59 via the Pimlico link road.

### Environmental Safeguards

Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the site is adjacent open countryside and the Salthill Quarry Biological Heritage Site intersects and surrounds the site. Part of this area is also designated as a Site of Special Scientific Interest for conservation. Wildlife interests in the surroundings areas will need to be protected from the impacts of new developments and applicants would be expected to undertake an assessment of the impact of their proposals.

There are also residential properties in proximity to the north and west of the site. Potential impacts on the amenity of residential properties and specific impacts associated with any particular proposal would need to be considered.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**BWF23: Salthill Industrial Estate**



**Key:**  
 Land appropriate for built waste facilities

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## **3 Allocating Mineral Sites**

### **3.1 Dunald Mill Quarry**

#### **Site Location and Overview**

Dunald Mill Quarry (AMS1) lies approximately 6km northeast of Lancaster to the east of Nether Kellet village and is one of a series of limestone quarries found in the area. The current working consists of two quarries bisected by a minor road, Longdales Lane, running north to south. Access is taken directly onto Longdales Lane. The current site operator also operates the neighbouring Leapers Wood Quarry.

The site became inactive in 2008 with mineral extraction temporarily ceasing and remaining stockpiles subsequently removed from the site. Despite this, the quarry has an extant permission requiring mineral extraction on the site to cease by 21 February 2022 with subsequent restoration completed by 21 February 2023.

The site allocation would provide for both a lateral and depth extension to the quarry. These operations would require Longdales Lane to be closed and diverted, and the working of an area to the south which is within the confines of the existing planning boundary. This would enable a depth extension to resources within the existing footprint, but crucially under and leading out from Longdales Lane.

A related policy is presented in this document to account for the need to re-align public highway.

#### **Environmental Safeguards**

Quarrying operations may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

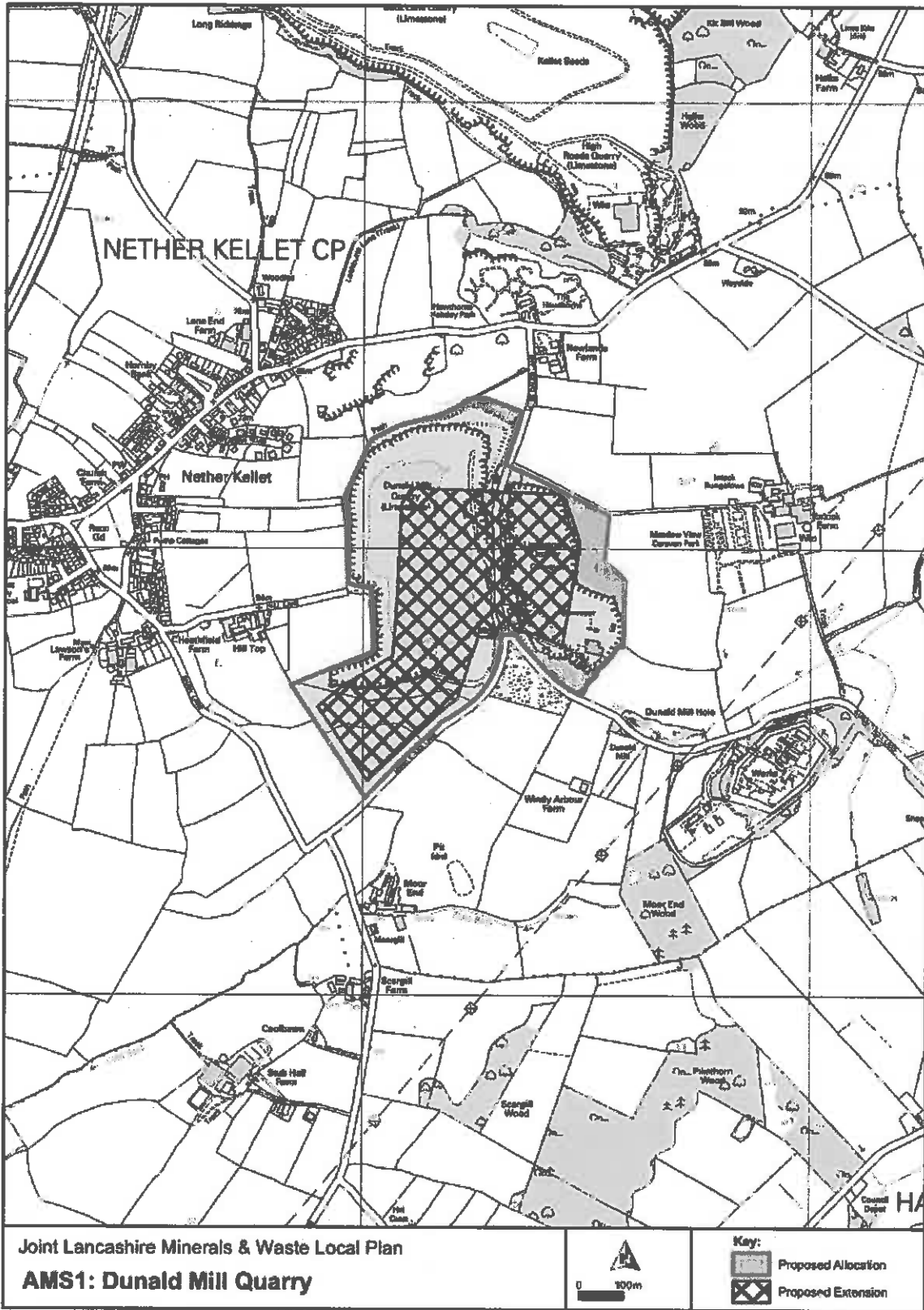
The geological and environmental conditions in and around the quarry indicates that development proposals may impact on important habitats, including calcareous grassland and scrub. There are several areas in the vicinity of Dunald Mill Quarry that are designated as Biological Heritage Sites to protect such calcareous habitats. Importantly, the existing planning consent benefits from a restoration scheme which will help reinstate valuable calcareous habitats, as well creating new areas of standing water. Revised development proposals may have implications for those existing commitments, which will require reappraisal.

Visual impacts may also occur, particularly in relation to the southward extension indicated on AMS1. As a result of any new workings existing engineered screening bunds and associated tree planting would likely be lost and would require replacing. Equally, key consideration would need to take account of the loss of natural screening currently afforded by the existing local topography. Other visually obtrusive aspects of the quarry may also become visible and equally changes in sight lines and view points would need to be fully assessed.

Rights of way exist around and through the quarry, and any loss of these would also need to be evaluated under new proposals.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.





## 4 Transport Schemes

The land allocations indicated on the maps in this section are safeguarded for future transports uses associated with existing or future mineral or waste developments. The safeguarding covers both railway infrastructure (principally in the form of disused railway sidings) and land for new access roads, and is made under Policy SA1 and SA2.

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## **4.1 Dunald Mill - Access Road**

### **Site Location and Overview**

Dunald Mill Quarry is located near to the village of Nether Kellet and is within the administrative boundary of Lancaster City Council. The route for the re-alignment of Long Dales Lane (MRT10) is safeguarded under Policy SA2 of this plan and is intended as part of the principal allocation at Dunald Mill Quarry. Another safeguarding area is also made under this policy for a dedicated haul route through Back Lane Quarry and Leapers Wood Quarry.

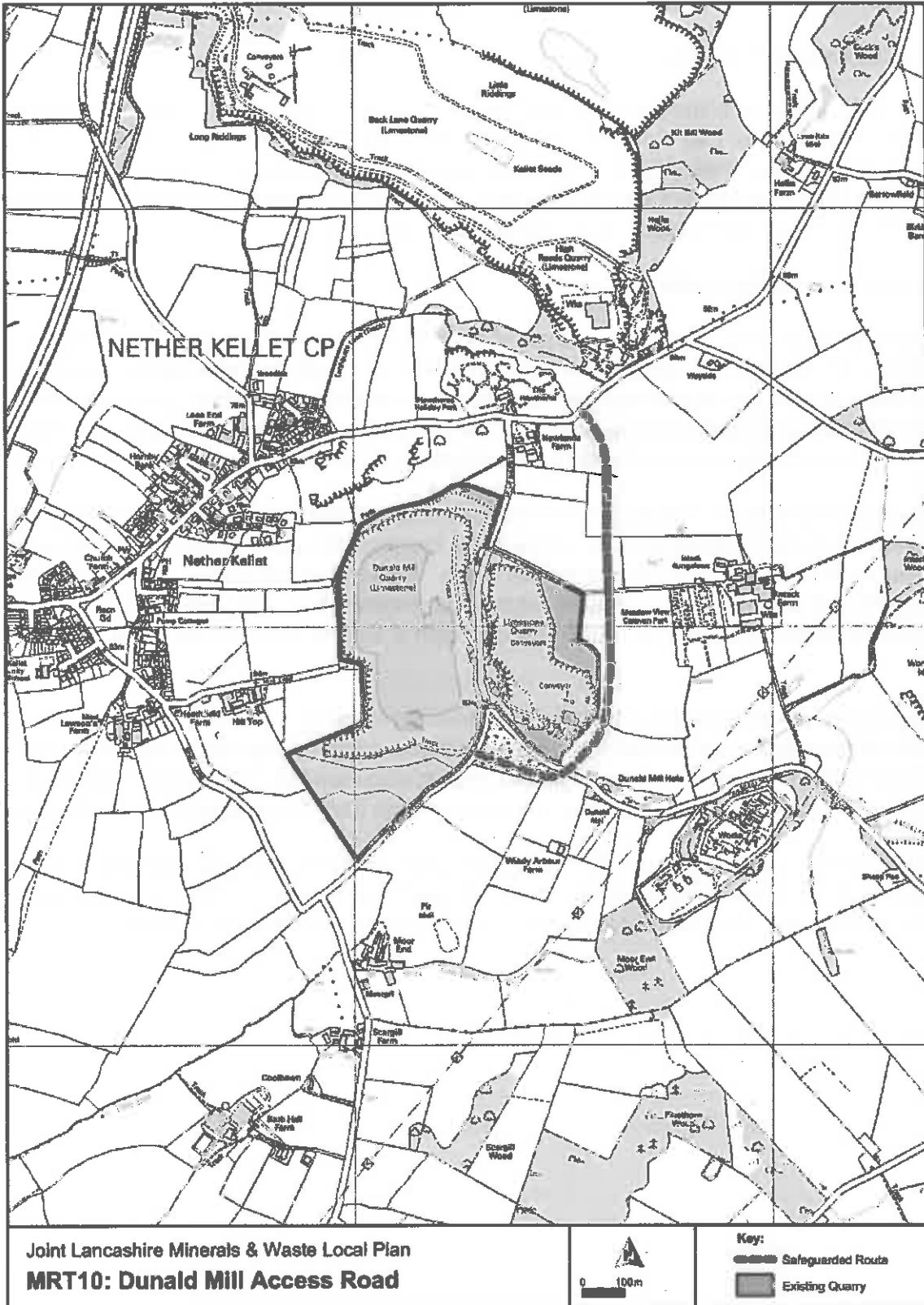
### **Environmental Safeguards**

New road projects may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the mineral planning authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of more specific challenges, a limestone outcrop along the southern part of the proposed safeguarding area is designated as a Biological Heritage Site and significant engineering would be required to overcome the steep terrain there. Similarly, a hill along the northern part of the safeguarding area would also require significant engineering. Detailed routing plans would be expected to assess the various routing options with a view to avoiding adverse impacts on these areas.

Routing plans would also need to consider potential impacts on hedgerows and the viability of farmland if fields are to be subdivided. Opportunities to mitigate any hedgerow losses through new planting should be considered. Routing plans should also consider the safety of new road junctions, taking into account the rural character of existing roads and the number of pedestrian users.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.



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## **4.2 Dunald Mill Quarry - Kellet Quarries Haul Route**

### **Site Location and Overview**

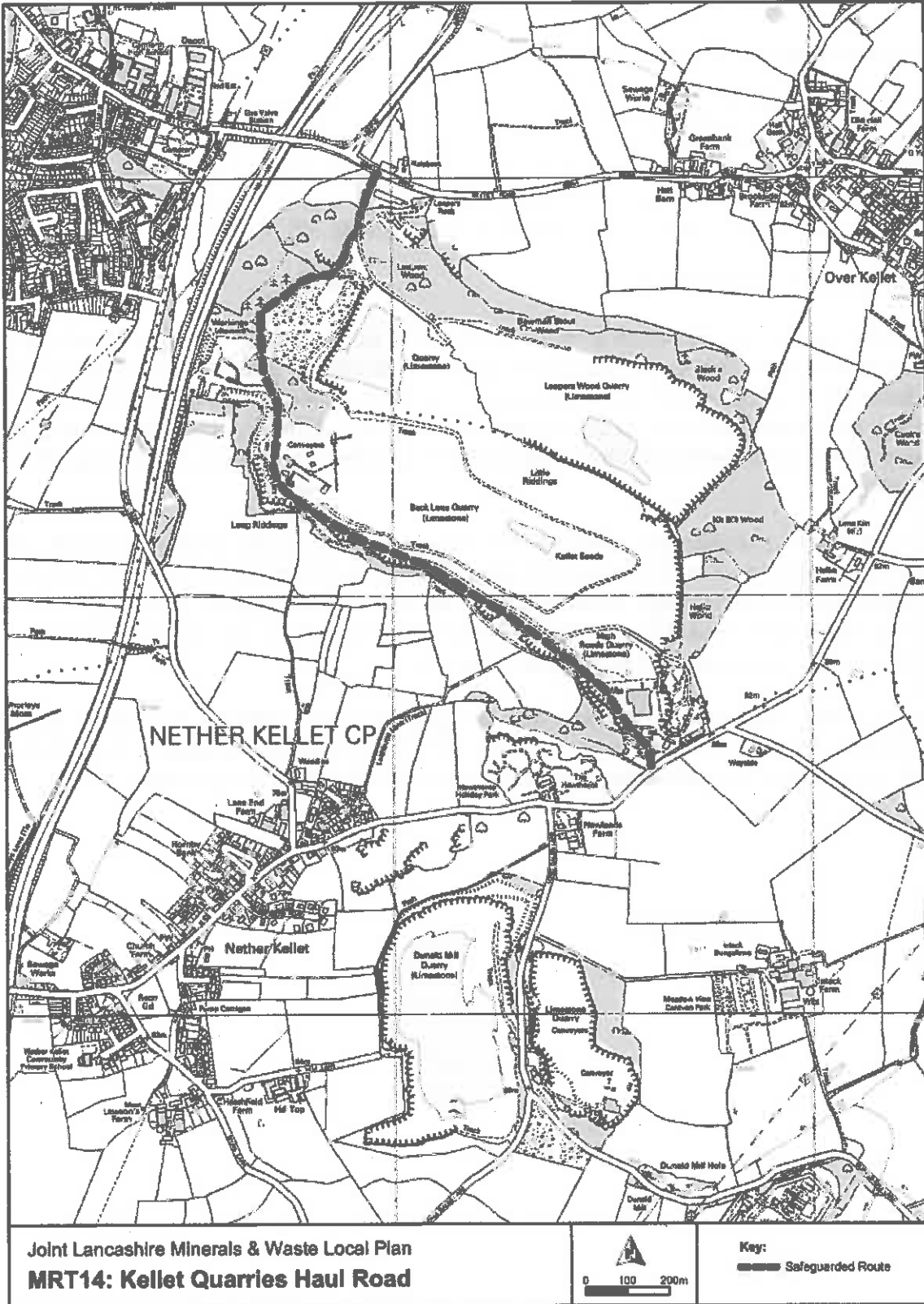
Dunald Mill Quarry is located near to the village of Nether Kellet and is within the administrative boundary of Lancaster City Council. The route for the dedicated haul route through Back Lane Quarry and Leapers Wood Quarry (MRT14) is safeguarded under Policy SA2 of this plan and is intended as part of the principal allocation at Dunald Mill Quarry. The proposed route is intended to provide a dedicated route from Dunald Mill Quarry to the M6 motorway.

### **Environmental Safeguarding**

New road projects may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, although the haul road through the existing quarries is intended to reduce the problem of heavy good vehicles on the local road network, the area includes several designated Biological Heritage Sites and may result in other impacts, including noise and dust problems. Applicants would be expected to assess and mitigate for any adverse impacts, including undertaken such assessments as may be required.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.



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## **4.3 Whinney Hill Link Road**

### **Site Location and Overview**

The Whinney Link Road (MRT11) is a proposed by-pass around the communities of Huncoat and Hillcock Vale in Accrington. The route of the proposed road is primarily within the administrative boundary of Hyndburn Borough Council, whilst a small area is within the Borough of Burnley. The road was proposed by Lancashire County Council as part of the planned municipal waste facility at the former Huncoat Power Station. The road has received planning permission.

The route will continue to be safeguarded under Policy SA2, even if the existing planning permission expires.

### **Environmental Safeguards**

New road projects may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific impacts, the route passes through designated Green Belt and would require significant engineering, with consequential impacts. Proposals would be expected to include appropriate mitigation measures to address these potential impacts.

The route also cross several watercourses which feed into an area designated as a Biological Heritage Site. Proposals may require measures to ensure that pollution risks are appropriately managed during the construction of the road (for example, potential ground contamination problems) and through the incidents during the life of the road. Applicants will be required to undertaken such assessment as may be necessary to assess these risks.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.





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## 4.4 Whitworth Quarry - Safeguarding New Access Road

### Site Location and Overview

Whitworth Quarry (MRT12) is situated on moorland above the town of Whitworth and is within the administrative boundary of Rossendale Borough Council. The quarry predates modern day planning laws and the site operations are now subject to a consolidated planning permission brought about by review of old permissions specially designed for long-standing quarries.

The existing access route to the site is through Tong End and Tong Lane, which are considered to be unsuitable for the size of vehicles now serving the quarry, and a new access route is safeguarded under Policy SA2 in this plan. This is an allocation brought forward from the Minerals and Waste Local Plan (2006).

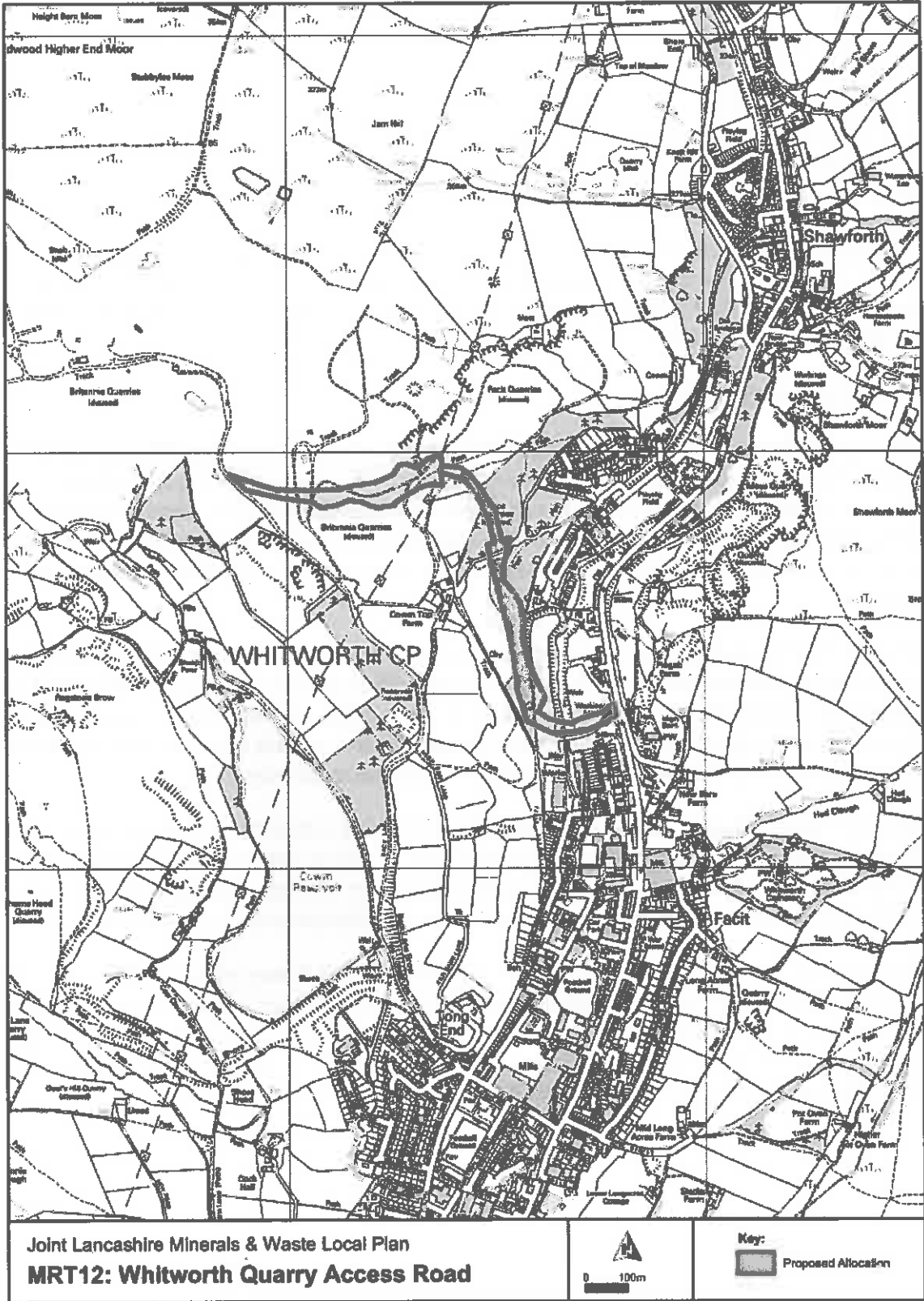
### Environment Safeguarding

New road projects may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Mineral and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the proposed access road would require significant groundwork and engineering, with consequential visual impacts, although part of the route would be tunnelled. The proposed routing may also have a range of other potential impacts on landscape character, nearby residential properties, recent woodland planting and wildlife interests, the restoration works to the prominent Facit Chimney, and disruption to a local cycleway.

The nearby moorland also has a range of environmental interests, including local and national wildlife designations. Although these interests are of more relevance to developments within Whitworth Quarry itself, impacts associated with changes to routing or number of vehicle movements across the site would need to be considered in the detailed planning of the route.

Detailed surveys, assessments and design proposals of all these potential impacts would need to be undertaken before a planning application could be considered. Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.



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## **4.5 Hillhouse Industrial Estate - Safeguard New Access Road**

### **Site Location and Overview**

Hillhouse Industrial Estate is located between Thornton and Fleetwood and is within the administrative boundary of Wyre Borough Council. Land for a new access road (MRT13) is safeguarded under Policy SA2 of this plan. Part of this road has already been built to provide access to the municipal Waste Recovery Park.

The road passes through land identified in the Thornton & Fleetwood Area Action Plan as housing development, and has been the subject of a masterplanning exercise undertaken by the current landowners.

### **Environmental Safeguarding**

New road projects may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the proposed safeguarded access route passes through former industrial land. The course of the proposed route also passes across a disused railway line, which is designated as a Biological Heritage Site. Ecological assessments would be expected to accompany detailed routing proposals, which will need to take account of the wider regeneration and development proposals set out in the Area Action Plan.

Strategic access to the rest of the County from this area would most likely use the A585, which is subject to severe congestion problems. A sub-regional transport study has been undertaken to provide short to medium term solutions on this heavily used route. However, proposals for the access road will require a transport assessment to determine the extent of any potential impacts on the local road network, or further afield.

The safeguarding area is also identified as at risk of flooding and detailed proposals would be expected to assess these risks. This may need to include the impact of the road on flood flows in the context of future developments in the surround areas.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**MRT13: Hillhouse Access Road**



Key:  
Safeguarded Route

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## **4.6 Lancaster West Business Park - New Junction**

### **Site Location & Overview**

Lancaster West Business Park (MRT15) is a former industrial site located to the north of the village of Middleton and is within the administrative boundary of Lancaster City Council. The allocated area includes a newly built municipal waste transfer station and planning permission has been granted elsewhere on the site for a wood-fired power facility.

