

Application Number 07/2023/00597/FUL

Address Land To North Of Ab Inbev UK Limited
Cuerdale Lane
Samlesbury
Preston
Lancashire
PR5 0XD

Applicant Samlesbury Net Zero Ltd

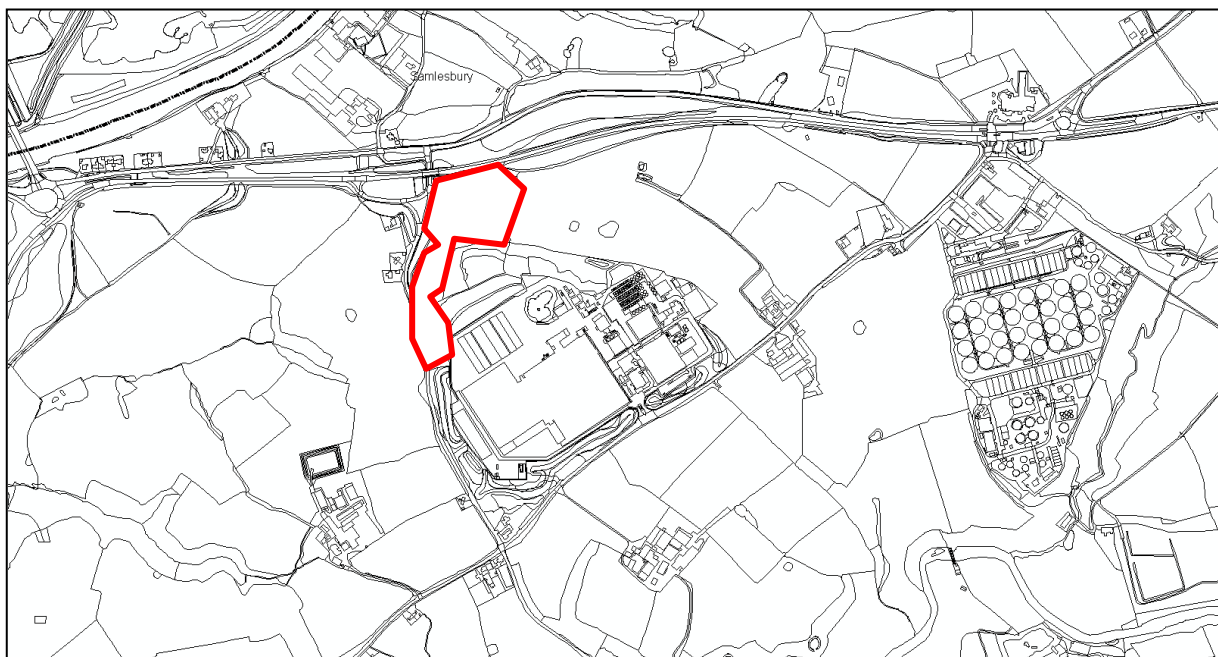
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Development Erection of a hydrogen production facility and hydrogen vehicle refuelling station, comprising storage tanks, dispatch facilities, pipeline and access road to brewery and associated works.

Officer Recommendation Approval subject to conditions, with the decision delegated to the Chair, Vice Chair and Head of Planning and Enforcement subject to receipt of no objections from Cadent and the application not being "called-in" by the Secretary of State

Date application valid 24.07.2023
Target Determination Date 08.02.2024
Extension of Time 08.02.2024



1. Report Summary

1.1. AB Inbev ('the brewery') is an established commercial facility located north of Cuerdale Lane, Samlesbury. The proposal relates to a piece of undeveloped grassland immediately north-west of the Inbev facility and accessed via a field gate off Vicarage Lane (west). The site and its relationship to the brewery are described in full at Section 2 below.

1.2. The site is designated by Policy G1 of the South Ribble Local Plan as Green Belt.

1.3. Whilst inevitably there would be change to the site's green infrastructure, full landscape mitigation proposals have been provided and subject to conditions are considered acceptable to the Council's ecologist and arborist. A landscape visual assessment has also been made. Having regard to consultee comments and the findings of accompanying reports, officers are satisfied that the proposed development would not detrimentally affect the amenity or nature conservation value of the site to such a level that this proposal warrants refusal on ecological grounds.