The redevelopment of the site has resulted in the construction of a new access road off of the A683, but the road fails to serve as a through road because the final section has not been connected to Middleton Road. The land required to complete this is safeguarded in this allocation.

### **Environmental Safeguards**

New road projects may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the proposed route which follows a disused railway line, is populated by established tree cover (parts of which are protected by Tree Preservation Orders). The wider area also consists of heavily modified former industrial land and therefore ground contamination may be an issue. Proposals would be expected to address both issues through prior assessments and through the design and implementation of the scheme. In the case of woodland loss (some which will be inevitable), off site compensation may be required.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



Joint Lancashire Minerals & Waste Local Plan  
**MRT15: Lancaster West Junction**



Key:  
 Proposed Allocation

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## 4.7 Heysham Dock Wharf

### Site Location and Overview

Heysham Port is a working passenger and freight port located to the south-west of Heysham and within the administrative boundary of Lancaster City Council. On its southern boundary, the site adjoins Heysham Power Station and is served by a single track railway line and by the A589 from Lancaster.

Heysham Dock Wharf (MRT1) is located in the north west corner of the port. It has been used to land aggregates in the past and is safeguarded by Policy M3 in this plan. If, for port related reasons, this area is no longer available the Minerals Planning Authority will work with the Port of Heysham to encourage the utilisation of port infrastructure for the provision of an equivalent facility. In such circumstances, developers will be encouraged to look at ways of making use of this facility with a view to reducing the need for road transport.

### Environmental Safeguards

There are wildlife interests in the surrounding area including the internationally-important Morecambe Bay and several Biological Heritage Sites. Developers will be expected (as a minimum) to demonstrate that proposals will not have adverse effects on these interests. In the case of significant impacts on Morecambe Bay this would rule out development.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors, and impacts on nearby residential properties. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## 4.8 Railway Infrastructure

### Site Locations and Overview

Railway sidings and other railway infrastructure are safeguarded under Policy SA1 at the following locations: Salwick (MRT2), Huncoat (MRT3), Ribblesdale Cement Works (MRT4), Hillhouse Industrial Estate (MRT5), Carnforth (MRT6), Redscar Industrial Estate (MRT7), Riversway (MRT8) and Wostenholme Bronze (MRT9).

The sites predominantly consist of disused or underused railway facilities and will be safeguarded against development which could compromise the future use of these sites for waste or mineral transport.

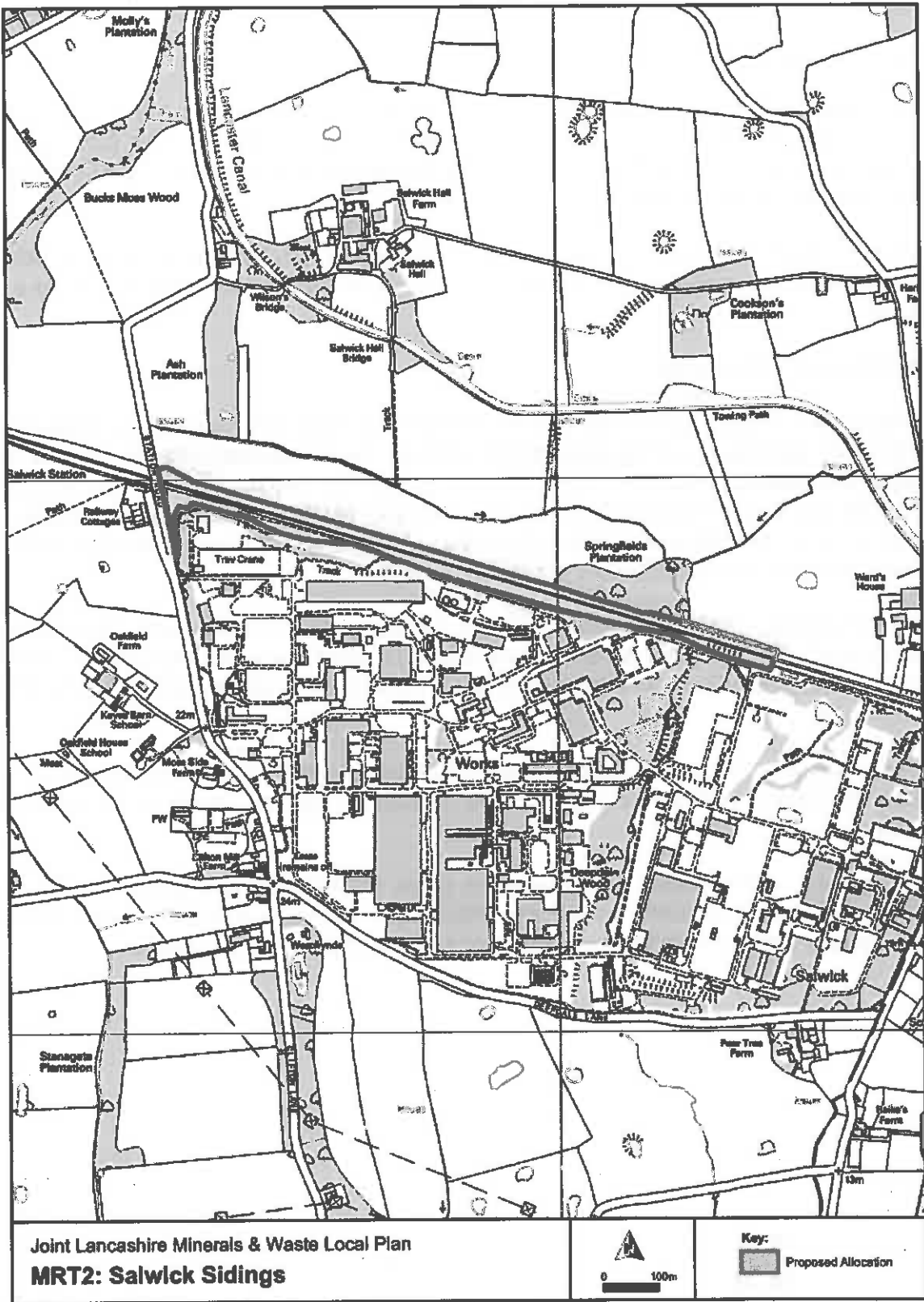
### Environmental Safeguards

Rail freight uses and associated storage areas and road traffic may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

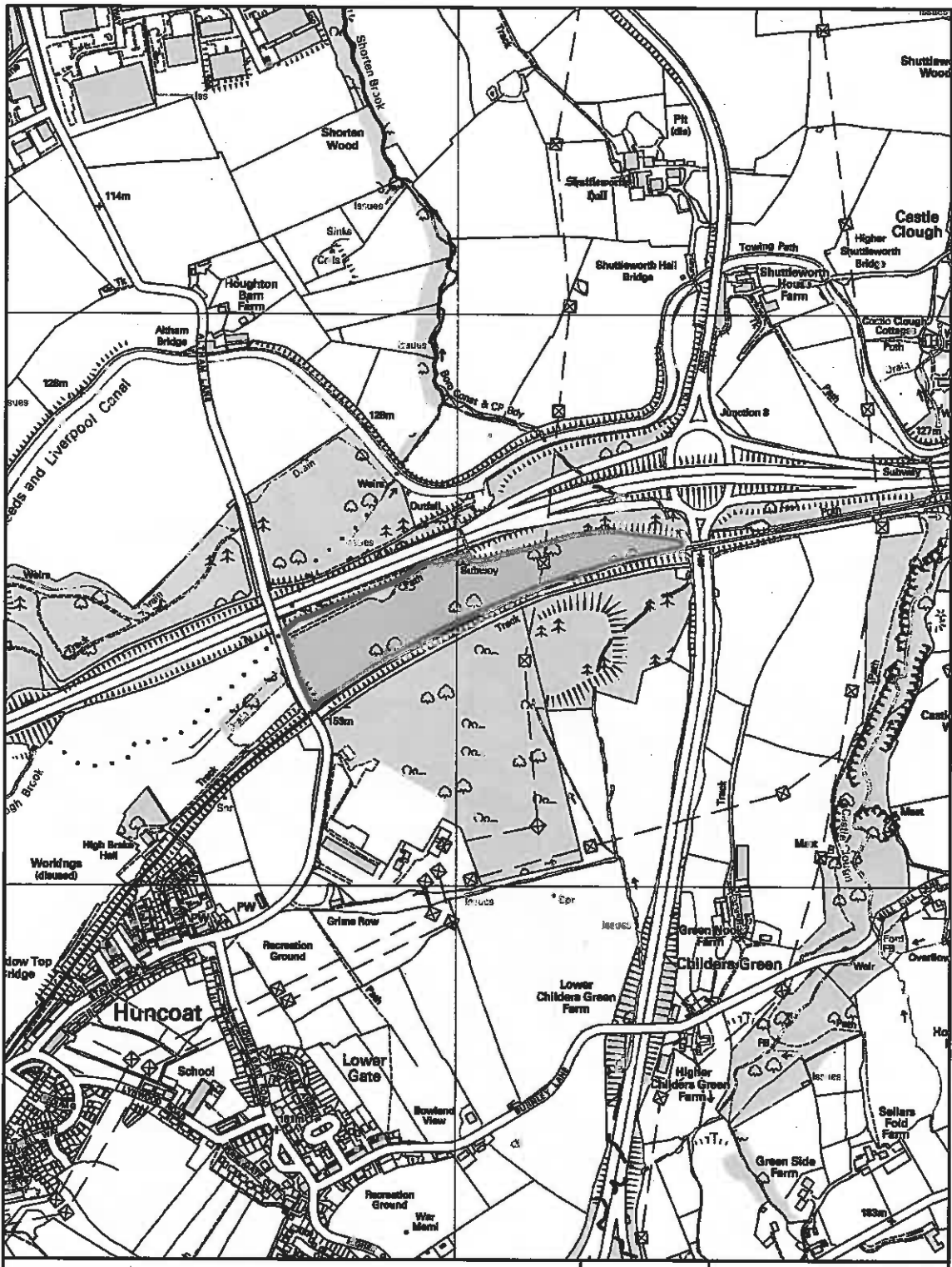
In terms of specific challenges, many of these facilities are in urban areas close to residential properties and in these cases applicants will need to demonstrate that the amenity and health of nearby communities will not be adversely affect, for example by noise, dust or from traffic-related risks.

Proposals may also impact on the operation of the wider railway network and applicants will be expected to consult with the relevant bodies, including Network Rail and the Department for Transport.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also need to comply with the validation checklist for a relevant planning application.



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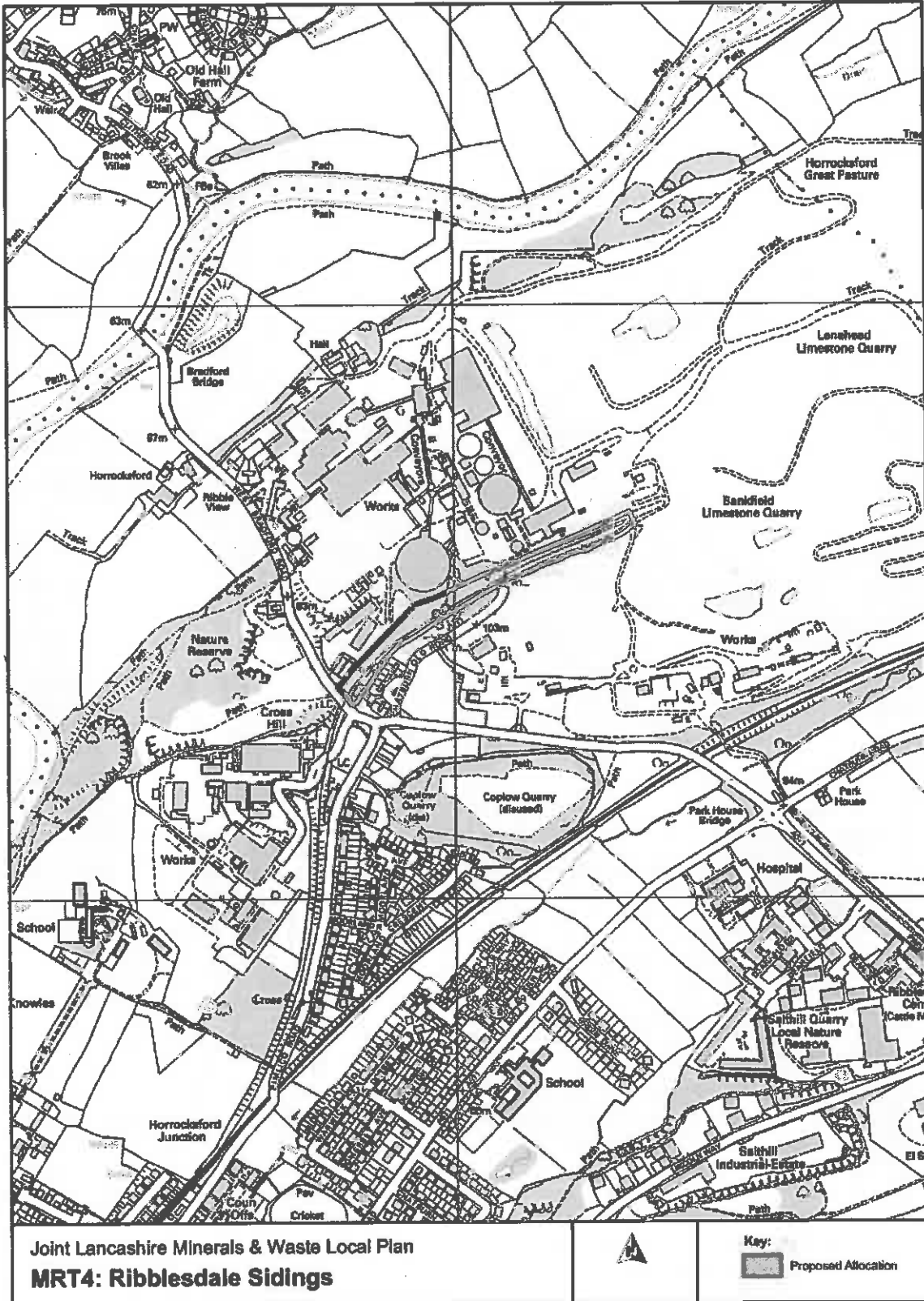


Joint Lancashire Minerals & Waste Local Plan  
**MRT3: Huncoat Sidings**

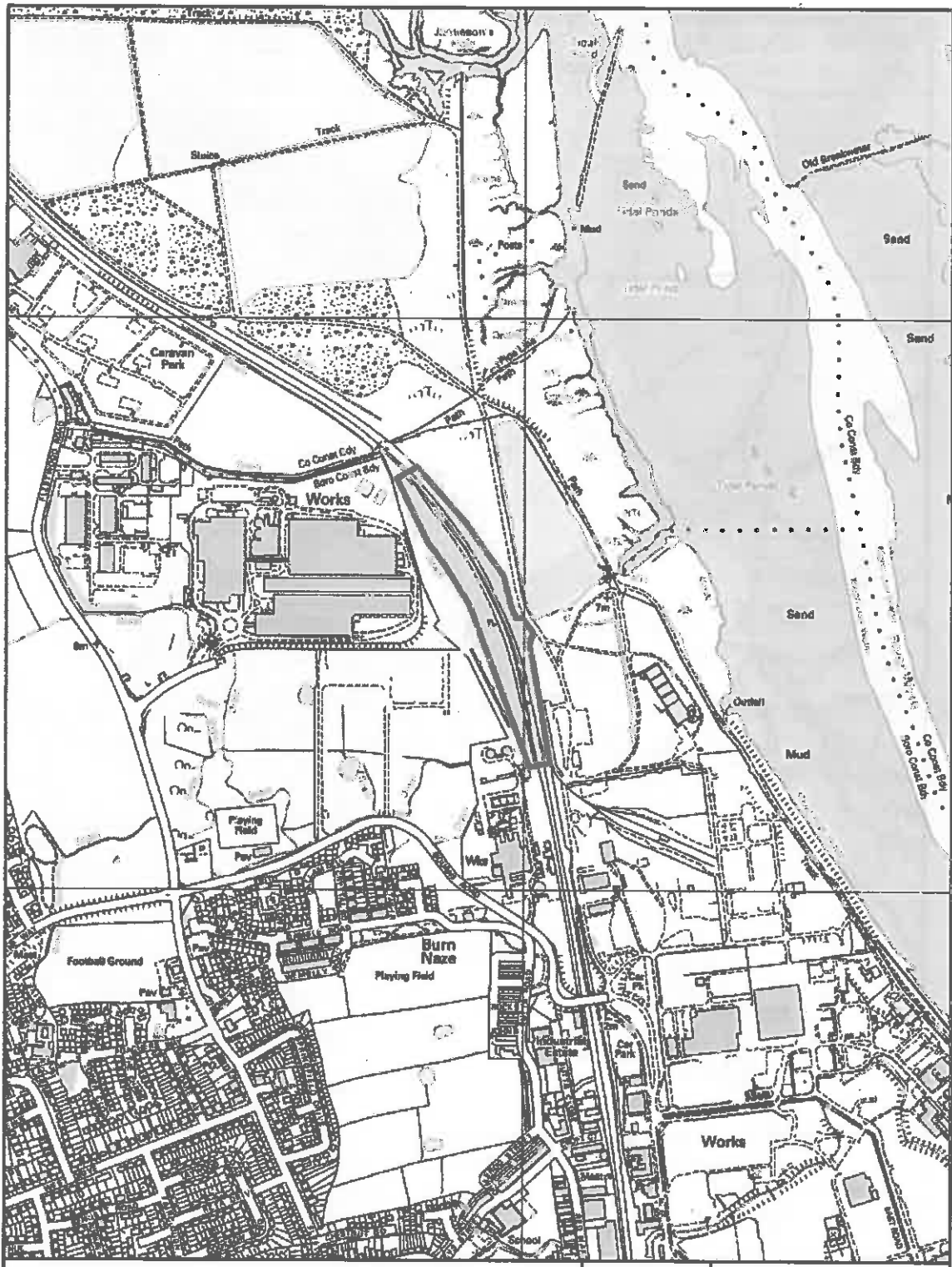


Key:  
 Proposed Allocation

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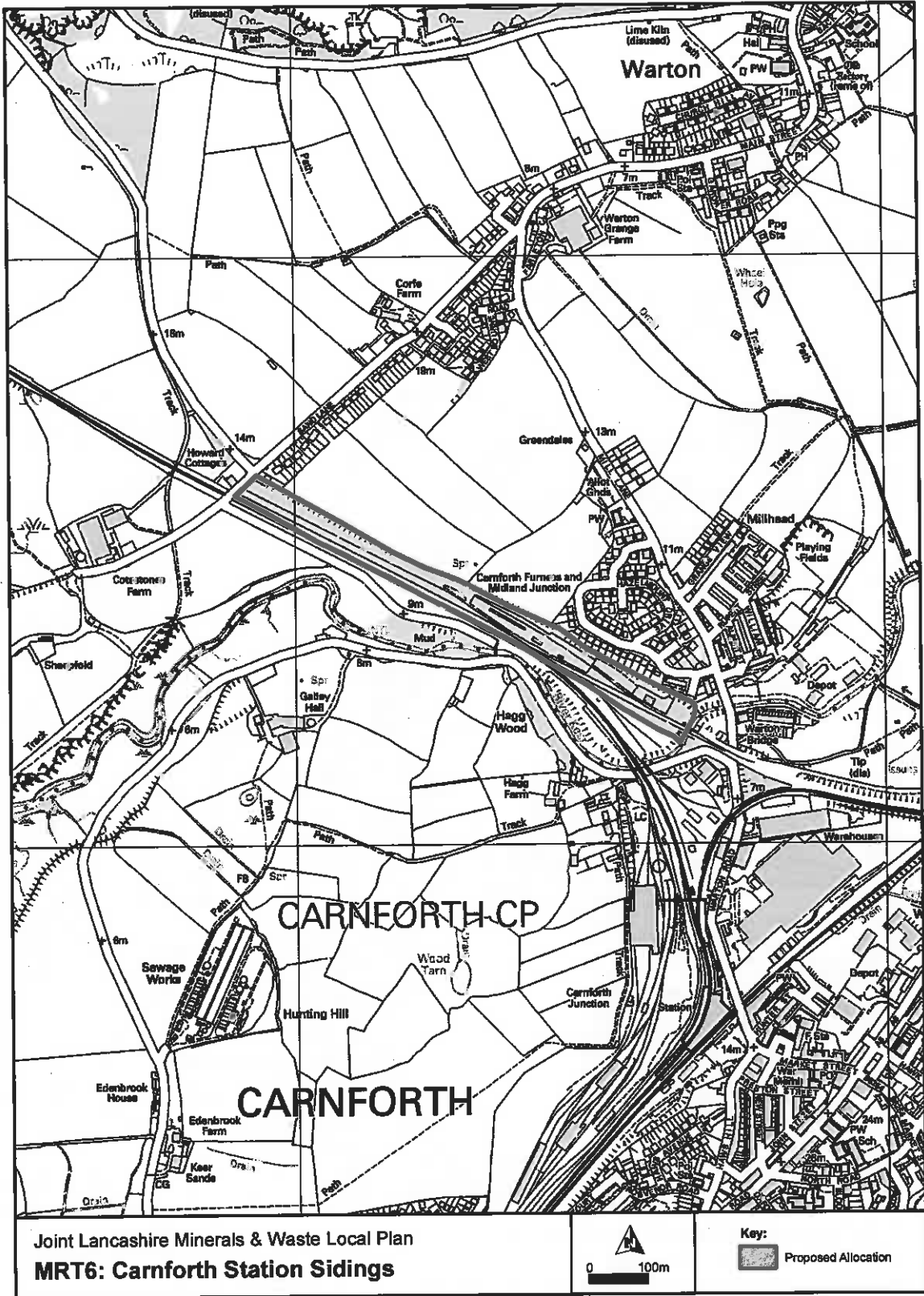


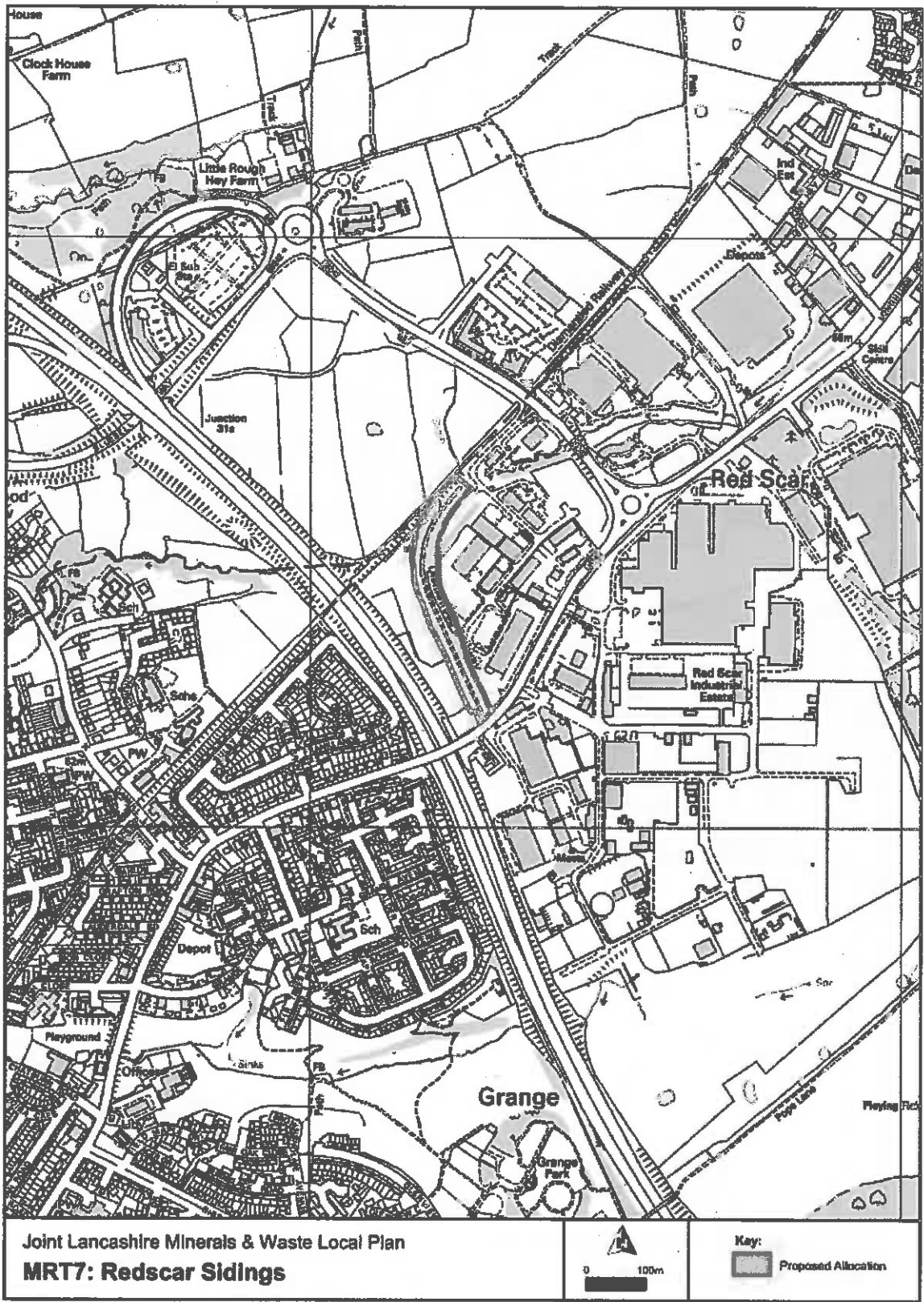
**Joint Lancashire Minerals & Waste Local Plan**  
**MRT5: Hillhouse Sidings**

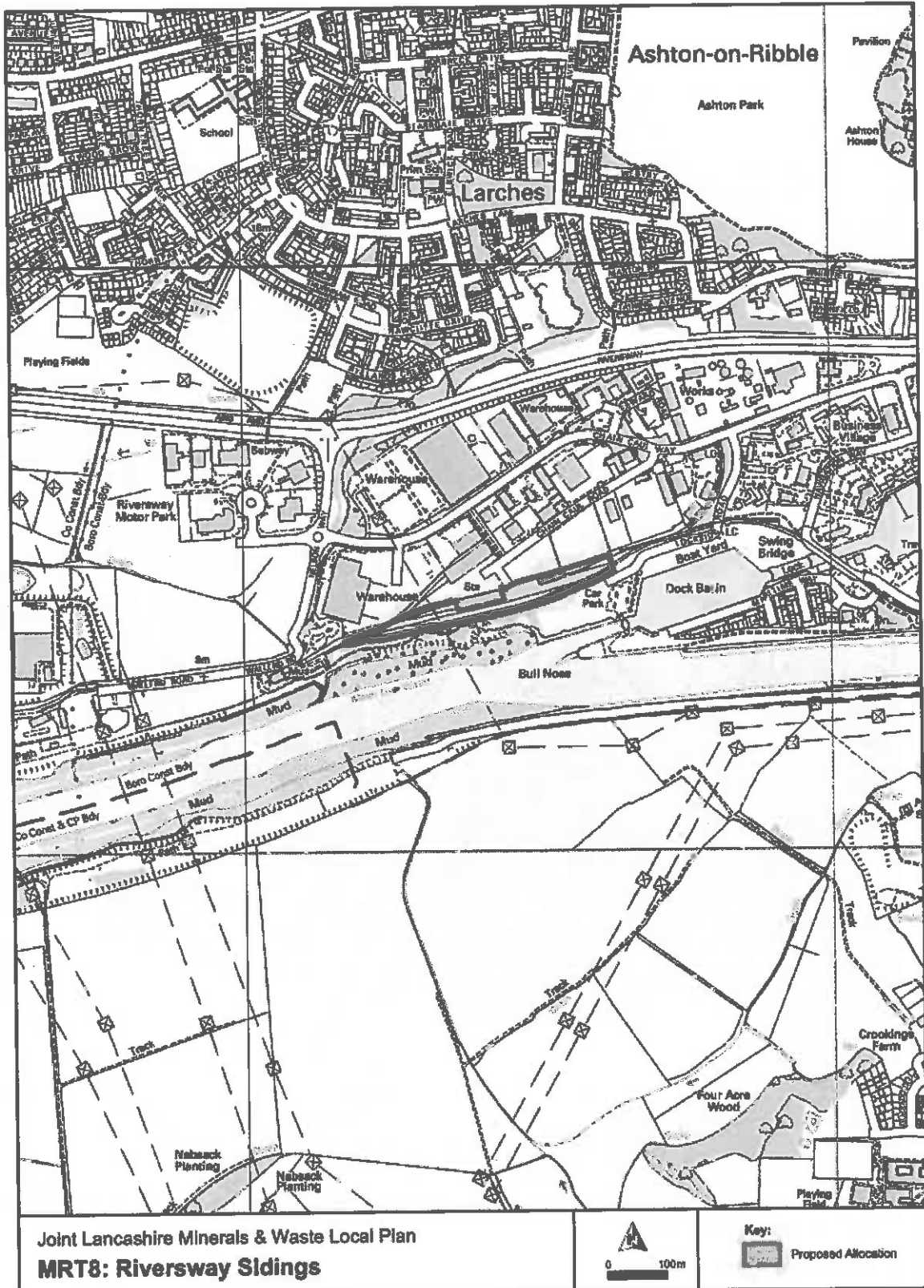


**Key:**  
 Proposed Allocation

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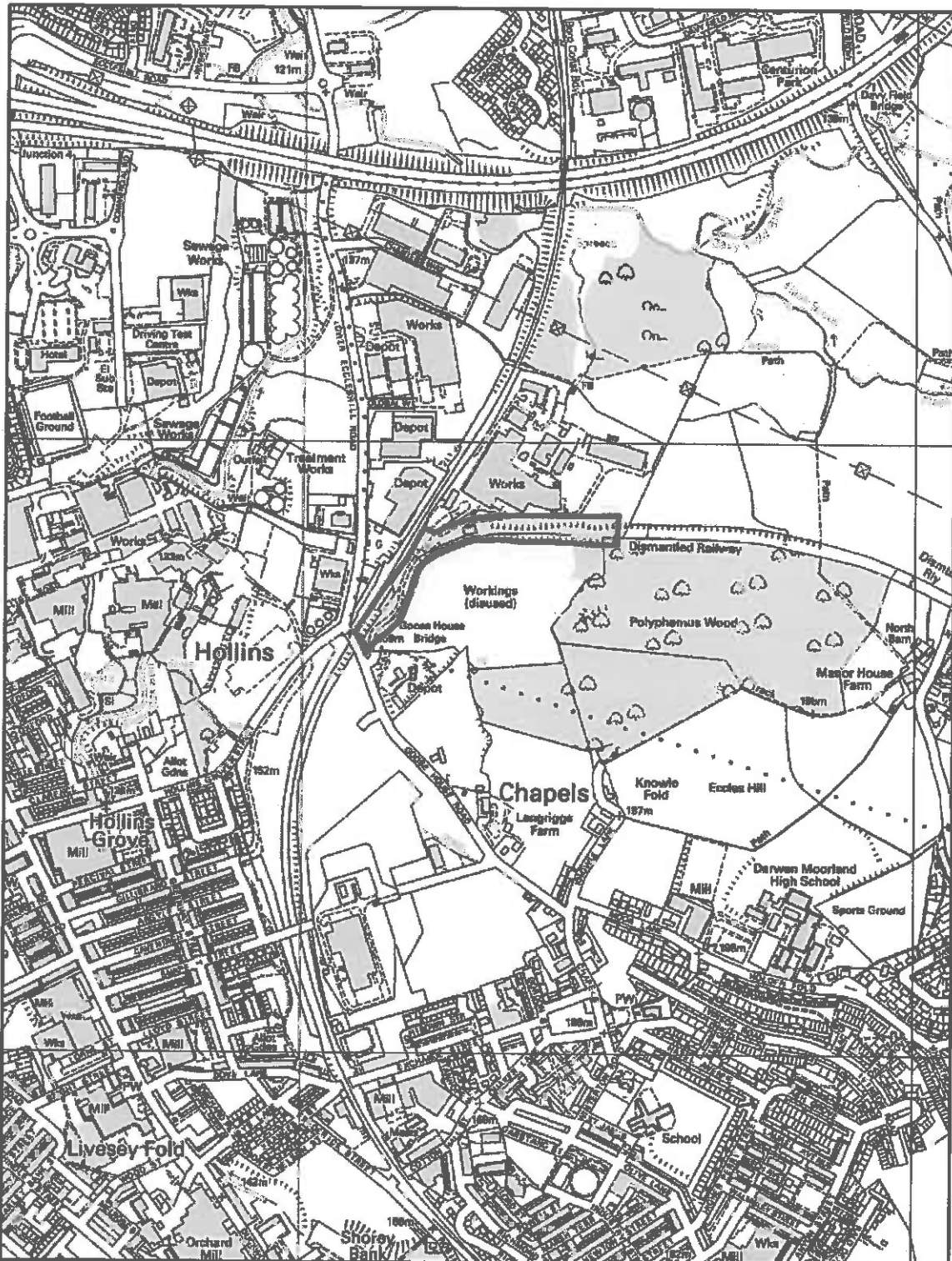






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**Joint Lancashire Minerals & Waste Local Plan**  
**MRT9: Woistenholme Bronze Sidings**



**Key:**  
 Proposed Allocation

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## 5 Landfill Sites

Sites identified in this section are allocated under Policies LF1-4 for landfill disposal. Sites for inert waste disposal would accept non-hazardous and non-biodegradable wastes, typically those arising from construction projects. In this section, both Scout Moor Quarry and Jameson Road Lagoons are allocated for inert waste landfill.

The site at Springfield Fuels is allocated for the disposal of low-level radioactive wastes produced at the processing plant.

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## **5.1 Springfields**

### **Site Location and Overview**

Springfields (ALC1) is a nuclear fuel processing site located to the west of Preston and within the administrative boundaries of Fylde Borough Council. The allocation is intended to allow the site to landfill its own low-level radioactive wastes, such as those arising from the decommissioning of redundant builds or from operation wastes such as used safety clothing.

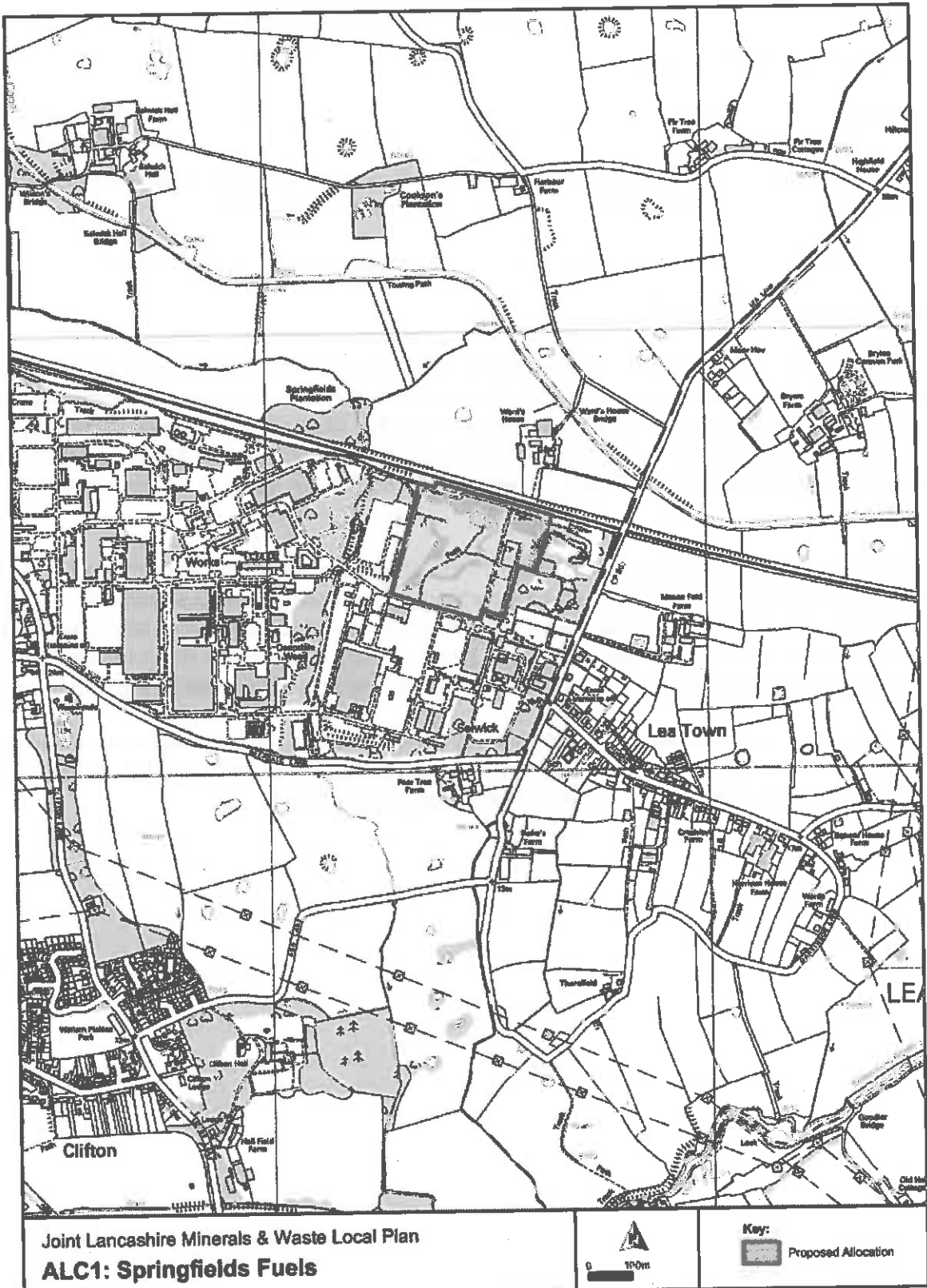
Part of the wider site is also safeguarded for its potential railway transport uses.

### **Environmental Safeguards**

Landfill facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, proposals will only be granted where detailed ground investigations demonstrate that the landfilling could be operated safely and without a significant risk to society, groundwater, aquifers, wildlife, flora and fauna, and air. Consideration may also need to be given to the amenity impacts on nearby residents. Planning applications will need to demonstrate they have considered these receptors and addressed any impacts arising as a result of the proposal.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as proximity to sensitive receptors. Applicants will also be required to comply with the validation checklist for a relevant planning application.



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## 5.2 Jameson Road Lagoons

### Site Location and Overview

The lagoons at Jameson Road (ALC3) are located to the south of Fleetwood and are within the administrative boundaries of Wyre Borough Council. The lagoons were operated as part of the former ICI plant on the Hillhouse Industrial Estate and have remained unused and inadequately restored since the plant closed. The site is allocated under Policy LF2 for the landfilling of inert wastes.

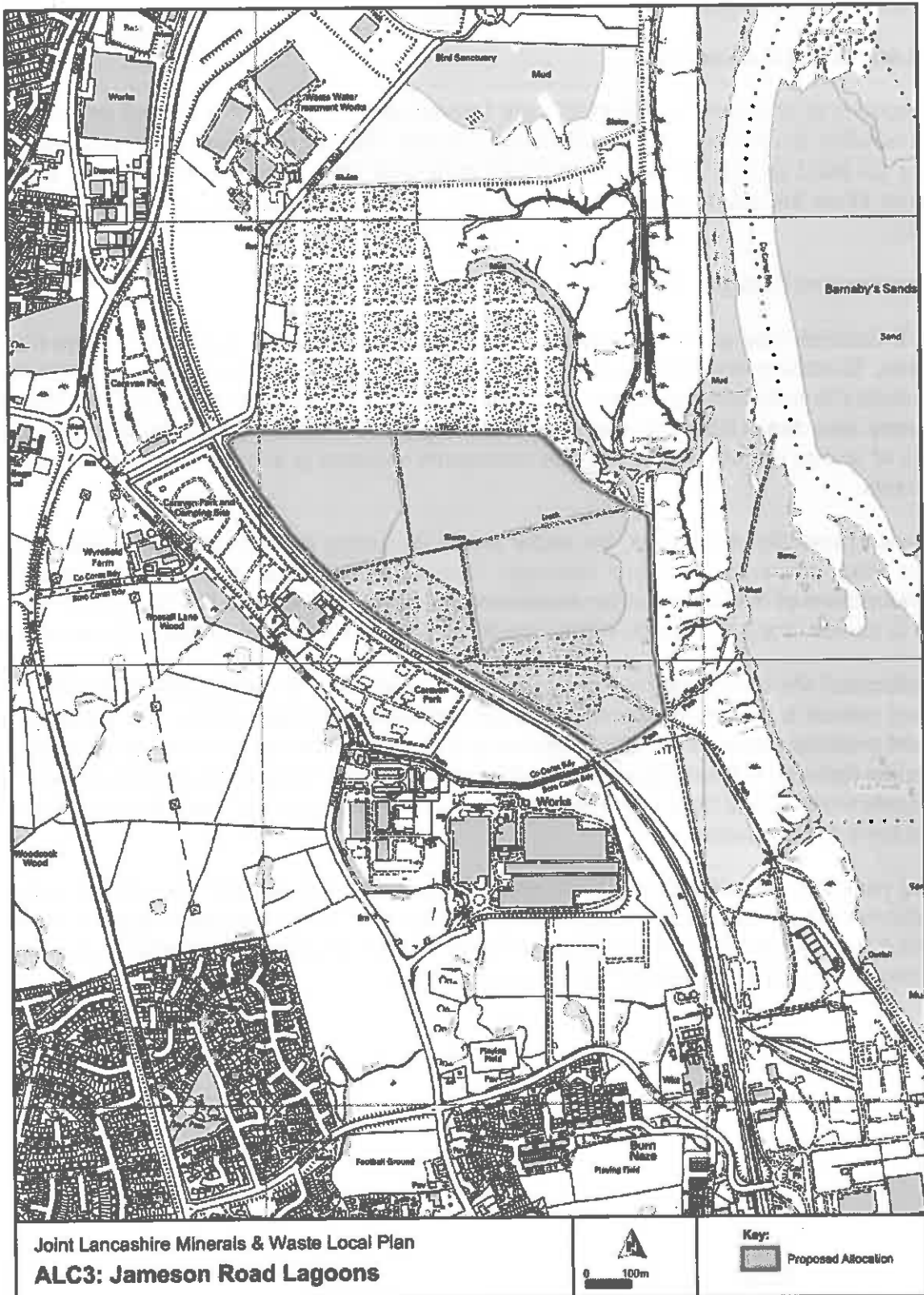
### Environmental Safeguards

Landfill facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the wider areas (including the lagoons) are subject to an Area Action Plan prepared by Wyre Borough Council, which sets out plans for the wholesale redevelopment of the area and for environmental enhancements to the lagoons. Proposals will need to demonstrate in detail how they would assist in the implementation of these aspirations.

The allocated site also contains a biological heritage site and is immediately adjacent to the Wyre Estuary (which is an internationally-important wildlife area). Parts of the site are also known to support protected species of birds. Applicants will be expected to address these issues through measures included in the design and operation of the site (including restoration proposals), whereas proposals which would have a significant impact of the conservation interests of the Wyre Estuary would have to be rejected.

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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## 5.3 Scout Moor Quarry

### Site Location and Overview

Scout Moor Quarry (ALC4) is a working gritstone quarry located on moorland south-east of Edenfield and within the administrative boundary of Rossendale Borough Council. The quarry has permission to extract stone and benefits from long-term rights granted under a review of old mineral planning permissions in 2004.

The site is also allocated as a suitable location for inert waste recycling facilities under Policy WM4 of this plan, with the expectation that both proposals would help deliver the restoration of the quarry. Any proposals would be expected to be limited to the operational life of the mineral workings and its restoration.

### Environmental Safeguards

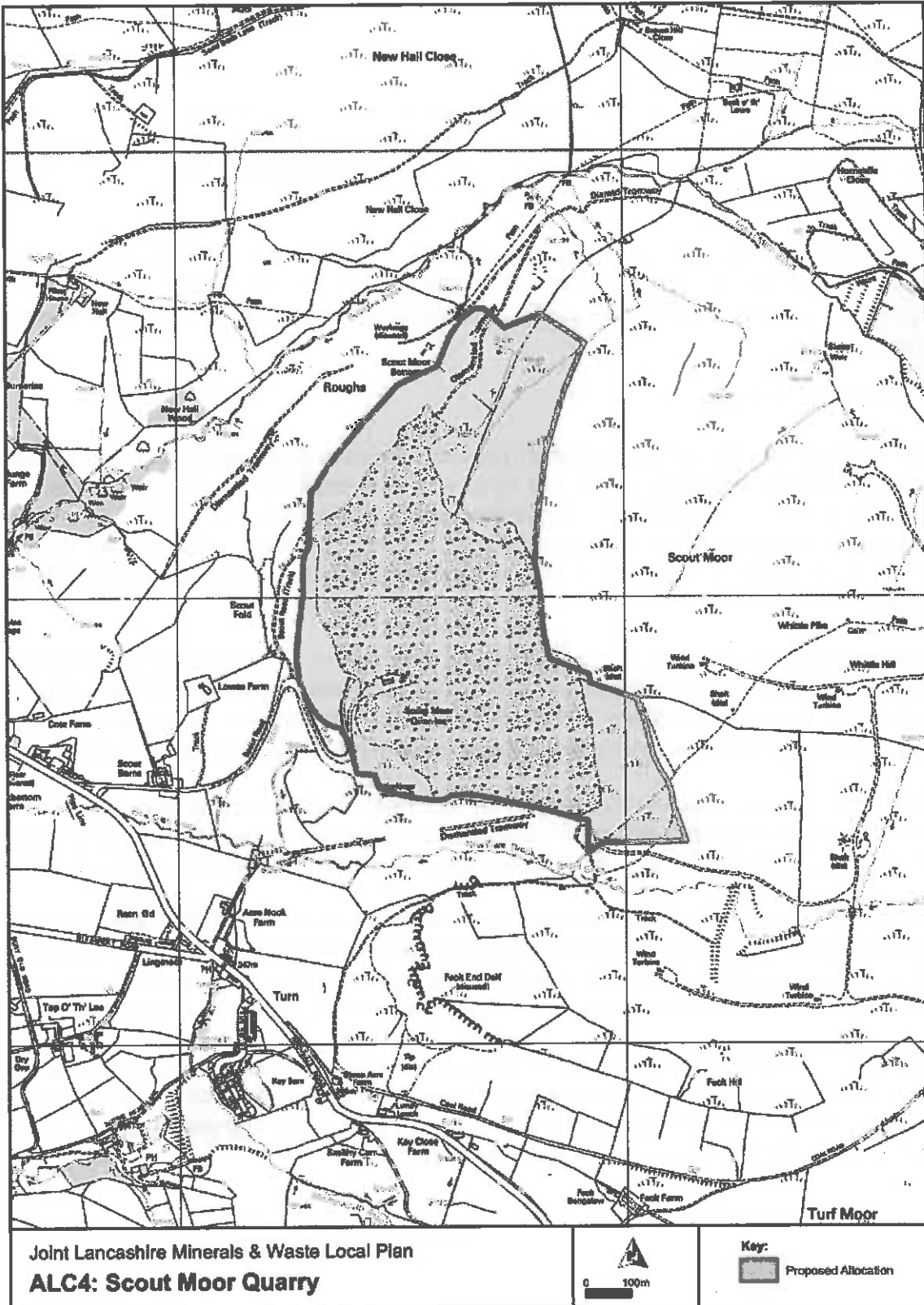
Landfill facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.