1.4. In response to publicity, representation has been received (see Para 6 below). Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition.

1.5. The site lies within the Green Belt but the very special circumstances put forward by the applicant are considered to clearly outweigh the harm to the Green Belt. In policy and spatial separation terms the proposal is considered compliant. The Town & Country Planning (Consultation) (England) Direction 2021 requires that where a local planning authority wishes to approve an application for planning permission for major development in the Green Belt which, by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt, the planning authority shall notify the Secretary of State for a period of 21 days. As such this proposal is recommended for approval subject to conditions, with the decision delegated to the Chair, Vice Chair and Head of Planning and Enforcement, subject to receipt of no objections from Cadent and the application not being 'called in' by the Secretary of State.

2. Application Site and Surrounding Area

2.1. AB Inbev ('the brewery') is an established commercial facility (2.25ha) located north of Cuerdale Lane, Samlesbury. The well screened site is bound on all sides by deep tracts of open land and woodland and is accessed off Cuerdale Lane via a central gatehouse.

2.2. The proposal relates to a 3.45ha piece of undeveloped grassland immediately north-west of the Inbev facility and accessed via a field gate off Vicarage Lane (west). The hydrogen production facility would be constructed and owned by a third party, but would be used by, and in association with the Inbev brewing business. Whilst inherently connected, Inbev are not the applicant.

2.3. To the south and screening the main brewery is dense woodland designated as a Biological Heritage Site (BHS). East is open farmland, and the same is true of the western side; although three dwellings are also present and face the site across Vicarage Lane. The A59 bypass runs along the northern boundary but is screened by woodland.

2.4. The site slopes up from north-west to south-west corners by between 15m and 20m, and from west down to north-east, with development proposed mostly, but not wholly at lower levels. Most of the developable area is allocated by Lancashire County Council as a safeguarded mineral extraction area, and the whole site is within Flood Zone 1 (least likely to

flood), although as the scheme exceeds one hectare a flood risk assessment has been provided.

2.5. There are two tree preservation orders on the site in addition to one for the BHS in the south; a group immediately adjacent to the A59 (northern boundary), and a smaller area in the south-eastern corner which is unlikely to be affected and are protected. Running east to west through the site are Cadent and National Grid pipelines with relevant exclusion zones.

2.6. The site is designated by Policy G1 of the South Ribble Local Plan.

3. Site Context / Planning History

3.1. Permission was granted for an 11k volt overhead line in 1988 (07/1988/0292) but there is no evidence to suggest the permission was implemented.

3.2. Inbev has a long history, but none is relevant to this proposal.

4. Proposal

4.1. The application seeks permission for erection of a hydrogen production facility and hydrogen vehicle refuelling station, comprising storage tanks, dispatch facilities, pipeline and access road to the Inbev brewery with associated works.

4.2. Background: The proposed electrolyser uses electricity to split water into its constituents, hydrogen and oxygen, through a process called electrolysis. The hydrogen gas that is captured can either be stored as a compressed gas or liquefied to be used later in a wide range of sectors such as industrial, transport and heat generation. The oxygen produced can either be released into the atmosphere or captured or stored to supply other industrial processes.

4.3. For Samlesbury Net Zero Ltd (Applicant), the hydrogen gas would be transferred to the brewery's boilers via a pipeline to be used instead of natural gas. Hydrogen gas would also be compressed and stored in tanks on site before being used to refuel hydrogen-powered brewery vehicles. The primary emission from the process is oxygen. The electrolysis process does not produce carbon dioxide or any other significant waste products.

4.4. Hydrogen production can be achieved through various methods depending on the source of energy and the process by which the hydrogen is produced and captured; the various processes having been attributed colours. Whilst black/brown, blue and grey hydrogen are produced from non-renewable sources (such as coal or natural gas fired power stations), green hydrogen is produced using electricity from renewable energy sources such as wind and solar. Essentially, green hydrogen production is completely free of any carbon emissions and can decarbonise several vectors including transport and heat. In this instance, the applicant will secure its electrical supply through a green energy tariff, and water from existing supply sources.