In terms of specific challenges, the allocated site is located in an area of significant environmental and cultural interest. These include several large areas of moorland and other semi-natural habitats designated as Biological Heritage Sites. There may also be habitats which attract protected bird species. It is likely, therefore, that proposals will be expected to avoid harm to these interests.

The area also has a range of recreational interests, most notably in terms of its footpaths and open access areas, and proposals will again be expected to support these interests and consider what screening or landscaping measures could be used to reduce unavoidable visual or noise impacts.

Transport problems also exist on the local road network and in Edenfield in particular. Applicants will be expected to demonstrate that these impacts can be minimised, which may include measures aimed at minimising the number of vehicle movements to within existing limits (for example, by utilising existing vehicles which may currently be unladen on certain journeys).

Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.



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#### **5.4 Whinney Hill Landfill**

**This site has planning permission until 2045 and is identified in the Core Strategy Policy CS8 as providing the long term strategic provision for non-hazardous landfill for Lancashire.**



Joint Lancashire Minerals & Waste Local Plan  
LF1: Whinney Hill Landfill

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[www.lancashire.gov.uk](http://www.lancashire.gov.uk)





The Planning  
Inspectorate

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# **Report to Joint Committee for Strategic Planning (Comprising Lancashire County Council, Blackburn with Darwen Council, Blackpool Council)**

**by Geoffrey Hill BSc DipTP MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Date: 10<sup>th</sup> June 2013**

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PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

**REPORT ON THE EXAMINATION INTO**

**LANCASHIRE SITE ALLOCATION AND DEVELOPMENT  
MANAGEMENT POLICIES LOCAL PLAN**

**(Site Allocation and Development Management  
Policies Development Plan Document)**

Document submitted for examination on 31 May 2011

Examination hearings held between 30 September 2011 and 9 November 2012

File Ref: PINS/Q2371/429/10

## Abbreviations Used in this Report

AWP	Aggregates Working Party
BHS	Biological Heritage Site
CS	Core Strategy
HGV	Heavy Goods Vehicle
HRA	Habitats Regulations Assessment
JAs	Joint Authorities – a short-hand term used to refer to the three local authorities which have prepared this Local Plan; Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Council
LMWDF	Lancashire Minerals and Waste Development Framework
LP	Local Plan
MajPC	Major Proposed Change
MM	Main Modification
MPC	Minor Proposed Change
MPG13	Minerals Planning Guidance 13: Guidelines for Peat Provision in England
MPS1	Minerals Policy Statement 1: Planning and Minerals + Practice Guide to MPS1
MSA	Minerals Safeguarding Area
NE	Natural England
PPG2	Planning Policy Guidance Note 2 - Green Belts
PPS	Planning Policy Statement
PPS1	Planning for Sustainable Development
PPS10	Planning for Sustainable Waste Management + Companion Guide to PPS10
PPS12	Creating Strong Safe and Prosperous Communities through Local Spatial Planning
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
TAB	Technical Advisory Body
The Framework	National Planning Policy Framework

### **Non-Technical Summary**

This report concludes that the Site Allocation and Development Management Local Plan provides an appropriate basis for the planning of the Joint Strategic Committee's administrative area over the next 8 years providing a number of modifications are made to the plan. The Joint Authorities have specifically requested that I recommend any modifications necessary to enable them to adopt the plan.

All of the modifications to address this were proposed by the Joint Authorities, and I have recommended their inclusion after full consideration of the representations from other parties on these issues.

The modifications can be summarised as follows:

- change the title of the plan and other nomenclature to accord with the Local Plan Regulations 2012;
- introduction of a degree of flexibility for the operational life of landfill sites;
- wider scope for alternative or additional sources of crushed rock aggregates;
- deletion of sites which were unlikely to be available for the proposed uses during the plan period and their replacement with alternative sites;
- inclusion of a criteria-based policy for disposal of hazardous waste;
- inclusion of a policy to give support to sustainable development.

## Introduction

1. This report contains my assessment of the Lancashire Site Allocations and Development Management Policies Local Plan<sup>1</sup> in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers whether the Local Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes clear that to be sound a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the Examination is the assumption that the Joint Authorities (JAs) – that is, Lancashire County Council and the unitary authorities of Blackburn with Darwen Borough Council and Blackpool Council - have submitted what they consider to be a sound plan. The basis for my examination is the plan submitted 31 May 2011.
3. The Submission Version was based upon the Pre-Submission Consultation version published in January 2011. In response to that consultation, revisions were made by the Joint Authorities and carried through into the Submission Version (submitted May 2011).
4. Representations were lodged to the Submission Version, some of which were accepted by the JAs and suggested changes put forward as either Minor Proposed Changes (MPC) or Major Proposed Changes (MajPC). These are noted as Minor Proposed Changes MPC01 – MPC159 inclusive in the Schedule of Minor Changes document dated August 2011. For the most part, the Minor Proposed Changes are factual updates, corrections of minor errors or other minor amendments in the interests of clarity or which are consequent to the Major Proposed Changes. The version of the plan before me for consideration at the Examination therefore comprised the Submission Version plus the Minor Proposed Changes in the August 2011 document.
5. During the Examination I identified a number of areas of concern relating to the soundness of the plan. The concerns were set out in my letter of 21 October 2011. In response to this, the JAs requested that the Examination be suspended whilst these matters were given close consideration. Subsequently, proposed modifications were drawn up by the JAs to address these matters. Further proposed modifications were put forward to take account of the replacement of earlier government planning advice and guidance by the National Planning Policy Framework and on the inclusion of a model policy to explicitly support sustainable development.
6. The modifications put forward by the JAs that go to soundness have been subject to public consultation and, where necessary, Sustainability Appraisal (SA) and I have taken the consultation responses into account in writing this report. The Examination was resumed in November 2012, with further hearing sessions to consider representations made in response to the three consultation exercises.
7. Further changes are necessary, largely as consequential adjustments in the light of publicised changes. As these have been drawn up in response to

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<sup>1</sup> The document was originally called the Site Allocations and Development Management Policies Development Plan Document, but was renamed to accord with the 2012 Local Plan Regulations.



representations made and the discussion at the hearing sessions, it is not necessary for them to be open to wider public consultation or to be considered under an SA exercise. The proposed changes which are not identified by me as Main Modifications can be regarded as Additional Modifications under Section 23 of the Planning and Compulsory Purchase Act 2004, as amended, which can be made by the JAs without endorsement from me.

8. My report deals with the Main Modifications that are needed to make the Local Plan sound and legally compliant. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any modifications needed to rectify matters that make the plan unsound/not legally compliant and thus incapable of being adopted. Those changes identified as Main Modifications have been publicised and representations invited from potentially affected parties. My recommendations have been made in the light of that publicity. The Main Modifications are set out in the Appendix.

## **Assessment of Soundness**

### **Preamble**

9. The Local Plan (LP) has been prepared to accord with the Lancashire Minerals and Waste Development Framework (LMWDF) Core Strategy (CS).
10. At the time the LP was being prepared the North West Regional Strategy (RSS) formed part of the development plan. Nevertheless, the RSS had little direct bearing upon this LP, the regional planning situation having been largely taken into account in the Core Strategy. By the time the Examination of this LP had opened the Secretary of State for Communities and Local Government had announced his intention to revoke the RSS. Due regard has been given to that announcement throughout this Examination, with consideration being given to what changes (if any) may be necessary once the revocation came into effect. On 20 May 2013 the RSS was revoked by the Secretary of State.
11. The more relevant regional planning context for minerals and waste for this LP is provided through joint forums for industry and local authorities engaged in minerals production and waste and management. Guidance on waste management and disposal capacity is drawn up in consultation with the Technical Advisory Body (TAB), as advised in the Companion Guide to PPS10. For minerals production, regional guidance is drawn up in consultation with the Aggregates Working Party (AWP), as advised in Guidance on the Managed Aggregate Supply System<sup>2</sup>. Use of the AWP's figures as the context for minerals planning is, therefore, entirely appropriate.
12. As a consequence of my consideration of the initial representations the JAs asked for the Examination to be suspended whilst parts of the LP were reviewed and proposed changes drawn up. In addition, changes were put forward to take account of the publication of the National Planning Policy Framework and to acknowledge the need to offer support for sustainable development. The proposed changes were open to formal public consultation.

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<sup>2</sup> *Guidance on the Managed Aggregate Supply System*: Department for Communities and Local Government, October 2012

13. This report takes into account responses to the consultation exercises. As well as having regard to all of the written representations, hearing sessions were held in September/October 2011 and November 2012.
14. As noted above, the majority of the proposed changes put forward by the JAs deal with minor points of clarification or correction of slips and errors. These can be regarded as 'Additional Modifications' and can be made by the JAs on adoption without needing to be endorsed by me. Some of the proposed changes address points where the LP as submitted could have been found to be unsound. These more fundamental changes are to be regarded as 'Main Modifications' and, in order for the LP to be found sound, were presented to me by the JAs for my endorsement. These are identified as **MM** (in bold text) in this report.
15. No further changes are required to the LP to accommodate the revocation of the RSS other than to delete any references to the RSS, where these may be found. As this would be a matter of correction or up-dating which does not bear upon the soundness of the LP, such changes do not need to be specifically recommended by me as Main Modifications.

## **Matters and Issues**

16. Taking account of all the representations, written evidence and the discussions that took place at the Examination Hearings I initially identified nineteen Matters (some of which are sub-divided) upon which the soundness of the plan depends.
17. Following the conclusion of the three consultation exercises on proposed changes to the plan carried out whilst the Examination was suspended, I identified a further six Matters for exploration. Where my considerations cover points explored under the further Matters, these are identified in the various sub-headings as **RE MATTERS** (Resumed Examination Matters). My conclusions on these are integrated with my discussion below of the original 19 Matters. Consideration of some of the **RE MATTERS** has been divided and included under various of the initial 19 Matters. Where this is relevant it is indicated by the use of the word "**part**" in the heading.
18. This report also has had regard to the responses received to the final round of public consultation on proposed changes which took place 11 March 2013 – 22 April 2013.

### **MATTER 1A. LEGAL and PROCEDURAL MATTERS (GENERALLY)**

19. The LP has been drawn up in conformity with the LMWDF and, as such, forms part of a suite of documents which are to be used to control minerals production and waste management and disposal across the county and the two unitary authorities until 2021. The CS sets the broad geographical distribution for waste development and the capacity for various waste types and management streams, including recycling, biological processing, advanced treatment, inert recycling and hazardous waste management. Similarly, the CS establishes the broad production requirements for minerals across the plan area, and broadly indicates the geographical distribution of production and processing sites.

20. The strategic objectives and directions are taken forward in this LP and are complemented by development management policies applicable to both waste and minerals development.
21. One of the purposes of this LP is to identify new sites, or extensions to existing sites, which are required to meet the CS's provisions. The new sites will augment capacity and processes at sites which already have planning permission and are in production. Both the current and allocated sites (as they come into use) will be taken into account in the monitoring of the LMWDF.
22. The site selection process has been carried out in accordance with the relevant guidance and protocols. A Habitats Regulations Assessment (HRA) and a Sustainability Appraisal (SA) was conducted for all sites which were included in the search for sites. The scope and methodology for the SA was agreed with the relevant partners, ensuring that (amongst other matters) environmental concerns, flood risk, nature conservation and cultural heritage were appropriately and impartially considered before preferred sites were selected and carried forward into the Submission version of the LP. Whilst the SA process is appropriate for identifying sites for inclusion as allocations in the LP, this does not circumvent the need for detailed appraisals at planning application stage where close attention can be given to site layout, design, mitigation and protection requirements.
23. Planning Policy Statement 10, *Planning for Sustainable Waste Management* (PPS10) looks for a LP to demonstrate how capacity can be provided to meet the equivalent of at least 10 years of the annual rate of waste arisings<sup>3</sup>. Subject to the proposed changes put forward by the JAs, and upon which I comment in greater detail later in this report, with current sites plus new site allocations and flexibility to bring forward additional or alternative sites, the LP shows that sufficient provision can be brought forward for waste management purposes.
24. In accordance with PPS10, this LP addresses waste management by seeking to provide opportunities for facilities which would accord with the principle of driving waste management up the waste hierarchy, thereby extracting value from waste, reusing materials and minimising the volumes to be sent for ultimate disposal.
25. The sites which are allocated – either in the Submitted Version of the LP, or as proposed to be modified - broadly accord with the spatial distribution identified in the CS.
26. The number of sites for disposal of inert and non-hazardous wastes is likely to reduce over the plan period, with the completion, closure and restoration of some of the current sites. These are not to be replaced on a one-for-one basis through this LP. However, I accept that sufficient capacity will be available throughout the plan period and beyond on the basis that national policy expects volumes for disposal to reduce through greater reuse, recovery and recycling of waste. I consider the LP makes provision for an appropriate geographic distribution of disposal sites throughout the plan period.

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<sup>3</sup> Paragraph 18, PPS10

27. The LP seeks to identify sites where all of the broad waste management streams can be managed and, if appropriate, sent for disposal. The matter of hazardous waste disposal has been a contentious element of the LP but, with recognition that this is a diminishing fraction of the waste stream which requires disposal, a policy formulation has been put forward as a proposed modification which would give the opportunity for expanded, or even entirely new, sites to come forward subject to a demonstrable need and adequate safeguards being in place for the environment and those who work and live in the surrounding area.
28. Proposed changes have also been put forward to recognise the potential need for more than one site to be available for the disposal of low level radioactive waste.
29. I endorse these changes in so far as they impinge upon the soundness of the plan. The points are discussed in greater detail later in this report.
30. Some representors argued that the LP ought to specify what processes or waste types are to be handled at the identified sites – either as allocations or generally acceptable locations. Whilst this might offer a degree of close monitoring, it is neither necessary nor perhaps desirable. PPS10 makes it clear that waste plans should not necessarily deal with the types or technologies of waste at particular sites. New and up-rated waste management technologies are being developed all the time and to specify a waste type or process might unhelpfully constrain the efficiency and ability of a site to deal with arisings and, more usefully, drive treatment up the waste hierarchy. Furthermore, there is no waste 'trajectory' against which to track compliance and neither have the JAs, as waste planning authorities, any ability to intervene at such a detailed level for enforcement purposes. It is sufficient that for spatial planning purposes, once a site is established, it is run in accordance with its planning permission and any attaching planning conditions. For waste sites, close control over possible harm to human health and the environment is set through the Environment Agency's regime of Environmental Permitting, which presents a robust mechanism to set acceptable limits, and subsequent monitoring and enforcement of those limits.
31. I am content that the submitted LP has been drawn up in conformity with the relevant legislation, Regulations and associated guidance. All the required consultations have been carried out with other statutory bodies and agencies, local authorities and local communities. Representations have been received and the Council has put forward suggested changes to the LP either in advance of the Examination, or at the Examination itself, either to clarify passages or to make corrections.
32. At the Examination it became clear that there were some areas where the LP was at risk of being found unsound. These have been addressed by the JAs either through fairly simple wording changes to make the intention of a policy or allocation clearer, or through the introduction of more significant modifications. I consider all concerns over soundness have been addressed and, with the incorporation of the Main Modifications set out in this report, the LP can be considered to be compliant with the legal and procedural requirements.

33. The submitted document was prepared under the name of the Site Allocation and Development Management Policies Development Plan Document. However, with the introduction of the 2012 Local Plan Regulations<sup>4</sup> it is correct to now call it a Local Plan<sup>5</sup>. JAs have changed the name of the document accordingly. Other proposed changes have been put forward to refer to the Policies Map, rather than the Proposals Map (MPC/274 – MPC/285 inclusive). So that the document conforms with the current Regulations and the nomenclature now used (ie so that it meets the test of being consistent with national policy) I need to formally endorse the change of title of the plan and changes to references to the Policies Map as a Main Modification (**MM1**), as set out in the Appendix to this report.
34. Drawing these points together, if modified in accordance with my Main Modifications, the Site Allocation and Development Management Local Plan would be in conformity with the Core Strategy, national guidance - particularly that given in National Planning Policy Framework and PPS10 – and other development plan policies applicable across Lancashire, Blackburn with Darwen and Blackpool.

#### **MATTER 1B. RELATIONSHIP WITH THE NATIONAL POLICY PLANNING FRAMEWORK**

and

#### **RE MATTER 4. NATIONAL PLANNING POLICY FRAMEWORK (part)**

35. During the Examination, the government published its National Planning Policy Guidance (The Framework). The Framework cancelled much of the national planning guidance which set the context for this LP when it was submitted for examination. This includes Planning Policy Statements (PPSs), Planning Policy Guidance (PPGs), Minerals Policy Statements (MPSs) and Minerals Planning Guidance (MPGs). In particular, PPS1, PPG2, PPS10, PPS12, and MPS1 will have had significant relevance to the form and content of this LP. Only PPS10 now remains as current government guidance.
36. I do not consider that The Framework materially changes the context for this LP. The underlying strategic objectives, the identification and geographical distribution of sites do not need to be revised or expanded. It could be argued that cancellation of previous national guidance could leave gaps in the policy coverage for the plan area, in that it had previously been considered unnecessary or even undesirable to repeat in a local plan policies which had been set in national statements. I do not consider that the cancellation of the majority of those statements has left the LP seriously deficient in its policy coverage; Policy DM2 gives a broad-based context to take account of detailed site-specific concerns, which can be taken forward locally through planning permissions, planning conditions or any associated planning obligations. Monitoring of the LMWDF should identify when reviews of the LP are needed to guarantee continuity of landbanks for minerals and management capacity for waste.
37. The Localism Act 2011 introduced a duty to cooperate in the preparation of a plan. This duty does not apply retrospectively (that is, it does not bear upon

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<sup>4</sup> SI 2012 No./767: The Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>5</sup> Regulation 8(1)(b)

the preparation of this LP). Nevertheless, this LP has been prepared jointly by the three authorities with responsibility for minerals and waste planning across the plan area. There has been, therefore, at this very basic level proper cooperation over the formulation of the plan's policies and allocations. However, the market area for minerals (both supply and demand) and for the management of waste rarely – if ever - corresponds with local authority boundaries; that is, there is an inevitable amount of cross boundary traffic to meet demand for (say) minerals arising from beyond the county boundary, or to accept for treatment or disposal wastes which cannot be economically treated or disposed of elsewhere. Conversely, some of the needs arising within this plan area may only be met at sites or facilities in other counties. There is, therefore, a net balance to be assessed and provided for over an area wider than just the LP plan area.

38. For minerals this balance is, in broad terms, assessed through the Aggregate Working Party (AWP), and for waste management through the Technical Advisory Body (TAB). The JAs are participants in the work of the AWP and TAB and this, taken together with liaison with statutory consultees, satisfactorily meets any requirement for cooperation in the preparation of the LP.
39. The Framework has introduced as a new test of soundness that the plan should be prepared positively. Some participants put forward the view that this should be interpreted by the LP as being more permissive of additional minerals and waste operations; the view being that the LP as drafted is unduly restrictive.
40. For a plan to be seen to be positively prepared it should be based upon a sound evidence base which has identified likely needs arising during the plan period and that this has been taken forward through policies and allocations to ensure that the anticipated needs can be met. I consider that the LP as submitted and subsequently proposed to be modified does this. I do not consider that to meet the test the LP needs to effectively offer an open door to all prospective developers irrespective of a rational overview of likely demands and needs. A positive approach must also have regard to sustainability and the need to safeguard the natural environment, the potential environmental harm of over-supply, an encouragement to minimise use of resources, and the need to minimise waste.
41. The Framework looks for local plans to have a 15 year time frame from the date of adoption. This LP has been prepared to carry forward the policies of the Core Strategy. The CS looks to an end date of 2021 – only some 8 years from the date of this report. As the CS sets the context for this LP, there is the conundrum that, if the LP is now expected to look to 2028 before it can be adopted, it would not be in conformity with the CS and the associated evidence base (ie not properly justified, and therefore not sound).
42. The fact that the LP has only a relatively short 'life' could be taken as it being at risk of being found unsound. However, to remedy this would involve a lengthy delay whilst the evidence base is up-dated and rolled-forward, and the necessary consultations and examination carried out to see if the revisions would be sound. This would leave the corollary of planning in the area becoming reliant on an increasingly out of date earlier local plan. On balance, I consider it is better that the present LP is adopted, notwithstanding the

problem of its short time frame, on the understanding that a review of the plan (and the associated Core Strategy) is commenced with the minimum of delay. At the hearing sessions the JAs gave an undertaking that such a review and roll-forward would take place. This commitment is included in the current Local Development Scheme document (dated October 2012).

43. On a particular point, The Framework has introduced a stronger policy to resist further working of peat deposits. This is discussed under Matter 2 etc., below.

**MATTER 2. SUSTAINABILITY APPRAISAL AND HABITATS ASSESSMENT  
and  
RE MATTER 5. SUSTAINABILITY OF SITES (part)  
and  
RE MATTER 4. NATIONAL PLANNING POLICY FRAMEWORK (part)**

44. Natural England (NE) had raised concerns over the adequacy of the Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) for some of the sites. Simonswood was one site which gave rise to particular concern. In response to the initial representation, the JAs carried out supplementary appraisal exercises<sup>6</sup>, which NE considered addressed their earlier concerns and did not seek to maintain an objection to the LP.
45. Minor Proposed Change (MPC) MPC/49 adds to the LP a requirement for planning applications to be accompanied by details of mitigation measures to be employed as part of a development of a site identified in the Habitats Regulations Screening Report. Whilst this is a useful clarification, it does not indicate the LP as submitted was unsound on this point.
46. NE's representations included suggestions for further points to be included in the LP, but I am satisfied that none of these indicate the LP is fundamentally flawed or deficient. Applications for planning permission are likely to require their own Environmental Impact Assessment which gives the opportunity for a detailed and specifically focussed consideration of the potential impacts and likely mitigation.
47. Whereas NE's suggested points would add to detail and give a more precise 'steer' towards how development of certain sites and facilities might be considered, such additions could be made in response to many of the consultees' representations. A balance has to be struck between detail and 'useability'. I consider there is risk that too much detail would make the LP unwieldy and there would be a danger of obscuring overall clear and readily understood policies. So, whilst the suggested additions might be helpful, on balance I consider these would be disproportionate to the disbenefits likely to accrue and need not be included in the LP. They do not need to be included to make the LP 'sound'.
48. One exception to the general point made above relates to peat extraction. Historically, there has been peat working within the plan area. The JAs put forward a proposed change (MPC/164) to clarify in Policy M2 that, for conservation reasons, it is unlikely planning permission would be granted for additional peat extraction during the plan period. This would accord with the

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<sup>6</sup> Sustainability Appraisal Report – Addendum (May 2011), Revised Habitat Regulations Screening Report (May 2011) and Revised Habitat Regulations Screening Report Appendix 1 (August 2011)

advice and guidance previously given in MPG13. Paragraph 144 (5th bullet point) of The Framework strengthens that position in that it has introduced a ban on future planning permissions for the working of peat. That is, The Framework takes a firmer stance on further working of peat deposits and is now quite emphatic that there should be no more peat extraction, for environmental and climate change reasons.

49. The JAs acknowledge this and have put forward proposed changes to Policy M2 (MPC/291 /292 /293 /294) which clearly sets out that peat is no longer regarded as a mineral of local or national importance and hence it should not be included within Mineral Safeguarding Areas. Where peat may overlie other mineral deposits, an application to work those deposits would have to be assessed against national and local policies which seek to resist further peat extraction. The proposed changes represent a confirmation or consolidation of the submitted LP's stance on protecting peat deposits from further working and hence I consider the proposed changes do not need to be endorsed by me as a Main Modification.
50. One representor argued that the inclusion of White Lund Trading Estate under Policy WM3 is unsound because the site is vulnerable to flooding. The possibility of flooding is acknowledged at section 2.2.8 of Part 2 of the plan, but this does not necessarily make the allocation unsound. White Lund Trading Estate is an established employment location in the Lancaster City Local Plan (2004) and this LP does not seek to alter or extend that allocation, simply to identify that the developable area would be an appropriate location for a local built waste management facility. Nothing in this LP implies that such an allocation would disregard or make worse the known potential flood risk. As stated at section 2.2.8, future developers would need to take this into account when putting forward proposals.