4.5. With reference to the National Hydrogen Strategy 2021, the applicants statement notes that *'Hydrogen is essential for meeting the UK's legally binding commitment to achieve net zero by 2050, and Carbon Budget Six in the mid-2030s on the way to this, as set out in The National Hydrogen Strategy (published in August 2021). The UK has an opportunity to demonstrate leadership in low carbon hydrogen and to secure competitive advantage by 2030, using its geography, geology, infrastructure and capabilities, while securing green jobs nationally. Government analysis indicates that in 2030 the UK hydrogen economy could be worth £900m and support over 9,000 jobs. Around a quarter of these jobs could be driven by British supply chain exports. By 2050, under a high hydrogen scenario, the hydrogen*

economy could be worth up to 13 billion and support up to 100,000 jobs, with exports growing in relative importance’.

The Proposed Development

4.6. Access – Initially two points of access were proposed off Vicarage Lane – one for maintenance vehicles and another into the vehicle filling station. The Highway Authority however had concerns that this approach would open up the site for general, non-brewery use, and following discussion with LCC plans have since been amended as follows:

There would be two points of access into the site.

a) The main access would be a new roundabout located in the site’s south-western corner. This would connect via a new spur to the existing Inbev site hardstanding, with heavy good vehicles accessing the filling station only from within the brewery’s secure confines. From the roundabout would be a northerly, 8m wide two-way road with connecting circulation roads running around the proposed plant. All parts of this access road would benefit from security fencing.

A *gatehouse* would be erected north of the roundabout – 2.4m x 6.1m footprint with 2.5m flat roof.

b) A new entrance onto Vicarage Lane (western side) would also be introduced for emergency and maintenance vehicles, and a small contingent of on-site personnel. Access into the filling station would not be possible from this point. This secondary access road from Vicarage Lane would slope by round 8m from west to east over roughly 135m. A tapering wall with security fence (max 5m high) would be installed. The entrance would have visibility splays of 2.4m x 173m (south) and 82m (north), footpaths to extend from Vicarage Lane to bus stops, and internal pedestrian crossings.

Barriers would be erected at three points to prevent unauthorised access into the site – at the fuelling area, the roundabout, and the gatehouse.

4.7. *Vehicle Filling Stations* – directly north of the access road would be an area housing 6 vehicle fuelling stations – 4 for waggons and 2 for waggons with trailers.

4.8. A boundary wall with security fence would be erected on the southern edge, with land to be graded. Upper levels of the site would be excavated, and lower levels filled to provide for suitable developable areas.

4.9. *Security Cabins* – a flat roofed portakabin style structure would be located adjacent to the new northern access. A second security cabin would be located south of the site to the east of petrol filling stations.

4.10. *Control Room* – located adjacent to the security cabin, this two-storey composite metal unit would have a 17m x 8m footprint with a max 6.4m high flat roof. The ground floor would accommodate telecom, control and battery rooms and WCs, whilst first would be locker and changing rooms, a small mess, office and meeting rooms. There would be windows on all elevations and doors on three sides.

A small car park sits between the security and control cabins.

4.11. *Hydrogen compression storage* – located between the control room and petrol filling stations.

4.12. *Substation* – a 21m x 12.7m, L shaped blockwork/prefab modular building would be placed east of the central circulatory road. A 3m high, chain link fence surround would be erected; this rises to 3.9m immediately adjacent to a small, stepped access.

4.13. A *PEM Electro package*, cooling water filters, inhibitors, compression units and associated plant would be located east of the substation.

4.14. If approved, development is expected to commence in Spring 2024 for approximately 18 months. The facility would be operational by winter 2025.

4.15. *Workshop* -located on the site's eastern side, this would be two storeys, with 17m x 8m footprint, and a maximum pitched roof height of 6.5m. The workshop includes a small gantry and work area.