### **MATTER 3. SAFEGUARDING NEIGHBOURING LAND USES AND SENSITIVE RECEPTORS (POLICY DM2)**

51. Policy DM2 is the development management policy which is designed to give consideration to the potential harm that new waste and minerals development might cause to nearby residents, other built development, nature conservation areas, heritage assets and other sensitive receptors.
52. Many representors raised concerns that, notwithstanding similar safeguards in previous development plans, there have been unacceptable consequences of minerals and waste operations for those living nearby. Concerns have related to what is commonly referred to as 'amenity' which includes, amongst other matters, the effect of noise, smells, dust, lighting and heavy goods vehicles passing houses. In which case, and if true, a degree of doubt over the efficacy of Policy DM2 to represent firm and reliable safeguards is understandable.
53. Whilst I do not doubt that local communities have felt that their interests have been ignored or at least not given full attention, I believe that where there have been instances of unacceptable harm, this is more likely to be due more to poor enforcement of existing controls rather than the policies or controls themselves being inadequate or inappropriate.
54. For minerals sites, the controls are largely through the imposition of planning conditions and through Section 106 planning obligations associated with a



planning permission. From the comments made at the hearings, generally speaking these seem to have worked well, and particularly where there have been local liaison committees meeting regularly to air concerns. Whilst there may be a number of grumbles or occasionally greater concerns, no examples of truly intractable problems at minerals sites were identified at the hearings or in the written representations. Those living near to existing or proposed sites may still hold doubts and apprehensions, but I do not consider that these can be attributed to an inadequate policy context initially to identify sites for such uses, and to control their operation thereafter.

55. For waste operations the circumstances are different. There are two parallel and partially overlapping regimes of supervision and control<sup>7</sup>. There are, as for minerals sites, planning conditions and Section 106 planning obligations. These are put in place to control the planning issues of appropriateness of the location, size of operation, site design, boundary treatment, landscaping, hours of operation and protection of the wider environment. The other regime is environmental permitting, administered by the Environment Agency. Permitting is more concerned with pollution control on the site and how operations on the site might affect off-site health, water resources and the environment<sup>8</sup>. Other than traffic, most of the concerns raised during the Examination in relation to waste sites seem to be related more to matters covered by the environmental permit, rather than a planning permission. That is, irrespective of what Policy DM2 might cover, the environmental permit would seem to be of greater relevance to the matters raised. It may be worth noting, as an aside, that breaches of environmental permit conditions can be enforced far more quickly and more emphatically than planning conditions, and they can be revised and up-dated more readily as regulatory standards change or technology advances.
56. Most representors acknowledged that policy DM2 identifies relevant planning concerns and that, if applied and enforced, they would have greater confidence in the plan being able to safeguard their interests. The concerns lie in the fact that breaches of control can only be identified once they have happened and the harm had affected those concerned; that is, controls are seen to be reactive, rather than pro-active, with a delay between the harm being incurred and a remedy being applied. I have sympathy with that situation, but consider that the concerns lie more with effective communication, liaison, supervision and enforcement rather than the policies and associated standards being inadequate or deficient.
57. It was strongly argued that the LP should take a precautionary approach. A suggestion made in the representations to address this would be to include prescriptive 'buffer zones' of a fixed distance around minerals and waste sites. Whilst I can see the initial attraction in such an idea, it has the disbenefit of being crude and not necessarily correct or relevant to all sites. For some sites the degree of potential harm can be quite limited, particularly if ameliorative measures (noise insulation and suppressants, screening, dust controls, enclosed buildings with negative pressure ventilation, etc) are incorporated into the design of the site and its installations. In which case an extensive

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<sup>7</sup> See paragraph 26 of PPS 10.

<sup>8</sup> See paragraph 30 of PPS 10.

buffer zone would be inappropriate and needlessly sterilise land which might otherwise be put to use for other purposes. Conversely, another proposed scheme may not be susceptible to close controls and effective technical amelioration and a buffer zone of a width which had been pre-determined in a policy could be insufficient, yet the scheme would be compliant with policy on that point.

58. Whilst the precautionary principle is laudable and one which may be supported in general terms according to the evidence, there is a risk that a fully prescriptive regime would be needlessly restrictive and frustrate schemes which could go ahead entirely acceptably with appropriate controls and safeguards in place. The restrictions need to be proportionate and not skewed by concerns over risks which have a very low probability of arising. I agree with the JAs that it is far more useful and responsible to allow separation distances to be considered on a case-by-case basis, having regard to the nature of the scheme and the current availability and effectiveness of technical and management measures to control, reduce or suppress potential harm. Very relevant to this process will be responses from formal consultees at planning application stage, local representations and the views of elected representatives, based on planning grounds.
59. Having said that Policy DM2, as set out in the submission version of the LP, gives only a minimal indication of the considerations and controls which can be taken into account. The JAs have put forward two proposed changes to include an implementation section within Policy DM2 (MPC/173) and an appendix (MPC/172) that identifies which published guidance, supplementary policies and other controls will be used to inform assessments of schemes made against the criteria set out in Policy DM2, and reference to the appendix in the implementation section of Chapter 2. The benefit of this approach is that references to benefits gained through advances of technology and improved methodologies can be readily up-dated in an appendix without having to redraft the substantive policy of the LP. Whilst these proposed changes represent useful clarification and would undoubtedly improve understanding and application of the policy, I do not consider that the policy as submitted is unsound.

#### **MATTER 4. PLANNING OBLIGATIONS AND PLANNING CONDITIONS (POLICY DM3)**

60. Policy DM3 sets out matters which might be covered by a planning obligation made under Section 106 of the Town and Country Planning Act 1990. The supporting text for the policy explains that, in accordance with national advice set out in The Framework, planning conditions are to be preferred over Section 106 obligations where there is the possibility of a choice or an overlap between the two control mechanisms.
61. Concerns were raised in the representations that the final two bullet points of Policy DM3 would be matters more usually, or better, covered by planning conditions. The points relate to seeking an end date to operations and achieving a final restoration within a defined period. At the hearing session the JAs explained that, in general terms, there is an (albeit reluctant) acceptance by local residents of the disturbance associated with a waste or minerals operation on a site - both to their residential amenity and local

- landscape - on the basis that it is a temporary activity which will come to an end, and the site will be closed and the surrounding area restored.
62. Whether this implied perception of continuing harm is a justifiable planning concern, or not, was not discussed in depth. However, it is a position which the JAs seek to support through the LP. The JAs have put forward a proposed change (MPC/162) to include a more detailed justification for these elements of the policy, and how they are to be taken forward through a planning obligation.
  63. If the matter is addressed through a planning condition, the local planning authority has the opportunity to legally enforce it. On the other hand, the site operator has, before the planning permission expires, the opportunity to seek to vary the condition if circumstances are such that development cannot be completed within the prescribed time limit. With increasing encouragement for the use of secondary aggregates the envisaged period over which a volume of permitted minerals extraction might be worked out could, therefore, be extended by a period unforeseen at the time the permission is granted. Similarly, where waste being sent to disposal is being actively minimised, and hence volumes arriving on site would be diminishing, the operations may be nowhere near the envisaged final landform by the initially envisaged end date. That is, for good sustainability reasons, minerals and waste developments may be incomplete by the specified end date.
  64. To enforce a closure at that point may not be in the best long-term interests of planning in the area having regard to the way in which funds are accumulated during the operational period to pay for final restoration and aftercare. Also, an incomplete extraction or disposal operation may not present a physical condition which can be moulded into an appropriate final landform. That is, such an approach could result in the sterilization of otherwise acceptable, sustainable mineral reserves and waste disposal locations and leave an awkward or incongruous feature in the landscape. Whilst I appreciate that local residents and those with a landscape interest might seek an early cessation of operations, that might not always be the most appropriate overall, or most sustainable, stance to take.
  65. Nevertheless, the point underlying Policy DM3 is that it seeks to cover such matters in a planning obligation which, depending on the circumstances, may be entirely appropriate. Whilst there may be concerns over the relevance or appropriateness of an end date, if it is to be specified in a planning obligation, then this can only be done with the agreement of the developer – either through a Section 106 Agreement or a Unilateral Undertaking. That is, it cannot be imposed by the local planning authority. The JAs have proposed changes to the supporting text for Policy DM3. These changes recognise that variation of a previously agreed landform may be necessary in order to restore the site to an acceptable condition by the agreed end date. A mechanism for such a review, and the timescale in which an agreed acceptable alternative landform can be achieved, can be included in the drafting of a Section 106 obligation. In which case, and subject to the consideration that the point may not be adequately covered by a planning condition, I do not consider that Policy DM3 – as proposed to be changed - can be seen to be in conflict with national planning policy.

66. Whilst the proposed changes represent useful clarification and would undoubtedly improve understanding and application of the policy, I do not consider that Policy DM3 as submitted is unsound. The changes do not, therefore, need to be specifically endorsed by me.

**MATTER 5. PLANNED CAPACITY: (POLICIES WM1-WM4)**

67. Policy WM1 carries forward the volumes of waste arisings which the CS identifies will need to be processed or disposed of during the plan period. The policy establishes a broad spread of volumes and sources, indicating a general reduction in the amount expected to be sent to landfill for disposal and, as a corollary, a rise in the amount to be recycled, recovered and composted. The figures establish the basis for monitoring waste flows and point to the range and scale of processing and disposal facilities which will be needed. MPC10, MPC11 and MPC150 give slightly revised figures, rounded to the nearest thousand tonnes. The differences are slight and do not bear upon the soundness of the plan.
68. It was argued at the Hearing sessions that with greater emphasis on reuse, recovery and recycling the volumes given in Policy WM1 could be too high. This might give the opportunity for more waste to be sent for disposal than should be acceptable; either with waste being sent directly to landfill, or the disposal taking place in the guise of thermal treatment. I recognise the possibility, but the LP is not a device to impose detailed controls over the management or categorisation of waste streams from the point of arising to the point of eventual disposal. The role of the LP is to ensure that enough waste related development could be permitted to handle the anticipated arisings. It does not imply that all of the anticipated capacity would be taken up or how that capacity shall be used, nor is it a means of supporting direct intervention to restrict or encourage a particular process. That is, it is – for the most part - a vehicle to facilitate waste management, not to directly manage it.
69. Whereas Policy WM1 identifies the amount of waste likely to need to be handled from the three broad categories of Municipal Solid Waste, Commercial & Industrial and Construction & Demolition, it is not necessary to demonstrate where waste from each individual category will be managed or sent for disposal. That would be a consequence of commercial contracts. What is relevant to this LP is that the opportunity is provided for sufficient capacity to cope with arisings from all sources to be brought into operation.
70. Paragraph 6.8.6 of the CS indicates that some 73% of waste arising in 2003/4 went through some kind of treatment. With anticipated annual arisings overall expected to be between 5.1 million tonnes in 2006-2010, rising to 5.4 million tonnes in 2016-2020, this would suggest at least 3.9 million tonnes (including Construction & Demolition waste) would go through some form of processing if there was no improvement in the proportion being recycled, reused or recovered. However, both the CS and national waste policy look for greater reductions in the amount of residual waste being sent to landfill, and hence a high volume going through processing is a reasonable expectation for this LP.
71. The volume of waste processing to be accommodated under Policies WM2 and WM3 amounts to some 1.85 million tonnes per annum; that is, less than half of what may be expected to be required. However, the plan's proposals do not

take into account existing built waste management operations; these are assumed to continue throughout the plan period, improved or modernised as necessary, subject to compliance with Policy DM2. That is, the JAs look to both existing and proposed processing capacity to meet the objectives of the CS.

72. Monitoring of the plan will show if the objectives of the CS are being met and the results of that monitoring would be used to justify either permitting or refusing planning applications for new or revised facilities. That is, the indicative figures given in WM1 may be greater than are eventually required, but this does not indicate that the plan is unsound. With more waste going through processing and treatment before the irreducible residual fraction is sent for disposal this could mean that some wastes are processed more than once; that is, multiple handling could give the impression of more tonnage being handled, whereas it might be the same waste being handled several times but through different processes. Also, with waste processing being a commercial operation, there has to be scope for flexibility or spare capacity to allow operators to move into and out of the business without an overall loss of capacity, and for operators to change the type of processing being carried out to accommodate advances in technology.
73. Without a figure for total waste management capacity (ie existing + proposed), there may be a risk of over-providing under policies WM2 and WM3. The risk may be greater with proposed changes MPC/179, MPC/181, MPC/183 and MPC/184 acknowledging that a precise figure may be too restrictive and that the figures should not be regarded as a maximum, but general indications. However, waste management operators are commercial undertakings and are unlikely to build plant which will not be used economically and viably. A general indicative figure usefully allows for flexibility in the determination of planning applications.
74. Core Strategy Policy CS8 establishes that there will be major waste management facilities and a range of smaller scale operations, better related to local requirements. Policies WM2 and WM3 set out six broad divisions of the plan area (called catchment areas) where indicative tonnages are given for the size and distribution of built facilities. The text of both policies state that WM3 facilities are part of the capacity figures given in WM2; that is WM3 sites are not additional.
75. It is appropriate to look for waste to be processed as close as possible to its arisings, for reasons of reducing 'waste miles' and encouraging communities to take responsibility for their own waste. However, whereas the broad divisions of the plan area are called "catchment areas", the plan does not seek to enforce these as some kind of zones of self-sufficiency. It would not be appropriate to impose restrictions on the movement of waste being processed before final disposal. Specialised handling and sorting may require waste to be transported over some distance as it could be uneconomic to set up numerous localised plants dealing with the same process. That is, the 'market' area for various waste types and waste management processes is not necessarily the same as the administrative area of a waste planning authority, and it is unrealistic to expect each local authority to be self-sufficient in the management, processing and disposal of all types of waste. However, a clear expectation that waste should be managed as close as possible to its source of

arisings would help achieve the objective of driving waste up the hierarchy and reducing the amount ultimately sent for disposal.

76. No such catchment areas have been set for inert waste recycling under policy WM4, but a range of sites over a reasonable geographical distribution has been identified.
77. Questions were raised as to whether the plan should specify maximum volumes for each general location or site, or that particular processes should be specified for named locations or sites. The range of processes set out in Appendices B and C of the plan are seen to have a range of implications for the area surrounding such sites in terms of noise, appearance, smell, health risk, traffic generation and other such unneighbourly effects.
78. Specifying volumes or processes might offer a degree of certainty to local communities, but this would be unhelpful for encouraging more and better waste processing. Waste management is a dynamic industry with new technologies improving processes, the rates of recovery and recycling and overall efficiency. To make precise specifications in this plan might frustrate innovation and hold back achievement of national and local waste management objectives. The plan should be able to keep open the possibility of the most effective and most efficient operations being developed where appropriate. The concerns of local communities would be safeguarded through the application of Policy DM2 and by the Environmental Permits administered by the Environment Agency.
79. Objections have been raised to some of the locations or sites identified under WM2, WM3 and WM4. Other representations queried whether some of the sites would operate for long enough during the plan period to provide the necessary capacity. Both of these matters are considered below. However, the overall distribution and indicative size ranges for the large scale and local built waste management facilities given in policies WM1 – WM4 is a rational approach and one which is in accord with the CS. I consider that the volumes of waste noted in the policies and the spatial distribution of management facilities are justified and would be effective in carrying forward both CS and national waste policy.
80. As noted above, during the hearing sessions the JAs put forward a number of minor proposed changes (MPC/179 – MPC/185) to correct typographical errors and to introduce a degree of flexibility in applying the indicative volumes set out in WM2 and WM3. These changes are entirely appropriate and would improve the plan. However, I do not consider that the plan as submitted for examination is fundamentally unsound and these proposed changes do not need to be specifically endorsed by me.
81. Taking the above points together, and subject to the comments below on specific sites, I do not consider that the plan can be considered unsound in respect of policies WM1-WM4.

#### **MATTER 6. PLANNED CAPACITY: OTHER WASTE CATEGORIES (POLICY WM4)**

82. The concerns raised in the representations in respect of this policy query whether it makes adequate provision for waste recovery. The views expressed were that the policy was unduly restrictive in that, with encouragement being

given for moving waste up the hierarchy, the recovery and reuse of materials should be encouraged and opportunities incorporated in the plan to allow this to happen on more sites. In particular, because of the nature of waste recovery operations, quarries can be appropriate locations for new facilities.

83. Neither the heading of Policy WM4, nor the text of the policy, expressly include the phrase "waste recovery", but the supporting written justification does make clear that the policy is intended to accommodate the recycling of aggregates for construction materials. Paragraph 3.3.4 acknowledges that minerals sites can be appropriate locations for inert waste recycling. The JAs have put forward a proposed change which makes this clear in the wording of the policy (MPC/174).
84. The policy as given in the submitted version of the plan cannot be regarded as unsound, but the proposed change would make a useful clarification and offer a greater degree of certainty for potential inert waste recycling schemes. As the proposed change does not address a point of soundness it does not need to be formally endorsed by me, and can be introduced by the JAs as an 'Additional Modification'.

**MATTER 7. PLANNED CAPACITY: NON-HAZARDOUS AND INERT LANDFILL (POLICIES LF1 and LF2)**

85. The Core Strategy establishes the likely volumes of non-hazardous and inert waste which would be sent to landfill. This takes into account Municipal, Commercial & Industrial and Construction & Demolition wastes. The CS works on the basis that waste reduction and recovery will lead to a reduction in the annual demand for landfill. The figure planned for is 14 million tonnes of waste residues to be landfilled over the plan period.
86. The national policy as expressed in PPS10 is to dispose of waste as close as possible to its point of arising (ie after having been processed for reclamation, reuse and recovery). This would be in accordance with the intention to reduce 'waste miles'; that is, transporting waste over needlessly long distances. However, this has to be balanced against being able to operate sites cost-effectively and in locations which can be satisfactorily controlled to within acceptable environmental and 'amenity' limits.
87. Having regard to the capacity at existing permitted sites the CS looks initially to seven sites for disposal, eventually reducing to four as sites reach capacity, with one site – Whinney Hill – being seen as the long-term landfill option.
88. Although the CS acknowledges that other sites may close during the plan period, it does not actively seek such closure, simply noting that three sites may reach capacity by 2016. As worded in the submitted version of this local plan, Policy LF1 seeks to resist any applications for extensions of time on presently active non-hazardous landfill sites (other than Whinney Hill) where permissions presently expire during the plan period. This could mean that, in a period where the volume of wastes sent for landfill is reducing, these sites could not be completed and restored in accordance with the originally permitted scheme.
89. This is not what is envisaged in the CS and no persuasive justification has been put forward to justify the imposition of this implied, arbitrary guillotine of existing sites. Four of the seven currently permitted sites have permissions

which will expire during the currency of this LP, with two of these four expiring prior to 2016. Even if the planning permissions for these four sites are not extended, there would be three permitted landfill sites in operation at the end of the plan period. This, however, offers only limited flexibility; a situation which could appear all the more worrying as the void space at Whinney Hill is dependant upon mineral extraction maintaining the same pace as, or even ahead of, landfill need. It is by no means certain that this will be so.

90. In which case, if the consequence of moving towards relying on a small number of sites is a shortfall in void capacity this would not be an effective policy, and would not meet the tests of soundness set out in The Framework. In order to meet the anticipated need envisaged in the CS, there needs to be a degree of flexibility in this LP to allow a response to a potential shortfall in capacity without having to resort to a complete review of the plan.
91. The view was put forward at the Examination that the other sites should not operate beyond their permitted operational end date (or December 2015 as appropriate) because of concerns over disturbance locally. This is understandable and if unacceptable harm is being caused then operations should indeed cease. Policy DM3 (as proposed to be changed by MPC/162) provides a clear rationale for wishing to impose time limits on operational sites. However, if a site is operating within the terms of its planning permission and environmental permit, then the degree of harm should be within acceptable limits. On the other hand, a premature closure of a site could mean that it is not restored in accordance with the originally permitted landform, and closure before it is filled could mean the restoration and long-term aftercare are not properly funded. That is, enforcing closure before the site is filled may lead to greater long-term harm to the environment and result in an unsatisfactory landform to the detriment of the character and appearance of the area.
92. Whereas it would not be appropriate under the CS to allow additional landfill sites on an *ad hoc* basis through a criteria based policy, there may be scope for flexibility by reviewing the future of the existing sites as and when their planning permissions expire. An extension of time for some of the sites may be a better all-round environmental option and one which allows for a degree of flexibility.
93. The point was accepted by the JAs at the Examination and changes put forward to accept that other sites might be permitted to continue, subject to conformity with other policies in the LP (MajPC/39 and MajPC/40)<sup>9</sup>. I consider this would establish an appropriate degree of at least short-term flexibility and bring the LP into conformity with the tests of soundness. In which case, I endorse these proposed changes and the LP should be modified accordingly (MM2).

#### **MATTER 8. VERY LOW LEVEL RADIOACTIVE WASTE LANDFILL (POLICY LF4)**

94. Whereas very low level radioactive waste can be accepted at landfill sites – subject to the terms of the Environmental Permit - in Lancashire there is a particular need for the disposal of large volumes of very low level radioactive

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<sup>9</sup> MajPC/39 and MajPC/40 supersede MPC/175 and MPC/176.



waste arising from the Springfield Fuels operations. Policy LF4 is a response to this need.

95. Proposed changes put forward by the JAs during the Examination (MPC/177 – MPC/179) clarify both the basis for the particular need in Lancashire and the possibility that very low level radioactive waste may be acceptable at other disposal sites, subject to compliance with national and local policy (including DM2 of this LP). These proposed changes are helpful.
96. Although the policy as written in the submitted version of the plan would be improved by the proposed changes, I do not consider that the submitted version is unsound in terms of the tests set out in The Framework. That is, the proposed changes can be introduced by the JAs as 'Additional Modifications' and do not need to be specifically approved by me.

**MATTER 9. AGGREGATES MINERALS SUPPLY (POLICY M1)**

**and**

**RE MATTER 4. NATIONAL PLANNING POLICY FRAMEWORK (part)**

97. Representations made mostly by operators in the minerals industry argued that this policy too restrictive; it does not allow for flexibility and there is the risk of there being insufficient permitted reserves towards the end of the plan period.
98. Core Strategy Policy CS3 establishes the 'headline' figures for likely requirements for sand and gravel, limestone and gritstone. The table at page 25 of the CS shows that, having regard to the plan period, there is a surplus in permitted reserves of limestone and gritstone, but a shortfall in sand and gravel. These figures were not challenged as being incorrect or in need of urgent review through this LP. The 4.1 million tonne shortfall in sand and gravel identified under policy CS3 has now been satisfied by planning permissions for 6.42 million tonnes – as noted at paragraph 6.1.3 of this LP.
99. There is, therefore, no requirement to identify additional sites to meet the anticipated need for these three minerals during the plan period.
100. However, production levels can vary either according to market conditions or can be susceptible to the fortunes of one or more operator remaining in business. It was argued that the LP ought to allow for flexibility to respond to fluctuations in demand or the ability of sections of the industry to maintain production at the envisaged levels.
101. National policy, as set out in The Framework is to safeguard primary aggregates for appropriate purposes, and to use alternatives where possible<sup>10</sup>; that is, there is an expectation that production of primary aggregates will, to some degree be limited or constrained. In which case, it is appropriate not to identify more sites than would be reasonably necessary to meet anticipated demand.
102. At the hearing session, the JAs were able to show that latest estimates of permitted reserves (2009 figures) were sufficient to represent 25 years production for limestone, 38 years for gritstone, and 18 years for sand and

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<sup>10</sup> Section 13 of National Planning Policy Framework; paragraphs 142 and 143

- gravel. It was accepted that, for all types of aggregate, this is distributed amongst a relatively small number of sites, but there is no evidence which of these may, if any, cease production during the plan period or that continuity of supply would otherwise be interrupted. Having said that, there may be only 3-4 sand and gravel quarries operating towards the end of the plan period.
103. The Framework sets out the need for land-banks for at least 10 years for crushed rock reserves and 7 years for sand and gravel. That is, the LP should not only be able to give certainty as to where production can be maintained up until 2021, but (arguably) also to show how landbanks can be maintained up to 2028 for sand and gravel and 2031 for crushed rock. With the reserves at the levels discussed at the Examination these requirements are met.
104. However, the possibility of needing to grant new planning permissions to maintain these land banks should not be ruled out entirely, especially for sand and gravel if the number of operational sites falls significantly towards the end of the plan period. Whereas Policy M1 has identified a reserve (or fall-back) position to maintain limestone production, there is no such identified reserve for sand and gravel. Undoubtedly, there can be a long lead-in period to bringing a new sand and gravel site into production but there is, to some degree, greater problems in bringing new hard rock quarries forward than sand and gravel sites. That is, identifying Dunald Mill is an appropriate response to ensure the continued production of this type of aggregates.
105. Whilst not seeking to underplay the problems of getting a planning permission for a new sand and gravel operation, I do not consider that it is essential for the LP to specifically identify fall-back or reserve sites for this. Policy CS4 undertakes to keep production and supply under review and allows for other sites to come forward if the landbank would fall short. Doubtless such reviews would have to have regard to the likely delays in bringing new sites forward. That is, reading the development plan as a whole, I consider the sort of difficulties discussed at the Examination would be adequately covered by policies to ensure production is maintained at the appropriate levels.
106. Taking the above points together, I consider that with regard to managing aggregate supply, the LP as submitted can be seen to be compliant with national policy, justified and effective: it is therefore sound having regard to the tests of The Framework.
107. As discussed under Matter 1B above, I do not consider that The Framework has introduced a fundamental change in the national planning context on this point. Although The Framework has a new test of soundness which requires a plan to be positively prepared, this does not mean that there should be effectively an 'open door' policy for new minerals permissions. If the likely needs have been assessed correctly, and matched against present and planned production – which I consider they have been for this plan – then this is evidence of positive planning. To give an opportunity for an excessive production, particularly over multiple sites, could be seen to be not planning sustainably with regard to conserving resources and safeguarding the environment.
108. Having said that, although reactivating the Dunald Mill Quarry has been identified as a response to a shortfall in limestone production, operators of the existing quarries in this part of the county point out that a more appropriate

response might be to permit deepening of the present quarries, without extending their geographical area.

109. Whilst I consider that the plan's response to aggregates supply – as submitted – is sound, it would offer clearer guidance and a degree of flexibility in how planning policy can respond to changes in demand and production, by allowing for other acceptable sources of supply. A greater degree of flexibility would be available by allowing the deepening of existing aggregate quarries as well as the possibility of re-activating Dunald Mill Quarry. Proposed changes MPC/194 and MPC/195 introduces such a change.
110. The supply of crushed rock aggregates could also be influenced by the amount of aggregates being produced as a by-product of the dimension stone quarries. Here the building stone is the high value product and extraction of this should be the primary purpose of operating the quarry, but the greater volume of discarded lower quality stone also has value as a by-product when crushed for use as aggregates. It would be sustainable if this stone was put to a positive economic purpose, rather than simply being regarded as waste, and this by-product could be a significant fraction of the aggregate supply over the plan period. Proposed Change MPC/196 introduces a useful modification which gives clearer support for by-products of the dimension stone industry to be taken into account as aggregates.
111. Although perhaps in isolation, these changes may not impinge significantly upon the soundness of Policy M1, taken together they do represent a change in emphasis which could be seen as a matter of soundness. In which case I consider it is necessary for these to be specifically endorsed by me as a Main Modification (**MM3**). The proposed changes have been advertised and open to public consultation. I do not consider that any of the responses to that consultation indicate that the LP would be unsound if changed in accordance with MM3.

#### **MATTER 10. SAFEGUARDING MINERALS (POLICY M2)**

**and**

#### **RE MATTER 4. NATIONAL PLANNING POLICY FRAMEWORK (part)**

112. The majority of representations relating to this policy appear to have misunderstood the purpose of a Minerals Safeguarding Area (MSA) and why these are identified in the plan. As advised in The Framework the JAs are required to define MSAs in order that proven resources are not needlessly sterilized by non-mineral development<sup>11</sup>. However, as The Framework makes clear, there is no presumption that the mineral resources in defined MSAs will be worked. The purpose is to ensure that, where practicable, prior extraction may take place before non-mineral development takes place.
113. Potential conflicts of interest will be considered as and when a planning application is made within a MSA; in which case, both the Minerals and Waste Planning Authority and the Local Planning Authority (ie the district or borough council in most instances) will take the existence of the mineral, its value as a resource and the viability of working it, into consideration when determining such applications. Policy DM2 together with policies in other local plan documents will offer safeguards for local residents and the environment.

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<sup>11</sup> National Planning Policy Framework; paragraph 143

- Identification of any kind of 'stand off' zone, as asked for by some representors, would be incompatible with the requirement to define MSAs. Matters such as stand off or buffer zones are discussed under Matter 3 above.
114. It was argued that the MSAs indicated in this plan do not meet the British Geological Survey (BGS) guidelines in that they exclude known deposits which underlie urban areas. The Framework has not materially changed the previous advice on MSAs. I do not consider that a different approach needs to be taken following the cancellation of Minerals Policy Planning Statements which formed the context for the preparation of the LP.
115. I acknowledge that the BGS guidelines encourage the inclusion within an MSA of all known deposits, but paragraph 143 of The Framework does not require compliance with those guidelines. Exceptions to the guidelines can be made where there are sound reasons not to include deposits beneath urban areas.
116. In my view, having regard to the arguments put forward by the JAs at the Examination, it is reasonable not to include within MSAs deposits which underlie present urban areas, taking into account the low probability that such deposits would be worked in view of the unlikely economic viability of extracting minerals within an urban environment and accessibility to resources elsewhere. To include such deposits within MSAs in this plan area would introduce a degree of uncertainty for landowners and developers in the affected urban areas. This might disproportionately affect confidence in urban development and redevelopment proposals, having regard to the feasibility of such deposits being worked economically and without seriously harming local amenities<sup>12</sup>. On balance, I consider it is reasonable for this LP not to include known deposits which underlie urban areas within MSAs.
117. How MSAs are taken into account through the mechanism of Mineral Consultation Areas (MCAs) is a more detailed matter which is, for the most part, beyond the scope of this LP. This would be a matter for local development planning to take further, if necessary. I do not consider that the inclusion of MSAs in this LP conflicts with the tests of soundness given in The Framework.
118. The plan as submitted identified peat deposits within MSAs, with the implication that future working of peat might be acceptable under certain conditions. However, as discussed above under Matter 2 and RE Matter 5, The Framework has introduced a ban on future planning permissions for peat working. I consider that the changes put forward by the JAs to Policy M2 take this into account.

#### **MATTER 11. HEYSHAM PORT (POLICIES WM2, WM4, SITES BWF4, MRT1)**

119. At the hearing it became apparent that the operators of the port and Lancaster City Council consider that the allocation of Heysham Port under Policy WM2 is inappropriate because;
- a) of a clash with the City Council's planning policies which see the area of BWF4 being used for port-related industry and commercial uses

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<sup>12</sup> See 5<sup>th</sup> bullet point of paragraph 143 and paragraph 149 of National Planning Policy Framework

- b) the port operators are unwilling to accept a waste processing operation which is not ship-related
  - c) there may be no area of land big enough to accommodate a WM2-scale process within the port area.
120. In which case, the reference in Policy WM2 (and allocation BWF4) fails the test of being justified, in that there is no apparent need for the processing of ship-borne waste under the Core Strategy. Also, the policy would not be effective in that, with the land owners being unwilling to accept a general waste operation to serve the Lancashire / Morecambe area on this land, this aspect of the LP would not be deliverable.
121. It was also accepted that BWF4 should be deleted from Policy WM4 as no land would be available at the port for inert waste processing.
122. In response to this, the JAs have put forward Major Changes which acknowledge and accept the above points and delete land at Heysham Port for waste management purposes. The inclusion of land at Heysham Port would therefore be unsound, and its deletion is endorsed by me as a Main Modification (**MM4**). To compensate for this potential lost capacity, land at Lancaster West Business Park has been identified as being appropriate to handle the sort of waste operations previously envisaged for Heysham Port. This is discussed under Matter 14 below.
123. There are no objections to the principle of Heysham Port being used for the importation of aggregates, should the need arise. However, the Port operators are concerned that identifying a specific wharf for this in the LP could unreasonably interfere with the operation and management of the port. The JAs acknowledge this and have put forward a proposed change (MPC/288) to reflect the reasonable need for the port operators to retain flexibility, whilst retaining the principle that the LP specifically makes provision to safeguard wharfage for the importation of minerals – as required by paragraph 143 of The Framework. Whilst this is a useful improvement, I do not see this as impinging upon the soundness of the plan, and the change does not need to be endorsed by me as a Main Modification.

**MATTER 12. HUNCOAT / WHINNEY HILL (POLICIES WM2, WM4, SITE BWF8) and RE MATTER 2. REPLACEMENT SITES FOR HUNCOAT / WHINNEY HILL**

124. From representations made in response to the submission version of the LP and from discussions during the course of the Examination it became clear that the owners of the site identified on Plan BWF8 are unwilling for any of their land to be developed for waste management purposes. In which case, with land owners who are hostile to the principle of developing a waste management facility on their land, this must undermine the deliverability of this aspect of the plan<sup>13</sup> – and hence whether the allocation meets the “effective” test in The Framework
125. The JAs have accepted this and have put forward a number of major proposed changes (MajPC/01 – MajPC/18) which seek to delete all references to Huncoat

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<sup>13</sup> See third bullet point under paragraph 182 of National Planning Policy Framework

/ Whinney Hill as locations for waste management operations under Policies WM2 and WM4. MajPC/14 indicates that Map BWF8 as originally submitted should be deleted (as it showed Huncoat and Whinney Hill as locations for waste management purposes). The retention of Huncoat / Whinney Hill as an allocation would not be 'sound' and hence its deletion from the plan is supported by me as a Main Modification (**MM5**).

126. The Huncoat / Whinney Hill allocation is proposed to be replaced by sites at Lomeshaye Industrial Estate and Altham Industrial Estate as locations for Large Scale Built Waste Management Facilities and Inert Waste Recycling. A consequence of this is that Lomeshaye Industrial Estate would be deleted from the list of sites for Local Built Waste Management Facilities under Policy WM3 (MajPC/09 and MajPC/18). MajPC/13 refers to Plan BWF13 as the relevant plan for Lomeshaye and MajPC/16 covers the inclusion of Altham Industrial Estate and Map BWF25 to show its location and extent. The proposed changes were open to public consultation and representations have been made to challenge the appropriateness of these changes.
127. I can understand a degree of concern that waste development has a poor public image and for such uses to locate at Altham might conflict with Hyndburn Borough Council's wish for Altham to maintain the vision of a high quality industrial estate. However, as noted in PPS10, waste management has many of the characteristics of B2 industrial uses – which would be appropriate at Altham. Policy DM2 of the LP acknowledges the visual sensitivity associated with waste management operations and proposals for such development at Altham can be required to put as much as possible of the operation inside buildings where there may be a risk of harm to the character and appearance of the Estate. It is significant that no objections had been received relating to this point from the owners or managers of the Estate, suggesting that they do not perceive waste management to necessarily be a 'bad neighbour' for existing or prospective future tenants. As the LP does not seek to introduce any change to the extent of the Estate as defined in Hyndburn Borough Council's Core Strategy, there would be no change in the potential impact on Green Belt or nature conservation interests.
128. Taking account of the above, the inclusion of Altham and Lomeshaye Industrial Estates under policy WM2 and WM4 would be justified and effective and would not conflict with national planning policy. The proposed change would therefore be 'sound' and is endorsed by me as a Main Modification (**MM6**).
129. The deletion of Lomeshaye Industrial Estate from Policy WM3 does not undermine the soundness of the LP as sufficient capacity for Local Waste Management Facilities would be available at Whitewalls Industrial Estate and Heasonford Industrial Estate.
130. Other changes put forward by the JAs during the course of the Examination (MPC/188 – MPC/189) may have been overtaken by the more recent Major Proposed Changes. Whether these are included or not is a matter for the JAs to consider in the nature of 'Additional Modifications'.

**MATTER 13. SIMONSWOOD INDUSTRIAL ESTATE (POLICIES WM2, WM4, SITE BWF3)**

131. The extensive industrial development at Simonswood on the southern boundary of the plan area has been identified as suitable for large scale built waste management facilities under Policy WM2 and for inert waste recycling under policy WM4.
132. It was pointed out that this location is not within one of the broad areas of search identified on the CS Key Diagram. The Key Diagram indicates that Skelmersdale is the general focus of the area of search for the extreme south-west of Lancashire.
133. Although Simonswood is not within the area covered by the diagrammatic symbol, I do not see this as being prescriptive or restrictive. Sites can only be identified where they are both suitable and available. Indeed, arguably only one of the five sites for waste management development, as noted in the submission version of this LP, is within the diagrammatic area of search for this south-west area. I accept that a site of the kind needed could not be identified closer to Skelmersdale, and that the Simonswood site is close enough to the main urban areas in this part of the county to meet the envisaged purposes. I do not see this as a serious point of inconsistency with the CS which would justify the LP being found unsound.
134. This is an area of mixed industrial and commercial type development, including what appears to be waste recovery and recycling on generally open areas, as well as general industry and some food processing and warehousing. Taking account of the fact that waste management operations can be, for the most part, very similar to general industrial (B2) operations in terms of their visual and environmental impact and traffic generation, Simonswood would be an entirely appropriate location for WM2 and WM4 development. Policy DM2 would apply to ensure the compatibility of the proposed new development with the existing industrial operations and the wider area.
135. Whilst the area is fairly close to the Tower Hill urban regeneration area just over the county boundary, there is physical and visual separation between the two areas, in the form of a railway line and a main road, with a notable degree of tree planting along the periphery of the industrial estate and wide grass verges along the road. With the impact of any waste development being regulated under Policy DM2 and an Environmental Permit, new waste management development would have no greater, or possibly a smaller, impact on the character and appearance of the area and nature conservation interests than a generic B2 use.
136. Having regard to the types of waste which might be acceptable here and how they are processed, the environmental permitting regime would ensure there is no unacceptable harm to living conditions, air quality, water courses, nature conservation, buildings or the environment in the wider area. I acknowledge that enforcement of some controls such as lorry routeing and sheeting of open loads might have been a problem in the past, but this is a matter of enforcement, and does not support a view that such operations are to be regarded as unacceptable *per se*.

137. All of this is acknowledged and specifically noted as a subject for detailed consideration under Section 2.1.3 of Part 2 of the LP. That is, there is no justification for the assertion that locating new waste management development here would harm the success of the Tower Hill regeneration project. For the same reasons, there should be no incompatibility between waste management developments and food processing operations.
138. Access to the site would be via roads which are used by other traffic. HGVs associated with waste management operations might be of a particular type, but they are no different in terms of size and weight than vehicles associated with general industrial or distribution operations. As Simonswood is seen to be an appropriate place to encourage new industrial development then it is unreasonable to believe waste-related traffic would be unacceptable on these roads. There is no overriding objection to this LP from the highways authority on this account, subject to planning applications being supported by a transport assessment.
139. I acknowledge that the site is peripheral to Lancashire but it was not argued that waste arising only from within Lancashire – and West Lancashire in particular – is likely to be dealt with here. I accept that waste arising from across the county boundary might be handled at Simonswood, but it is unrealistic to assume that the county can be entirely self-contained. Local authority administrative boundaries are not economic frontiers nor do they limit how businesses operate. The fact that a proportion of the waste processed at Simonswood may come from locations other than Lancashire is not a reason to resist waste processing operations here if this can be seen to support the higher-level objective of minimising waste miles generally and enabling waste to be processed closest to the point of arising.
140. Taking these points together, I do not consider that the LP is unsound in its allocation of Simonswood as a site for waste management development.

**MATTER 14. LANCASTER WEST BUSINESS PARK (POLICY MW3,  
SITE BWF17)**

**and**

**RE MATTER 1. LANCASTER WEST BUSINESS PARK**

141. Lancaster West Business Park is identified under Policies WM2 and WM4 (as proposed to be changed) as a location for large scale built waste management facilities and inert waste recycling. Local residents expressed concern that a waste management scheme on this site would be unacceptably disturbing in terms of noise and visual appearance. Of particular concern was the inclusion of land at the southern edges of the site, fronting Middleton Road.
142. Whilst the concern of local residents is understandable, Policy DM2 of the plan clearly sets out that matters such as disturbance, visual intrusion and compatibility with living conditions of nearby residents are all to be taken into account and given due weight when applications for waste management schemes are considered by the Local Planning Authority. The use of the site for industrial type purposes is, at least in part, in accordance with the Lancaster City Council's saved local plan policies. The fact that the proposed changes have widened the scale and type of waste management development which might take place here does not undermine or weaken the strength of



the safeguards given by Policy DM2. I do not consider that the LP can be considered to be unsound in this respect.

143. Nevertheless, the JAs have put forward a revised boundary for the area where waste related development may take place, and have redrawn the southern boundary of BW17 to give a buffer zone of approximately 150m to exclude the woodland along the north side of Middleton Road. This would, I believe, give greater reassurance to local residents. On the basis that there is sufficient land for the envisaged waste developments within the Lancaster West Business Park, there is no need for this southern area to be included. Its inclusion, therefore, would not be justified and would be unsound in the terms of the tests of The Framework. I therefore endorse the Major Proposed Change. However, this proposed change has been overtaken by, or incorporated into, subsequent changes which bear upon the role of Lancaster West Business Park, which are discussed below. In which case I do not need to categorise this boundary revision as a separate Main Modification.
144. With the deletion of land at Heysham Port as a site for large scale built waste management facilities (see Matter 11 above), the JAs propose to change the plan to include land at Lancaster West Business Park as a replacement preferred location in the Lancaster / Morecambe area. The consequence of this is that the designation of Lancaster West Business Park has been changed from a Local Built Waste Management Facility under Policy WM3 to a Large Scale Waste Management Facility under Policy WM2, together with an inert waste recycling facility under Policy WM4.
145. This proposed change has attracted local objections on the grounds that a larger scale and wider range of waste management operations here could adversely affect the living conditions of the residents of Middleton and environmental or biodiversity interests in both the local and wider settings. The LP allocation acknowledges this and the discussion of how the site may be developed at section 2.1.4 of Part 2 of the plan (as proposed to be changed) includes provisos that require developers to take this into account when coming forward with proposed schemes.
146. Site Plan BWF17 (Lancaster West Business Park, as proposed to be changed) also includes land which is identified as a Biological Heritage Site (BHS). There was debate at the Hearing sessions as to whether the nature conservation interests would be best safeguarded if the BHS were excluded from the area identified for waste management development. The JAs acknowledge this, but point to Policy DM2, together with other relevant policies in the development plan including the Lancaster District Local Plan, to represent relevant and suitable safeguards for the nature conservation interests here. Section 2.1.5 of Part 2 of the plan (as proposed to be changed) specifically highlights this as a feature which has to be safeguarded.
147. Whilst there is, on the face of it, a degree of ambiguity over including a designated BHS within an area proposed for development, a BHS designation does not represent a complete prohibition on development. The inclusion of the BHS within BWF17 does not supersede or override the protection it has under other development plan policies. I consider that, with the proper consideration of proposed schemes against all relevant development plan policies, the nature conservation interests on this land, or in the wider area, would not be at risk.

148. The general area identified in the modified location Plan (MajPC/31) is large enough such that, having regard to the requirements of Policy DM2, it is likely that waste management facilities of the size envisaged could be developed here without unacceptably harming the living conditions of local residents, the visual amenity of the area and nature conservation interests. Such concerns are understandable but, having regard to the safeguards which exist within this LP and other elements of the development plan, I do not consider that the identification of site BWF17 (as proposed to be modified) can be seen to be unsound in the terms of the tests set out in The Framework.
149. The identification of Lancaster West Business Park as a location for built waste development under Policy WM2 is a direct consequence of the deletion of Heysham Port as an allocation under this policy. I have previously endorsed the deletion of Heysham Port on grounds of soundness. I now endorse the inclusion of Lancaster West Business Park as an allocation under Policy WM2 as a Main Modification. Similarly, with the deletion of Heysham Port from Policy WM4, Lancaster West Business Park should be included as a replacement site for Inert Waste recycling under Policy WM4. These points are noted under **MM7**.

**MATTER 15. LAND AT FARINGTON HWRC (POLICY WM3, SITE BWF24)**

150. The submitted version of the plan included as an allocation an extension to the Farington Household Waste Recycling Centre (HWRC). However, since the start of the Examination planning permission has now been granted for the extension and construction work begun. Accordingly, the site is proposed to be deleted from Policy WM3 (MPC/202) and the associated site allocation BWF24 (MPC/204).
151. As this part of the LP has been overtaken by events, it is pragmatic to delete all references to this being a proposed scheme. As its removal does not impinge upon the soundness of the plan – there being no identified shortfall in HWRC sites - these changes do not need to be endorsed by me.

**MATTER 16. SITE FOR NON-HAZARDOUS LANDFILL (SITE LF1)**

152. Assurances were sought that Policy LF1 was not seeking the closure of Whinney Hill by the end of 2015. This clearly would not be appropriate as CS paragraph 6.8.23 and Policy LF1 of this LP see this as the one longer-term strategic site. The revisions introduced to Policy LF1 – as discussed under Matter 7 above – address this, and any possible inference that the site should close by 2015 has been removed. No further modifications are needed to the LP on this point.
153. As it is important that this site remains available throughout the period, its premature closure would impinge upon the soundness of the plan. I have already endorsed proposed changes to Policy LF1 which address this point (see MM2 under Matter 7)

**MATTER 17. WHITEMOSS (POLICY LF3, SITE ALC2)  
and  
RE MATTER 3. WHITEMOSS**

154. Whereas there are no specific quantified expectations for the disposal of hazardous waste given in the CS, the CS does envisage such waste continuing

- to arise throughout the plan period. A figure of 165,000 tonnes per annum is given (table after paragraph 6.8.7). The table after paragraph 6.8.6 shows that, historically, 165,000 tonnes of hazardous waste arisings has led to the need to dispose of 17,000 tones of residual waste within the plan area.
155. Whereas paragraph 4.3.2 of this LP argues that the amount of hazardous waste being sent to landfill is declining neither this LP nor the CS demonstrate that this will fall away completely. CS paragraph 6.8.10 envisages a continuing need to dispose of such residues, and indeed paragraph 4.3.2 acknowledges such a need. That is, there will be a continuing need to find a location for the disposal of perhaps up to 17,000 tonnes per annum throughout the plan period. CS paragraphs 6.8.11 and 6.8.12 endorse the concept of contributing to self-sufficiency (ie consideration should be given to communities taking more responsibility for their own waste) and hence it cannot be accepted that there is no continuing need for disposal of non-hazardous wastes within this plan area.
156. Since the publication of the submitted version of the plan, the JAs have reconsidered the need for a site for the disposal of hazardous waste residues. The view is that there may be sufficient capacity in currently permitted sites, either within the plan area or elsewhere across the North West to accept the likely demand during the plan period, and hence there is no need to specifically identify a new site or an extension to an existing site in this LP. Major Proposed Changes have been put forward to delete the Whitemoss site (ALC2) as an allocation under Policy LF3 (MajPC/43 – /49).
157. Nevertheless, these changes do not ignore or overlook the possibility that additional capacity may be needed during the plan period. It is proposed to include a criteria-based policy which would support permission for a new site, or an extension to an existing site, for the disposal of hazardous waste residues to landfill where there is a demonstrable need. This policy accords with the national policy of encouraging the minimisation of waste being sent to landfill and allows for locally generated wastes to be disposed of under the principle of self-sufficiency.
158. The JAs have put forward a further proposed change to the wording of the policy (MPC/289) to clarify that it would not necessarily be up to any future applicant for a new or extended facility for disposal of hazardous waste to demonstrate need; simply that a demonstrable need would exist. I consider this would be an improvement to the policy as proposed to be changed, but this does not necessarily bear upon the soundness of the plan and hence does not need to be endorsed by me.
159. Many of the representations made in respect of the proposed change expressed support, but also sought the inclusion of a reference to local, as well as regional and national need. As noted above, the CS already includes the expectation that local need will be a determining factor. Also, the reference to 'regional' need must – by definition – also include any need arising within the plan area.
160. The proposed revisions (ie the deletion of Whitemoss as a specific allocation and the inclusion of a criteria based policy) would meet the tests of soundness in that the proposed replacement policy, when read together with other policies in the plan notably DM2, is justified and effective. In which case, I

endorse the Major Proposed Changes and the Policy should be modified accordingly and allocation site ALC2 deleted (**MM8**). The JAs also propose to draw up an associated Supplementary Planning Document (SPD) to use alongside this policy (MPC/290). Whereas a SPD would be a very helpful adjunct to this policy as now proposed to be changed, and should be prepared as soon as possible, I do not consider that the plan is unsound until this SPD has been produced.