4.16. *Landscape Strategy* – Some vegetation would be removed in the north-east corner, and along the northern and western boundaries, but a mitigatory schedule has been provided and assessed by the Council's Arborist and Ecologist. The site is in flood zone 1 (least likely to flood) and there are no main river lines or watercourses directly within the site, although one runs along the south-eastern edge.

5. Summary of Supporting Documents

5.1. The application is accompanied by the suite of documents noted as condition 2.

6. Representations

6.1. Summary of Publicity

6.1.1. A site notice and newspaper advertisement have been posted. Representation received is summarised as follows:

6.2. Letters of Objection or Support

Natural Environment

- Development undermines function of the Green Belt
- Green Belt creep/loss
- Impact and loss of wildlife
- Loss of agricultural land and subsequent reduction in food security
- South Ribble Council's climate strategies demand consideration of the area's biodiversity crisis
- Increased risk of flooding

Residential Amenity

- Noise and light pollution
- Resident safety
- Loss of clean, unpolluted area to live.
- 'Development would impact us mentally, physically, and financially'*.
- Loss of property value

Highways

- Major road will run parallel to Vicarage Lane – heavy vehicle traffic generation.
- Impact on local highway network – existing A59 capacity issues
- Impact on traffic at New Hall Lane junction/adjacent country lanes
- Potential for site to be used by off-site traffic.
- Refers to Council Leader objecting to Pickering's Farm because of traffic volume – same standards should be applied everywhere.

Other/ Hydrogen Related Comments/Design

- Why can hydrogen not be piped into the Inbev compound?
- Questions whether green hydrogen is from renewable sources, and if hydrogen would be sold commercially or remains for brewery use.
- Infrastructure and carbon reducing options should be located within the Inbev site.
- Argument for green energy is unsubstantiated.
- Suggestion facility is built on an industrial estate.
- Respondent notes that MHCLG priorities brown field development – scheme should be diverted elsewhere.
- Different respondent suggests use of site adjacent M65 (Cuerden/Ikea allocation)
- Opportunistic development

Officer response: Issues relating to ecological protection, air quality, noise, light pollution and highways impact have been considered by the Council's statutory consultees as the experts in their field. Their comments are noted elsewhere in this report.

With regard to the suggestion that hydrogen could be pumped into, and infrastructure sited within the existing Inbev site this is flawed on two counts. Firstly, the applicant is not Inbev, and although infrastructure would be leased to them it forms an independent proposal for development, and secondly the Inbev site is so constrained that there is no reasonable location where this proposal could be placed. Further suggestions that the scheme should be located at various locations remote from the site are also not logistically possible when considering the need for pipeline connection with subsequent and significant disruption, alternative location designations and a need for siting and access close to Inbev.

6.3. Town/Parish Council Response

6.3.1. Samlesbury and Cuerdale Parish Council object to the proposal. Samlesbury and Cuerdale Parish Council, are very aware, and understanding of the hydrogen production facility and are in favour of such an environmentally friendly production of an alternative fuel. Their objection towards this development is based on the loss of Green Belt and agricultural land. Samlesbury and Cuerdale Parish Council, feel it is inappropriate to destroy such lands to build a facility to reduce carbon emissions.

7. Summary of Responses

7.1. **South Ribble's Ecology Consultant (GMEU)** concludes that there are unlikely to be any significant ecological issues associated with this development.

Proximity to Ribble Estuary Marine Conservation Zone - The River Ribble (designated Marine Conservation Zone) is 400m to the north, and there is likely hydrological connectivity between the site and river, with historic maps showing two (now culverted) watercourses flowing to the River Ribble. The river is designated for its population of smelt (migratory fish). The main risk from development is pollution released during construction and from any surface or foul water drainage. GMEU agree with assessments however that negative risks to the Ribble Estuary MCZ are low providing best construction practice is applied, and no additional pollution pressure post development occurs.

Brewery Wood BHS – GMEU is satisfied that land between BHS and the actual built development is such that the risk of negative impacts is negligible. No further information or measures are required.

Bats - There are no structures on the site, but some mature trees were assessed as having bat roosting potential; these were subject to further tree climbing assessment and just one tree with bat roosting potential was noted as requiring removal, with all others with bat roosting potential retained. The one tree to be removed (northern boundary) had low bat roosting potential. GMEU has no reason to doubt to the report's findings, but the

development could impact on commuting and foraging routes, given the site is likely to be highly illuminated. Whilst lighting data has been provided, this is difficult from an ecologists point of view to interpret, however a relevant 'bat lighting' condition is felt sufficient.

Badger – No recorded evidence of badger on site, although habitats are suitable for sett creation and as badger can colonise sites relatively rapidly further measures are recommended should permission be granted. These are secured by condition.

Other Protected Species – GMEU agree with ecological assessments that all other protected species can be reasonably discounted. No further information or measures are required.

Nesting Birds - Potential bird nesting habitat will be lost, but precautionary conditions suggested.

Whilst the site is low risk for other mammals and amphibians, some ground cover clearance will occur, and hazards accidentally created during construction. Proposed measures to protect badger will also incidentally protect other mammals, and GMEU accept that the measures outlined in sections 5.32 and 5.33 of the ecology reports are adequate.

Invasive Species – As there is no reference to invasive species, these are likely absent from the site. GMEU is however aware of their presence on land to the south and suggests an informative note to any permission granted.

Contributing to and Enhancing the Natural Environment - Section 180 of the NPPF (Dec 2023) states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in the loss of a moderate area of low ecological value grassland and small number of trees and shrubs. Replacement tree planting and habitat enhancement and creation is proposed on the retained areas of the field. Species issues appear limited to loss of bird nesting habitat and loss of one tree with bat roosting potential. A net gain assessment has been provided which indicates a 10.43% net gain in habitats and 267% increase in linear habitats. Having reviewed the metric GMEU accept that these gains are reasonable and achievable on the site. No planting schedules or reference to bird box provision have been provided. There are no objections to the bat box, hedgehog and insect hotel recommendations that are more than adequate to mitigate and enhance for any losses on site. Conditions relating to planting schedules, and a landscape and environmental management plan covering 30 years for the achievement of the target net gains can be conditioned.

Precautionary conditions relating to construction management, tree felling, bat lighting, nesting birds and to require work in line with the approved ecology survey are also recommended.

7.2. Economic Development - The application seeks to create a new facility to produce green hydrogen, which will provide a supply of hydrogen for the adjacent brewery to use within its brewing processes and will also provide refuelling facilities for hydrogen powered HGVs. The planned development will create a small number of new jobs; however, it will also contribute to safeguarding significant number of existing jobs at AB Inbev Ltd by supporting the facility to move to more sustainable, green energy use. The Investment and Skills team at the council can support contractors to make local people aware of job opportunities, to source required training and to engage with local schools and colleges to promote green careers.

7.3. Lancashire Constabulary Designing Out Crime Team confirm discussions with the project team in respect of security for the development. This is reflected in the submitted Crime Impact Statement.

7.4. **Lancashire Constabulary Counter Terrorism (CTSA)** - CTSA have met with the applicants, and it is their understanding that this relationship will continue. On that basis CTSA have no objections to the planning application.

7.5. **National Highways** have no objection to the proposal.

7.6. **South Ribble Environmental Health** have the following comments:

1. The Samlesbury Net Zero Construction Environmental Management Plan, dated 20/7/23, should be applied as a Condition to control the construction phase of the development.

2. The findings of the ITP Energised Noise Assessment, dated 14/7/23, should be applied to the operational phase of the installation, and in particular, the mitigation measures.

3. The lighting scheme should be installed as detailed in the DIALux report dated 4/7/23.

4. Section 18 of the SEIR and the Air Quality Statement are accepted.

5. The findings from the Geo-Environmental Desk Study are accepted.

6. The Metric 4 calculation shows that the installation is not hitting the watercourses target. There is a 10% plus net gain across the site but there are 0.3 units missing on watercourses which would be easy to rectify on site by extending / enhancing the existing ditch or creating a new area of wet ditch along part of the proposed hedgerow. The applicant should amend their calculations and add this in. *Officer Note: Point 6 has been considered and assessed by the Councils Ecological Advisor (Para 7.1)*

Conditions to secure the above are recommended.