**MATTER 18. SAFEGUARDING RAIL SIDINGS (POLICY SA1)**

161. Whereas virtually all minerals and waste movements within the plan area are by road, the safeguarding of rail sidings offers the opportunity for alternatives to road transport. This is in accordance with Core Strategy Policies CS5 and CS9. The sites identified under Policy SA1 are near to industrial-type uses and would be appropriate, having regard to location and accessibility, should the need arise to establish rail haul facilities.
162. Policy SA1 presents no conflict with the principles of soundness.

**MATTER 19. SAFEGUARDING FOR ACCESS IMPROVEMENTS (POLICY SA2)**

**a). LONG DALES LANE, DUNALD (POLICY M1 and MRT10)**

163. This safeguarded route has a long history in that it was included in the Minerals and Waste Local Plan; the allocation in this LP is therefore simply maintaining this earlier undertaking.
164. The present quarry operators do not resist the possibility of a new route being created, but do not see the one represented as MRT10 as the sole means of reducing the impact of traffic from their quarry. That is, Policy M1, as drafted in the LP, is overly prescriptive in requiring MRT10 to be implemented prior to extraction commencing.
165. At the Examination Hearing it was accepted by the JAs that the route shown as MRT10 was only diagrammatic and that other reasonable alternatives might be feasible, albeit MRT10 represents the best option in the view of the JAs.
166. Flexibility is one facet of a policy's effectiveness. By being overly prescriptive Policy M1 could lead to unnecessary delays or frustrations in bringing Dunald Mill Quarry back into production, should this prove necessary. The JAs accept this and have put forward within proposed change (MPC/194) a bullet point which acknowledges that alternatives to MRT10 may be acceptable. Such a modification would make the LP sound in terms of the tests set out in The Framework, in that the policy would be effective. I have previously concluded that proposed change MPC/194 should be incorporated into the plan (under MM3) and therefore do not need to repeat that endorsement here.

**b). HAULAGE ROUTE, LEAPERS WOOD QUARRIES (MRT14)**

167. The purpose of this proposed route is to relieve local roads of quarry traffic, and particularly roads through the villages of Nether Kellet and Over Kellet.
168. Route MRT14 as originally shown in the submitted Plan included route MRT10. This was an unnecessary duplication and MPC/151 seeks to revise the allocation to show only the link between Nether Kellet Road and Kellet Road (B6245); that is, through Back Lane Quarry and Leapers Wood Quarry.

However, the underlying concept is to create a route from a reactivated Dunald Mill Quarry through to the M6 without having to use local roads.

169. The rationale for the route is well understood, but irrespective of whatever goodwill may exist for the creation of the scheme its practicality – and therefore effectiveness – is open to question. It runs through two adjoining quarries, but these are in the hands of two different operators. For the scheme to be effective it would require the cooperation of these operators to run vehicles through each other's operational areas with all the implications of management, supervision and enforcement of potentially disparate safety regimes. Also, it is likely that a wayleave agreement would be required, which could impose a financial toll on the other operator's movements, whereas the current access via public roads is without such additional costs. There are, therefore, significant potential problems to be overcome if the route is to be created, and particularly if it is to operate in connection with MRT10. That is, it can be seen to be justified, but its effectiveness as a LP allocation is questionable.
170. Having said that, the creation of MRT14 as part of a through route is not set out as a prerequisite in any of the LP's policies (as proposed to be changed) and hence there are no implications of it affecting the soundness of the plan's policies. MPC/151 disassociates MRT14 from part of an integrated through route with MRT10 and hence the third bullet point of Policy M1 cannot be taken to include MRT14 as part of the access improvements needed to allow Dunald Mill Quarry to resume production. That is, it is not included as a requisite solution to a problem which has to be addressed to render other aspects of the plan effective. In which case I consider it can be included in the plan so as to safeguard the opportunity to take it forward as a proposition should the opportunity arise. But neither does this rule out or disregard the possibility of other solutions to reducing the impact of quarry traffic on these local roads. The proposed changes are useful elaborations of the plan, but as they do not impinge directly upon its soundness they do not need to be endorsed by me as Main Modifications.

**c). ACCESS TO WHITWORTH QUARRY (MRT12)**

171. Whitworth Quarry is presently inactive, but it has planning permission for extraction until 2042, with no restrictions on matters such as traffic generation.
172. The present access to the quarry passes close to houses in Tong End and Tong Lane and the recreation centre at Cowm Reservoir. The JAs consider that it is inappropriate for quarry traffic to continue using this route as it is narrow, with restricted passing opportunities and steeply graded. HGVs using the route are noisy for residents of houses fronting these narrow roads and there are potential conflicting traffic movements between HGVs and leisure users of the reservoir.
173. The proposed route was identified and endorsed in the Lancashire Minerals and Waste Local Plan and the present proposal maintains this. No material changes have taken place since the adoption of the Local Plan. The route is acceptable to the Highways Agency and the local highway authority in terms of design, access to the wider highway network and capacity.

174. With regard to 'amenity' issues, the potential problems and possible mitigations are recognised under Section 4.4 of the plan. The proposed route would pass within 100m or so of houses and bungalows in Valley View and Spring Side, but for the most part, these would be sufficiently far away not to be unacceptably disturbed. Policy DM2 would ensure consideration was given to mitigation if it was found to be necessary. The detailed design of the route can allow for retaining or modifying the cycleway which runs alongside or over part of the route.
175. On the wider highway network, use of the proposed route is unlikely to make any material changes. The amount of HGV traffic to the south passing through Rochdale would be the same. More southbound loaded HGVs would pass along Market Street south of the access point, but this is an A class road and HGV traffic is entirely appropriate. Conversely, there is likely to be a reduction in loaded northbound trips along the same length of the A671.
176. Whereas there may be local concerns over detailed aspects of this safeguarded route, these do not indicate that the LP is unsound, having regard to the tests set out in The Framework. No modifications are necessary to part 4.4 and Plan MRT12.

#### **RE MATTER 6. MODEL POLICY**

177. In order to meet the expectation of the Minister that local plans should expressly give support for sustainable development, the JAs put forward a proposed change to include as a policy of this LP the model policy which has been posted on the Planning Portal. That model policy is seen as an indication of the sort of statement the Minister would expect to see.
178. The proposed policy was open to public consultation. One representor thought that it is not necessary to repeat a policy already in the public domain. Whilst it may be good practice not to repeat a policy which is already established in the development plan, the model policy is not in The Framework or any other national or local policy document.
179. Another respondent straightforwardly disagreed that there should be a presumption in favour of sustainable development but seeing as this is national policy, as expressed in The Framework, to include the proposed policy in the plan would not make it unsound.
180. Others have argued that the policy is not specific enough; either in that it does not define what sustainable development might be, or that it should specifically identify types of development which are to be regarded as unsustainable. It may be that the policy could be more effective if it included - or made reference to - a concise definition of sustainability. However, taking account of the fact that the plan will work within the context of the National Planning Policy Framework, and The Framework includes a presumption in favour of sustainable development at paragraph 14, together with the view that The Framework as a whole establishes the government's understanding of what constitutes sustainable development, it would be a *non sequitur* to argue that the proposed policy put forward by the JAs could be seen to be unsound in terms of the tests set out at paragraph 182 of The Framework. That is, whereas (arguably) the proposed policy could be improved, it is not unsound

and no further changes are required before it can be adopted as part of the LP. I endorse the inclusion of the model policy as a Main Modification (**MM9**).

## Other Matters

181. The insertion of the Main Modifications and Additional Modifications into the LP will require consequent renumbering of paragraphs throughout the document. These changes, together with changes to index references and any other corrections of typographical errors, cross-references, references to the DPD, the Regional Strategy and similar points can be made by the JAs prior to the adoption of the plan without being referred to or endorsed by me.

## Assessment of Legal Compliance

182. My examination of the compliance of the Site Allocations and Development Management LP with the legal requirements is summarised in the table below. I conclude that the LP must be modified to ensure legal compliance. The required changes are identified as **MM1 – MM9** in the Appendix.

<b>LEGAL REQUIREMENTS</b>	
Local Development Scheme (LDS)	The Site Allocation and Development Management Local Plan is identified within the approved LDS October 2012 which sets out an expected adoption date of July 2013. The Site Allocation and Development Management Local Plan's content and timing are compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in May 2006 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM) and minor proposed changes.
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Habitats Regulations Assessment (HRA)	The Habitats Regulations HRA has been carried out and is adequate.
National Policy	The Site Allocation and Development Management Local Plan complies with national policy except where indicated and modifications are recommended.
Regional Strategy (RS)	The Site Allocation and Development Management Local Plan is in general conformity with the RS.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS.
2004 Act and Regulations (as amended)	The Site Allocation and Development Management Local Plan complies with the Act and the Regulations.

## **Overall Conclusion and Recommendation**

183. The plan as submitted has a number of deficiencies in relation to soundness and/or legal compliance for the reasons set out above. These deficiencies have been explored in the main issues discussed above.
184. The Joint Authorities have requested that I recommend Main Modifications to make the plan sound and/or legally compliant and capable of adoption. I conclude that with the recommended Main Modifications set out in the Appendix the Site Allocation and Development Management Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

*Geoffrey Hill*

Inspector

**This report is accompanied by the Appendix containing the Main Modifications**



## Appendix – Main Modifications

The modifications below are expressed by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission LP, and do not take account of the deletion or addition of text.

Ref	Page	Policy/Paragraph	Main Modification
MM1	(i)	Front Cover and all subsequent places throughout the document	Change the title of the plan. Delete <i>Site Allocation and Development Management Policies Development Plan Document</i> Replace with: <i>Site Allocation and Development Management Policies Local Plan</i>
	(ii)	Various places throughout the document	Delete <i>Proposals Map</i> Replace with: <i>Policies Map</i>
MM2	(i)	Part 1, page 23	Delete text under <i>Whinney Hill Landfill Site (LF1)</i>
	(ii)	Part 1, Page 23	Insert text under <i>Whinney Hill Landfill Site (LF1)</i> <i>The mineral and waste planning authority will only support landfilling of non-hazardous waste at existing permitted sites. Where an application is made to extend the time frame of an existing permission it will be supported subject to conformity with other DPD policies.</i>
	(iii)	Part 1, page 23	Delete paragraphs 4.1.2 and 4.1.3

Ref	Page	Policy/Paragraph	Main Modification
(iv)	Part 1, page 23	Justification	<p>Insert as paragraph 4.1.1.2</p> <p><i>This policy ensures that no additional non hazardous landfill capacity is permitted within the plan period in line with policy CS8.</i></p>
MM3 (i)	Part 1, page 30	Policy M1	<p>Delete Policy Heading, all text and bullet points within policy box.</p>
(ii)	Part 1, page 30	Policy M1	<p>Insert:</p> <p><b>Policy M1 – Managing Mineral Production</b></p> <p><i>Development will not be supported for any new extraction of sand and gravel, limestone, gritstone or brickshale.</i></p> <p><i>Should the permitted reserves at existing limestone quarries in the plan area be unable to maintain annual production at a level commensurate with the latest sub-regional apportionments agreed by the Aggregate Working Party, development will be supported through:</i></p> <ul style="list-style-type: none"> <li><i>• increasing the working depth at existing limestone aggregate quarries or</i></li> <li><i>• extraction at and adjoining Dunald Mill quarry within the land shown on the Policies Map</i></li> </ul> <p><i>Proposals will be permitted at Dunald Mill only if:</i></p> <ul style="list-style-type: none"> <li><i>• they would enable annual production to increase to a level commensurate with the latest sub-regional apportionment; and</i></li> <li><i>• they make satisfactory arrangements for the diversion of any highway affected; and</i></li> <li><i>• satisfactory arrangements are made for the management of traffic generated by the proposal, and that these arrangements form part of a long-term solution to accessing existing and prospective extractive operations in the Kellet mineral resource area, such as the implementation</i></li> </ul>

Ref	Page	Policy/Paragraph	Main Modification
(iii)	Part 1, page 30	Justification	<p><i>of route MRT14 safeguarded through Policy SA2 or a suitable alternative. The precise extent of additional extraction and processing will be determined by detailed evaluation of environmental impacts and the introduction of appropriate measures to minimise those impacts to acceptable levels.</i></p>
	Part 1, page 30	Justification	<p>Insert under paragraph 6.1.2</p> <p><b>6.1.3</b> <i>To maintain Lancashire's required level of limestone production, any necessary additional provision could only be provided by the extension or deepening of existing sites. Dunal Mill is identified as a reserve site because it offers the best prospect over other lateral extensions of ensuring a level and continuity in production levels, with the potential for only limited additional environmental impacts.</i></p> <p><b>6.1.4</b> <i>Additional extraction at Dunal Mill quarry is anticipated to include land carrying a public highway which will be closed and a replacement highway would need to be provided. A route is safeguarded under Policy SA2 (MRT10) and shown on the Proposals Map which is considered would not significantly impact on neighbouring land uses.</i></p> <p><b>6.1.5</b> <i>Proposals must come forward with satisfactory arrangements for managing the additional traffic generated and will be expected to consider arrangements for accessing the Kellet mineral resource area in the longer-term to ensure there is no increase in quarry traffic in the villages and to reduce the impact of traffic from ongoing operations. This could include the provision of a haulage road through Back Lane and Leapers Wood quarries, as safeguarded under Policy SA2 (MRT14) and indicated on the Policies Map, and proposals will be expected to show proper consideration has been given to this alternative route.</i></p>
(iv)	Part 1, page 30	Justification	<p>Insert under paragraph 6.1.4 (which will re-number as 6.1.7)</p> <p><b>6.1.8</b> <i>The extraction of locally sourced building stone is not managed by a land bank and proposals for extraction are supported by Policy CS3 of the Core</i></p>

Ref	Page	Policy/Paragraph	Main Modification
			<p>Strategy. However, it is recognised that building stone quarries could also produce aggregate from the removal of overburden and the winning and working of the building stone. Policy M1 does not seek to prevent the necessary extension of building stone quarries where aggregates are produced as a necessary part of their working, but it is important to consider the impact of aggregate by-products on the supply identified in the Core Strategy when considering such proposals.</p> <p>6.1.9 The tests below outline the considerations for building stone quarries within the context of Policy M1:</p> <ul style="list-style-type: none"> <li>• the primary purpose of the proposed quarrying operation would be to produce and sell building stone;</li> <li>• any aggregate production would be reasonably ancillary to the extraction and working of the building stone (proportions would reasonably relate to the circumstances of the quarry and would represent a sustainable use of the building stone resource);</li> <li>• the aggregate would not have a significant impact on regional aggregate supplies.</li> </ul>
MM4	(i)	Part 1, page18	Delete from column 3 Land at Heysham Port
	(ii)	Part 1, page18	Delete from column 4 BWF4
	(iii)	Part 1, Page 21	part c) delete 1.Heysham Port [BWF4]
	(iv)	Part 2, page 14	Delete text under 2.1.4
	(v)	Part 2, page 15	Delete Map BWF4
	(vi)	Part 2, page 16	Delete Map MRT1

Ref	Page	Policy/Paragraph	Main Modification
(vii)	Part 2	Section 4.7	<p>Insert text:</p> <p><b>Heysham Dock Wharf</b></p> <p><b>Site Location and Overview</b></p> <p>Heysham Port Wharf (MRT1) is a working passenger and freight port located to the south-west of Heysham and within the administrative boundary of Lancaster City Council. On its southern boundary, the site adjoins Heysham Power Station and is served by a single track railway line and by the A589 from Lancaster.</p> <p>The aggregate wharf is safeguarded by Policy M3 in this plan. In such circumstances, developers will be encouraged to look at ways of making use of this facility with a view to reducing the need for road transport.</p> <p><b>Environmental Safeguards</b></p> <p>There are wildlife interests in the surrounding area including the internationally-important Morecambe Bay and several Biological Heritage Sites. Developers will be expected (as a minimum) to demonstrate that proposals will not have adverse effects on these interests. In the case of significant impacts on Morecambe Bay this would rule out development.</p> <p>Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors, and impacts on nearby residential properties. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.</p>
(viii)	Part 2		<p>Insert Map MRT1 to follow section 4.7</p>
MM5 (i)	Part 1, page 18	Policy WM2	<p>Delete from column 3 Huncoat / Whinney Hill – subject to road proposals identified in Policy SAI</p>

Ref	Page	Policy/Paragraph	Main Modification
(ii)	Part 1, page 18	Policy WM2	Delete from column 4 BWF8
(iii)	Part 1, page 21	Policy WM4	Delete Huncoat/Whinney Hill, Hyndburn [BWF8] Subject to the provision of the Whinney Hill Link Road as identified in Policy SA12
(vi)	Part 2, page 23		Delete text under 2.1.8
(vii)	Part 2, page 24		Delete Map BWF8
MM6 (i)	Part 1, page 18	Policy WM2	Include in column 3 Altham Industrial Estate
(ii)	Part 1, page 18	Policy WM2	Include in column 4 BWF 25
(iii)	Part 1, page 18	Policy WM2	Include in column 3 Lomeshaye Industrial Estate
(iv)	Part 1, page 18	Policy WM2	Include in column 4 BWF 13
(v)	Part 1, page 21	Policy WM3	Delete from column 3 Land at Lomeshaye Industrial Estate, Pendle
(vi)	Part 1, page 21	Policy WM4	Insert Altham Industrial Estate [BWF25]
(vii)	Part 1, page 21	Policy WM4	Insert Lomeshaye Industrial Estate [BWF13]
(viii)	Part 2, page 34	Section 2.2.5	Delete text under 2.2.5
(ix)	Part 2, page 35	Section 2.2.5	Delete Map BWF13
(x)	Part 2	Section 2.1.10	Insert text <b>Lomeshaye Industrial Estate</b> <b>Site Location and Overview</b> <i>Lomeshaye Industrial Estate (BWF13) is located in Brierfield, and is within the</i>

Ref	Page	Policy/Paragraph	Main Modification
			<p>administrative boundary of Pendle Borough Council. The site includes a mixture of small and large industrial buildings, offices, warehouses and distribution units and retail businesses. The site has a dedicated access onto the M65 (Junction 12).</p> <p><b>Environmental Safeguards</b></p> <p>Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the Minerals and Waste Planning Authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.</p> <p>In terms of specific challenges, approximately half of the site falls within Flood Zone 3, much of which occurs along the course of the former river channel, which has been straightened and diverted. Several major flood events have occurred in recent years and major flood defence works have been undertaken. Developers will be expected to undertake an assessment of these risks and, where necessary, to propose appropriate measures to reduce the likelihood and impact of flooding.</p> <p>The site is bounded by designated Green Belt to the east and several individual built conservation areas to the north and east, including Lomeshaye Industrial Hamlet, which is an area of Victorian terraced housing and textile mills. Development proposals for the site will need to take into account measures to avoid potential impacts on these areas.</p> <p>There is also a Biological Heritage Site in the centre of the industrial estate, although this is excluded from the allocated area. Proposals will be expected to demonstrate how these ecological interests will be protected. Moreover, where possible opportunities should be taken on site to implement opportunities for habitat creation. Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and</p>

Ref	Page	Policy/Paragraph	Main Modification
(xi)	Part 2		<p>proximity to sensitive receptors. Applicants will also be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.</p>
(xii)	Part 2	Section 2.1.1.11	<p>Insert Map BWF13 to follow Section 2.1.1.10</p> <p>Insert text:</p> <p><b>Altham Industrial Estate</b></p> <p><b>Site Location and Overview</b></p> <p>Altham Industrial Estate (BWF25) is located on the eastern edge of the Hyndburn administrative boundary, between the towns of Accrington and Burnley and close to Junction 8 of the M65 motorway. It covers an area of over 60 hectares and is made up of industrial units and business premises.</p> <p><b>Environmental Safeguards</b></p> <p>Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the waste planning authority. This may also assist both the applicant and the planning authority to determine the extent and nature of any environmental or other assessments required in support of particular development proposals.</p> <p>In terms of more specific challenges the site is bounded on four sides by the Green Belt and there is a Biological Heritage Site located on the western boundary. The village of Altham lies immediately to the north of the site and includes a primary school and a Conservation Area. Applicants will be expected to demonstrate that proposals could be brought forward without causing harm to these interests.</p> <p>Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their</p>



Ref	Page	Policy/Paragraph	Main Modification
			<i>proposals, and will need to comply with the validation checklist for a relevant planning application.</i>
(xiii)	Part 2		Insert Map BWF25 to follow Section 2.1.11
MM7 (i)	Part 1, page 19	Policy WM3	Delete from column 3 Land at Lancaster West Business Park BWF17
(ii)	Part 2, page 42		Delete Section 2.2.9
(iii)	Part 2, page 43		Delete Map BWF17
MM7 (iv)	Part 1, page 18	Policy WM2	Column 3 Insert Land at Lancaster West Business Park
(v)	Part 1, page 18	Policy WM2	Column 4 Insert Map BWF17
(vi)	Part 1, page 21	Policy WM4	Insert 1.Lancaster West Business Park [BWF17]
vii)	Part 2	Section 2.1.5	<p>Insert text:</p> <p><b>Lancaster West Business Park</b></p> <p><b>Site Location and Overview</b></p> <p>Lancaster West Business Park (BWF17) is a former industrial site located to the north of the village of Middleton and is within the administrative boundary of Lancaster City Council. The allocated area includes a newly built municipal waste transfer station and planning permission has been granted elsewhere on the site for a wood-fired power facility.</p> <p>The allocation includes land which is safeguarded under Policy SA2 of this plan for a new junction which would connect Middleton Road to Lancaster West access road and create a through road to the A683.</p>

Ref	Page	Policy/Paragraph	Main Modification
			<p><b>Environmental Safeguards</b></p> <p><i>Built waste facilities may generate a range of potential impacts which applicants will be expected to address. To ensure that these issues are dealt with in a timely and adequate manner, applicants are advised to hold pre-application discussions with the waste planning authority. This may also assist both the applicant and the other assessments required in support of particular development proposals.</i></p> <p><i>In terms of more specific challenges, as with other former industrial areas, there is a risk of contaminated soil within the site and developers will be expected to find safe solutions to these problems. There is also a Biological Heritage Site within the allocated area and applicants will (as a minimum) be expected to demonstrate that proposals will not have adverse impacts on these interests.</i></p> <p><i>There are residential properties to the south and west of the site. Most of these properties are screened from the site by existing woodland, parts of which are protected by tree preservation orders. However, developers will need to ensure (either by means of location, the types of activities to be undertaken or other preventative measures) that there are no significant effects on the amenity, safety or health of these areas.</i></p> <p><i>Where required, consideration should also be given to other relevant aspects of the proposed development, such as amenity issues and proximity to sensitive receptors. Applicants will be required to undertake a transport assessment of their proposals, and will need to comply with the validation checklist for a relevant planning application.</i></p>
(vii)	Part 2		Insert Map BWF17 to follow Section 2.1.5
MM8 (i)	Part 1, page 25	Policy LF3	Delete all of Policy LF3 below the title
(ii)	Part 1, page 25	Policy LF3	Insert