7.7. **Natural England** - based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. The application is with 2km of Red Scar and Tun Brook Woods Site of Special Scientific Interest (SSSI) and Darwen River Section SSSI. Natural England is satisfied that as water for the development would be provided by mains connection, as well as wastewater not being discharged to a watercourse the proposed development will not damage or destroy the interest features for which the sites have been notified.

7.8. **United Utilities** - the applicant must continue discussion with United Utilities regarding wider drainage proposals and how proposals at Inbev impact existing effluent at Blackburn Wastewater Treatment Works, (a United Utilities facility). The applicant should consider their drainage plans in accordance with the drainage hierarchy. This information has been passed to the applicant.

7.9. **LCC Archaeology (LCCA)** – *Initial Response*: generally happy with the archaeological background set out in documentation but note that several nationally assessed prehistoric and Romano-British sites gave little indication of being ‘findspots’ before trial excavation was undertaken or during geophysical study. As a result, LCCA feel that unless there are obvious reasons to the contrary (such as extensive modern development or minerals working), sites where there is some suggestion of prehistoric and Romano-British occupation, and no modern field investigation should be classified as having 'unknown' rather than 'low' archaeological potential for these periods. Some features of this proposed development site, would suggest that this may have been a settlement site during these periods. It is possible that medieval and later agriculture has damaged earlier buried remains, but sites like those noted have demonstrated that recognisable remains can still exist and would merit investigation and recording prior to the implementation of a development proposal.

The Heritage Assessment (HIA) suggests a 'medium' potential for medieval and later activity, perhaps related to pottery production. It is noted that former clay pits in the immediate area are likely to have been excavated for carbonate-rich marl or clays with similar properties, for use as a land improver (hence the field name "New Marl'd Field") Given that they are specifically named, however, the "Old Clay Pits" noted in the HIA are perhaps more likely to have been used for the local production of bricks, tiles and drainage pipes. This would also merit further investigation and recording.

With regard to setting issues LCCA defer to the Council's Conservation specialists but agree that the conclusion that proposed development would have low or negligible impact on designated heritage assets seems reasonable (HIA 6.2.6). LCCA note, however, that there is no assessment of the impact on the setting of the historic landscape itself. Simply viewing maps and plans might suggest that the development could be considered as a simple extension of the industrial brewery site to the south and east, but more informed observation would show that topography and the present tree planting successfully screen many views, particularly from Vicarage Lane and the A59 overpass. As such what currently appears to be a mainly rural landscape with some time-depth will be considerably changed by the proposals

The HIA indicates that further investigation and development of a mitigation scheme may be required but can be achieved by planning condition requiring a phased programme of works which would precede any site preparation, establishment of temporary works or materials compounds and access, or other groundworks that could damage or destroy buried remains.

Second Response - Further to a 'Teams' meeting and subsequent exchange of emails between LCCA and agents working for the applicants, LCCA confirm that, as an alternative to the planning condition recommended in their letter dated 10th August 2023, they recommend a different condition relating to implementation of an agreed scheme of archaeological works. Full details of such a scheme have yet to be set out but the meeting discussion concluded that a 'Strip, Map and Record' approach could be an appropriate methodology. This would involve an archaeological contractor undertaking necessary site stripping and preparation works at the start of the construction process, with a remit to expose and fully record any archaeological features that may be impacted by development works. This would be limited to areas of the site where ground disturbance was required for the development and as such potential for disturbance of buried remains. This would replace the previously suggested methodology of survey, trial excavation and mitigation required by a specific condition. A full written scheme of investigation for such a scheme has since been provided to LCCA.