Ref	Page	Policy/Paragraph	Main Modification
			<p><i>Development will be supported for the disposal to landfill of residues from the treatment of hazardous waste that cannot be recycled or recovered or otherwise treated only when it can be demonstrated that:</i></p> <ul style="list-style-type: none"> <li>• <i>There is a continued national or regional need for that disposal; and</i></li> <li>• <i>The residues cannot be deposited at a suitable licensed landfill nearer to their origin; and</i></li> <li>• <i>The proposed landfill contributes to the objective of net self sufficiency.</i></li> </ul>
(iii)	Part 1, page 25	Justification	Delete paragraph 4.3.1
(iv)	Part 1, page 25	Justification	Delete paragraph 4.3.3
(v)	Part 1, page 25	Justification	Delete final sentence of paragraph 4.3.4
(vi)	Part 1, page 26	Justification	Delete final sentence of paragraph 4.3.6 (4.3.2 as originally numbered)
(vii)	Part 1, page 25	Justification	<p>Insert as paragraphs 4.3.1 and 4.3.2</p> <p><i>The Defra Strategy for Hazardous Waste Management promotes the waste hierarchy, with emphasis put on reducing the amounts of hazardous wastes, and recycling and recovering what is produced, with disposal being a last resort.</i></p> <p><i>This policy provides for exhausting all alternatives to depositing the residues of hazardous wastes at landfill, and limits the residues to those that cannot be recycled or recovered, or otherwise treated to reduce their quantity and/or environmental impact, and that cannot be deposited at a facility elsewhere nationally closer to their arisings. The principle of working towards net self sufficiency is to guard against the proliferation of hazardous landfill sites within the region.</i></p>
(viii)	Part 2, page 84	Section 5.2	Delete Section 5.2 heading and all following text

Ref	Page	Policy/Paragraph	Main Modification
(ix)	Part 2, page 85	Map ALC2	Delete Map ALC2
MM9	Part 1, page 8	Section 2	<p>Include as Policy NPPF1:</p> <p><b>Policy NPPF 1 – Presumption in Favour of Sustainable Development</b></p> <p><i>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions of the area.</i></p> <p><i>Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay unless material considerations indicate otherwise.</i></p> <p><i>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking account of whether:</i></p> <ul style="list-style-type: none"> <li>• <i>Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole: or</i></li> <li>• <i>Specific policies in that Framework indicate that development should be restricted.</i></li> </ul> <p><b>Justification</b></p> <p><i>2.1.1 The presumption in favour of sustainable development, as explained in the National Planning Policy Framework, is at the heart of positive planning. This policy is included to ensure that the plan accurately reflects this.</i></p>

Ref	Page	Policy/Paragraph	Main Modification
			<p><b>Implementation</b></p> <p><i>2.1.2 This policy should be read within the context of the Core Strategy and the wider Development Plan. It will be implemented through pre-application discussions and developments subject to appropriate conditions, or refusal of applications if proposals are unsatisfactory; these outcomes will be monitored and reported in the Joint Authorities' Monitoring Report.</i></p>



## Appendix C

**.1 Under the provisions of the Planning and Compulsory Purchase Act, the policies of the Lancashire Minerals and Waste Local Plan 2006 are 'saved' until they are replaced by the emerging development plan. Thirteen policies of the Local Plan were not saved, and expired on 27 September 2007, as they were considered either redundant or else to repeat national policy.**

**.2 Forty of the saved policies were superseded and replaced by the policies of the adopted Core Strategy. These policies are mainly strategic policies covering apportionment and supply of aggregates provision, and indicative requirements of waste management capacities; and higher level, spatial policies concerning the waste hierarchy.**

**.3 The remaining policies will be superseded by policies within the Joint Lancashire Site Allocations and Development Management Policies Local Plan.**

<b>Saved Policy</b>	<b>Not saved beyond 27th September 2007</b>	<b>Superseded by Core Strategy Policy</b>	<b>Superseded by Site Allocations and Development Management Policy</b>
Policy 1: Balancing the policies of the Lancashire Minerals and Waste Local Plan			X
Policy 2: Quality of Life			X
Policy 3: Buffer Zones			X
Policy 4: Cumulative Impacts			X
Policy 5: Environmental and Other Benefits			X
Policy 6: Planning Gain			X
Policy 7: Open Countryside and Landscape			X
Policy 8: Trees, Woodland and Hedgerows			X
Policy 9: Agricultural Land	X		
Policy 10: Areas of Outstanding Natural Beauty - Minerals Development			X
Policy 11: Areas of Outstanding Natural Beauty -Waste Development			X
Policy 12: Developments in the AONB Fringe			X
Policy 13: Green Belts and Minerals Development			X
Policy 14: Green Belts and Waste Development			X
Policy 15: Internationally Important Nature Conservation Sites	X		
Policy 16: Nationally Important Nature Conservation Sites - Minerals Development			X
Policy 17: Nationally Important Nature Conservation Sites - Waste Development			X
Policy 18: Locally Important Nature Conservation Sites			X
Policy 19: Mitigating Adverse Impacts			X
Policy 20: Wild Flora and Fauna	X		



<b>Saved Policy</b>	<b>Not saved beyond 27th September 2007</b>	<b>Superseded by Core Strategy Policy</b>	<b>Superseded by Site Allocations and Development Management Policy</b>
Policy 21: Wildlife Corridors			X
Policy 22: Water Resource Availability			X
Policy 23: Water Resource Protection			X
Policy 24: Flood Risk			X
Policy 25: Coastal Protection/Open Coastline			X
Policy 26: Nationally Important Archaeological Sites			X
Policy 27: Other Archaeological Sites			X
Policy 28: Archaeological Assessment			X
Policy 29: Archaeological Investigations			X
Policy 30: Heritage			X
Policy 31: Public Rights of Way			X
Policy 32: Recreational Facilities			X
Policy 33: Hazards			X
Policy 34: Travel minimisation		X	
Policy 35: Rail Transport - Use of rail		X	
Policy 36: Rail Transport - Safeguarding Connections		X	
Policy 37: Strategic Road Network			X
Policy 38: Rail Freight Aggregates Facilities		X	
Policy 39: Rail Freight Waste Facilities		X	
Policy 40: Marine Aggregate Wharves		X	
Policy 41: Safeguarding Land for Alternative Access to Whitworth Quarries			X
Policy 42: Safeguarding Mineral Resources		X (in part)	X (in full)
Policy 43: Mineral Consultation Areas		X	

<b>Saved Policy</b>	<b>Not saved beyond 27th September 2007</b>	<b>Superseded by Core Strategy Policy</b>	<b>Superseded by Site Allocations and Development Management Policy</b>
Policy 44: Prior Extraction		X	
Policy 45: Concurrent Working		X	
Policy 46: Conservation of High Quality Material		X	
Policy 47: Secondary Material			X
Policy 48: Sand and Gravel provision (High Grade Sand)		X	
Policy 49: Sand and Gravel Provision (Low Grade Sand)		X	
Policy 50: Sand for Special Purposes		X	
Policy 51: Foreshore Extraction			X
Policy 52: Crushed Rock - Provision 1992-2006	X in part	X in full	
Policy 53: Limestone Provision to 2001	X		
Policy 54: Limestone Provision 2002-2006		X	
Policy 55: Provision at Dunald Mill Quarry			X
Policy 56: Deepening existing Limestone Aggregate Quarries			X
Policy 57: Gritstone Provision		X	
Policy 58: Building Stone - Provision		X	
Policy 59: Borrow Pits			X
Policy 60: Minerals for Cement Manufacture		X	
Policy 61: Cement Manufacturing Plant			X
Policy 62: Minerals for Brick Manufacture		X	
Policy 63: Mudstone for Construction		X	
Policy 64: Opencast Coal	X		
Policy 65: Coal - Underground Mines		X	
Policy 66: Oil and Natural Gas Production		X	

<b>Saved Policy</b>	<b>Not saved beyond 27th September 2007</b>	<b>Superseded by Core Strategy Policy</b>	<b>Superseded by Site Allocations and Development Management Policy</b>
Policy 67: Onshore Facilities	X		
Policy 68: Peat		X	
Policy 69: Topsoil Removal		X	
Policy 70: Silica Sand - Provision		X	
Policy 71: Protection of the Surface of the Former Saltfield from development			X
Policy 72: Salt Provision		X	
Policy 73: Metalliferous Minerals	X		
Policy 74: Mineral Exploration			X
Policy 75: Plant and Ancillary Development (on-site)			X
Policy 76: Plant and Ancillary Development (on-site)	X		
Policy 77: Mineral Waste		X	
Policy 78: Landfilling of Waste - Overall Provision		X	
Policy 79: Safeguarding Land for Future Disposal of Waste			X
Policy 80: Maintenance of a Network of Landfill Facilities			X
Policy 81: Other Landfill Proposals		X	
Policy 82: Landfilling of Construction, Demolition and Inert Waste		X	
Policy 83: Disposal and Utilisation of Surplus Excavated Subsoil		X	
Policy 84: Extraction of Landfill Gas			X
Policy 85: Special Considerations for Landraising			X
Policy 86: General Development and Waste Minimisation		X	

<b>Saved Policy</b>	<b>Not saved beyond 27th September 2007</b>	<b>Superseded by Core Strategy Policy</b>	<b>Superseded by Site Allocations and Development Management Policy</b>
Policy 87: General Development and the "Three R's"		X	
Policy 88: Recycling, Sorting and Transfer of Waste			X
Policy 89: Recycling of Inert and Construction Waste - Fixed Recycling Facilities		X	
Policy 90: Temporary Facilities at Demolition and Construction Sites	X		
Policy 91: On-Site Recycling Facilities - Industrial and Commercial Waste	X		
Policy 92: Recycling Industrial and Commercial Waste		X	
Policy 93: Recycling at Existing Household Waste Disposal Centres		X	
Policy 94: Provision of New Household Waste Disposal Centres			X
Policy 95: Sub-Regional Recycling Facilities		X	
Policy 96: Incineration of Municipal Waste			X
Policy 97: Incineration, Treatment or Transfer of Animal, Clinical, Industrial and Special Waste			X
Policy 98: Digestion Plants and Mixed Waste Composting			X
Policy 99: Green Waste Composting			X
Policy 100: scrapyards			X
Policy 101: Wastewater and Sewage Sludge			X
Policy 102: Extensions			X
Policy 103: Ancillary Developments			X
Policy 104: Treatment of Sludge by Incineration			X

<b>Saved Policy</b>	<b>Not saved beyond 27th September 2007</b>	<b>Superseded by Core Strategy Policy</b>	<b>Superseded by Site Allocations and Development Management Policy</b>
Policy 105: Anaerobic Digestion at Wastewater Treatment Works			X
Policy 106: Reclamation of Minerals and Landfill Sites			X
Policy 107: Proposed Reclamation Schemes			X
Policy 108: Restoration of Agricultural Land			X
Policy 109: Reclamation by Waste Disposal		X	
Policy 110: Review of Mineral Working Sites	X		
Policy 111: Environmental Conditions at Existing Sites	X		
Policy 112: Standards of Operation			X

**Local Plan Policies and their Replacement by Development Framework Policies**



**BWF1 &  
MRT7**

**BWF2 &  
MRT8**

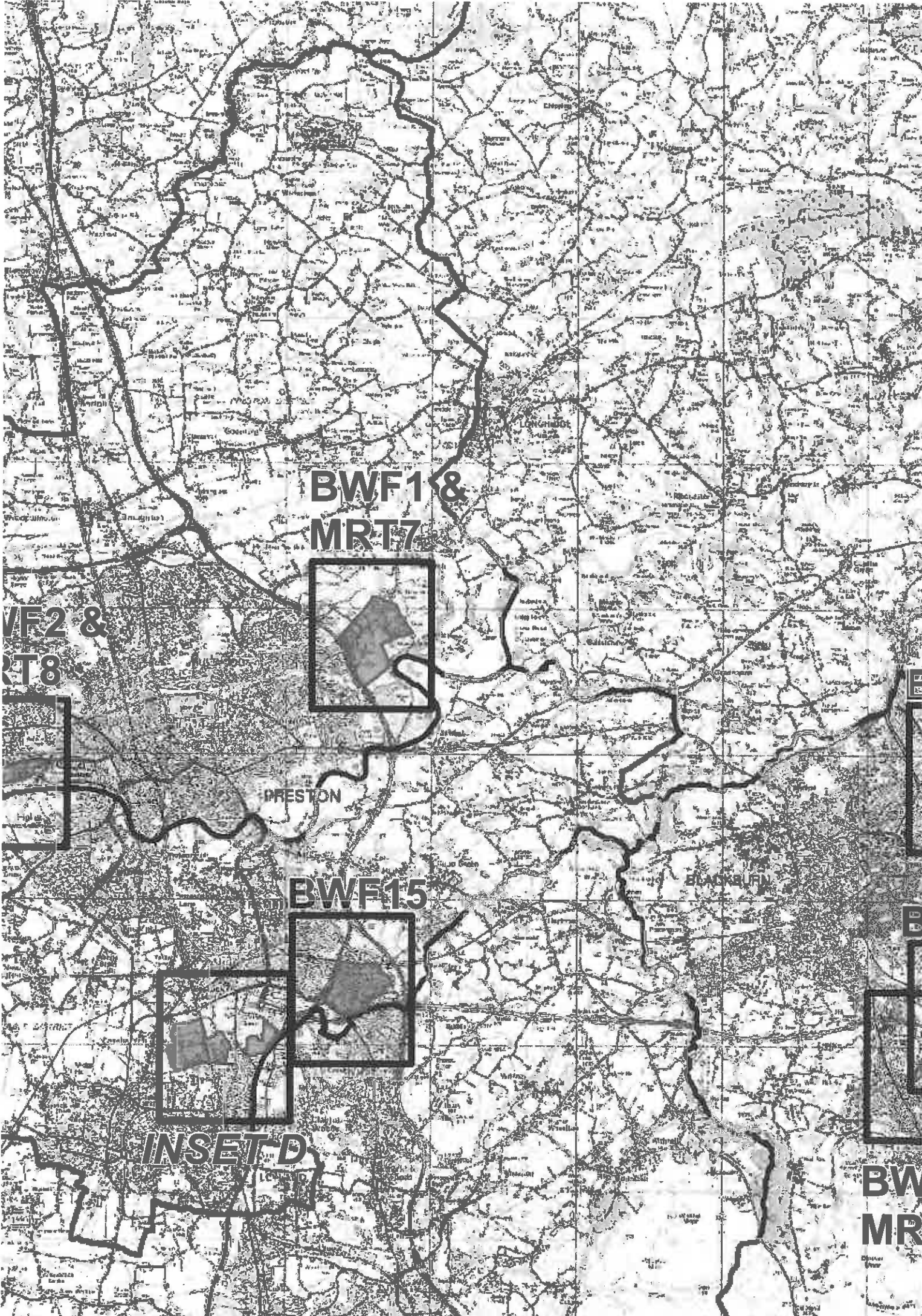
PRESTON

**BWF15**

BLACKBURN

**INSET-D**

**BW  
MR**









**RIBBLE VALLEY**  
**DISTRICT MAP 3**

**ON**  
**MAP**

**DRESTON**

**BLACKBURN**

**BLACKBURN**  
**WITH**



PLANNING AND COMPULSORY PURCHASE ACT 2004  
TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND)  
REGULATIONS 2012

**ADOPTION STATEMENT FOR THE JOINT LANCASHIRE MINERALS AND WASTE LOCAL PLAN – SITE ALLOCATION AND DEVELOPMENT MANAGEMENT POLICIES LOCAL PLAN**

The Joint Lancashire Minerals and Waste Local Plan Site Allocation and Development Management Policies Local Plan was adopted by Lancashire County Council, Blackpool Council, and Blackburn with Darwen Borough Council on 26 September 2013. The adopted Plan includes the main modifications recommended by the Inspector and additional modifications made by the Joint Authorities.

The Local Plan, adoption statement, statement regarding the sustainability of the plan, sustainability appraisal report and Inspector's report are available for inspection during normal office hours at:

- The principal office of the County Council, and District and Borough councils in Lancashire (including Blackpool Council and Blackburn with Darwen Borough Council):
  - County Hall, Cross St, Preston
  - Town Hall, King Street, Blackburn
  - Barlow Institute, Bolton Road, Turton
  - Municipal Buildings, Town Hall, Blackpool
  - Padiham Town Hall, Burnley Road, Padiham
  - Town Hall, Manchester Road, Burnley
  - The Bus Station, Croft Street, Burnley
  - The Public Offices, 292 Clifton Drive South, St Annes
  - Scaitcliffe House, Ormerod Street, Accrington
  - Morecambe Town Hall, Marine Road, Morecambe
  - Station Buildings, Central Promenade, Morecambe
  - Colne Town Hall, Albert Road, Colne
  - The Bus Station, Broadway, Nelson
  - The Bus Station, Lancaster Road, Preston
  - Town Hall, Lord Street, Rawtenstall
  - Market Street, Whitworth, Rochdale
  - County Information Centre, 41-43 Kay Street, Rawtenstall
  - The Bus Station, 45 Moor Street, Ormskirk
  - Civic Offices, Union Street, Chorley
  - Civic Centre, Breck Road, Poulton-le-Fylde
  - Civic Centre, West Paddock, Leyland
  - Council Offices, Church Walk, Clitheroe
  - Town Hall, Dalton Square, Lancaster
  - 9 Parker Lane, Burnley
  - Civic Hall (The Riverside), Market Street, Whitworth
- Main libraries across Lancashire, Blackpool and Blackburn with Darwen:
  - St James Street, Accrington
  - Railway Road, Adlington

- 59 Commonside, Ansdell
- St James Square, Bacup
- Station Road, Bamber Bridge
- Fern Lea Avenue, Barnoldswick
- Ann Street, Barrowford
- Main Road, Bolton-le-Sands
- Jubilee Street, Briercliffe
- Colne Road, Brierfield
- Barden Lane, Burnley Campus
- Grimshaw Street, Burnley
- Mill Lane, Burscough
- Lancaster Road, Camforth
- Sawley Road, Chatburn
- Chatsworth Avenue, Chatsworth
- Union Street, Chorley
- Clayton Green Business Park, Clayton Green
- Pickup Street, Clayton-le-Moors
- Rossall Road, Cleveleys
- Church Street, Clitheroe
- Coal Clough Lane, Coal Clough
- Market Square, Colne
- Spendmore Lane, Coppull
- Adelaide Street, Crawshawbooth
- Coronation Hall, Earby
- The Green, Ecclestone
- St Mary's Gate, Euxton
- North Albert Street, Fleetwood
- Preston Old Road, Freckleton
- 294 Garstang Road, Fulwood
- Windsor Road, Garstang
- Queen Street, Great Harwood
- Penny Stone Lane, Halton
- Market Square, Harris
- Deardengate, Haslingden
- Council Offices, Heysham
- Ventnor Place, Ingol
- Hawsbury Drive, Kingsfold
- Station Road, Kirkham
- 26 Lancaster Road, Knott End
- Market Square, Lancaster Central
- Lancaster Gate, Leyland
- Berry Lane, Longridge
- Liverpool Road, Longton
- Watkin Lane, Lostock Hall
- 27 Clifton Street, Lytham
- St Mary's Gardens, Mellor
- Central Drive, Morecambe
- Market Square, Nelson
- Burscough Street, Ormskirk
- Union Road, Oswaldtwistle
- Town Hall, Padiham
- The Common, Parbold
- Liverpool Road, Penwortham

- Langwyth Road, Pike Hill
  - Blackpool Old Road, Poulton
  - Queen's Square, Rawtenstall
  - 41 Whalley Road, Read
  - Ribbleton Hall Drive, Ribbleton
  - High Street, Rishton
  - Lowerhouse Lane, Rosegrove
  - West Park Avenue, Savick
  - 8 Sharoe Green Lane, Sharoe Green
  - 25 Emesgate Lane, Silverdale
  - Southway, Skelmersdale
  - 254 Clifton Drive South, St Annes
  - Mark Square, Tarleton
  - Victoria Road East, Thornton
  - Church Street, Trawden
  - Hall Green, Upholland
  - Wheatley Close, Wheatley Lane
  - Lloyd Street, Whitworth
  - Abbey Road, Whalley
  - Luton Road, Anchorsholme
  - Bispham Road, Bispham
  - Queen Street, Blackpool Central
  - Dinmore Avenue, Boundary
  - Talbot Street, Layton
  - 4b Crummock Place, Mereside
  - 207 St Annes Road, Palatine
  - 1 Revoe Street, Revoe
  - Town Hall Street, Blackburn Central
  - Knott Street, Darwen
  - Cherry Tree Lane, Livesey
  - Mill Hill Community Centre, Mill Hill
  - Fishmoor Road, Roman Road Neighbourhood Learning Centre
- The County Council's website at [www.lancashire.gov.uk/mwdf](http://www.lancashire.gov.uk/mwdf)

Any person who is aggrieved by the Local Plan may apply to the High Court, under section 113 of the Planning and Compulsory Purchase Act 2004, on the grounds that:

- the document is not within the appropriate power;
- a procedural requirement has not been complied with.

Any such application must be made not later than 6 weeks from the date of adoption, that is by 7 November 2013.

If you have any questions about the above information please contact us on 01772 534294 or email [lwmf@lancashire.gov.uk](mailto:lwmf@lancashire.gov.uk)

Steve Browne  
Interim Executive Director of Environment  
Lancashire County Council

## THE ENVIRONMENTAL ASSESSMENT OF PLANS AND PROGRAMMES REGULATIONS 2004

### **Statement Regarding the Sustainability of the Adopted Local Plan**

#### **How have environmental and social considerations been integrated into the Strategy?**

A series of assessments ran in parallel with the preparation of the Local Plan and looked at the environmental and social implications of options considered. These included an assessment of impacts on key sustainability objectives as well as of more localised matters such as flood risk and impacts on wildlife conservation sites.

The Local Plan provides direction for managing waste and minerals in more sustainable ways. The benefits of this will be tangible – reducing the need for quarrying and moving away from the use of landfill sites – as well as providing wider benefits in terms of combating climate change and creating new economic opportunities.

A summary of the environmental and social implications of the Local Plan is provided in the *Sustainability Appraisal Report*.

#### **How have we listened to the concerns of communities and individuals?**

Public consultations were undertaken during the preparation of the Local Plan, as well as at a public examination led by an independent Inspector. As part of these consultations, detailed discussions were held with the statutory conservation bodies, whose roles involve protecting the local environment.

Through these various consultations, concerns were expressed by respondents on a number of topics, including the transport implications of new waste facilities, the impacts of locating facilities close to residential areas, the extent of mineral safeguarding area coverage, and the risks to landscape character.

A summary of these concerns, and the proposed policy response in the Local Plan, is provided in the *consultation statements* and *consultation outcome reports*.

#### **Why have we chosen the options that we have, and what alternatives did we consider?**

The Local Plan sets out the way in which waste and natural resources in Lancashire will be managed – protecting mineral resources, increasing recycling and re-use and diverting waste away from landfill. The policies and targets set out in the Local Plan will be fundamental in determining the number of new facilities that we will need to plan for and the form that these should take.

In developing the Local Plan, a number of options were considered. The Local Plan represents a balance between many of these options, providing a clear direction of travel whilst recognising the need to be flexible to new opportunities and local circumstances.

#### **How we will respond to unforeseen consequences?**

The Local Plan forms part of a framework for minerals and waste planning, which has been designed to ensure that every opportunity is taken to minimise the risk of adverse impacts. Policies are written to provide a degree of flexibility, and frequent and on-going monitoring will be undertaken, as described in the Core Strategy and in the Local Plan, to identify whether

they are providing positive benefits. The results of this monitoring will be reported annually through our Monitoring Report.