7.10. Arborist – The proposed development directly impacts upon Group 3 of South Ribble BC TPO 3 (Preston New Road Samlesbury Lancashire) 1989 as well as area of Group 4 of the same order. Mitigation planting within established woodland does however mitigate tree loss in accordance with the local plan and should be conditioned. The proposed development does not impact upon the protected woodland to the south of the site. A tree protection condition is recommended.

7.11. LCC Highways – comments in full:

'The planning application is for the development of a hydrogen production facility that will supply the adjacent brewery and provide a refuelling point exclusively for hydrogen fuelled Heavy Goods Vehicles (HGV) associated with the distribution network operating from the brewery.

Access to the Development is to be taken from two locations. During construction, access will be taken from Vicarage Lane (improved field access). And during the operational phase of the development access will be split, with HGV access being taken via the existing brewery access off Cuerdale Lane. Staff access will be taken from a new access junction on Vicarage Lane. When the refuelling facility is operational, HGV access will be from Cuerdale Lane via a new internal link road connecting the brewery to the hydrogen facility. No HGV

access will be permitted from or into the site from Vicarage Lane during the operation of the site.

On the basis of the above that there will be no operational HGV access from Vicarage Lane, and the refuelling facility not being open to non-brewery vehicles the principle of the proposed development is acceptable to LCC, subject to demonstrating safe and suitable access. The application is supported by a Transport Statement (TS) by Pell Frischmann dated July 2023.

Proposed Development Access Arrangement - The proposed site access junction is shown on plan drawing no. SK01 Revision 1. The proposed new access junction on Vicarage Lane (at the location of the existing field gate) would be for Car and LGV access only for staff and servicing the Hydrogen facility. The junction is a priority junction with adequate visibility splays available over the existing highway verge. The proposed access includes a new footway on Vicarage Lane to cater for pedestrian and bus user on A59. A 2m wide footway will extend the stub footway currently present on the eastern verge into the site. The access is acceptable, but would benefit from minor alterations to the A59 slip road junction geometry to allow straight ahead movement from the site to access the east bound A59 (rather than making the right turn to go south up the hill to the other slip road entry).

I am satisfied that the proposed development and access does not compromise proposals for the Cuerden Garden Village's Vicarage Ln access strategy. And that both schemes can be amended to accommodate each other (without compromise) depending on which development comes forward first.

Construction Phase Access/Traffic - A construction access junction will be provided at the location of the existing field gate and proposed staff access junction for the operational phase of the project. However there does not appear to be details of this construction access. In terms of traffic, it would appear the peak of construction activity occurs with the construction of the platform works which are expected to take up to three months to complete. Exported material from the proposed earthworks and the import of capping materials are expected to result in a peak construction traffic flow of 56 HGV movements per day (28 inbound and 28 outbound). Following this phase, traffic volumes will fall significantly. As agreed in pre-application discussions HGV construction access will be routed on the A59 and will approach the site from the north on Vicarage Lane. With no construction access from Vicarage Lane from the south. Traffic will undertake U-turns on the A59 roundabouts (to the east and west) to facilitate its final direction from and to its point of origin. The TS indicates that, the construction junction will allow access from the A59 eastbound, with all departing traffic turning right onto Vicarage Lane onto A59 eastbound. As stated above it would make sense to include minor alterations to the A59 slip road junction geometry to allow straight ahead movement from the site to enter/access the east bound A59 slip, rather than making the right turn to go south up the hill to the other slip road entry. On site it is evident that large vehicles have been overrunning the verge and the construction site access should include this detail.

Operational Phase Traffic Impact - The TS indicates the traffic associated with the operational phase of the development will include HGV traffic refuelling at the facility and staff / general Light Goods Vehicle (LGV) deliveries arriving at the site. It further indicates that, HGV refuelling activities will access the site from the brewery and will be exclusively for existing brewery traffic or the occasional scheduled tanker (transporting hydrogen to and from the site). essentially, the HGV refuelling will be for existing HGV's operating to and from the brewery and as such, no significant additional HGV traffic movements are predicted. Staff numbers at the site are expected to be circa 16 per day. A small number of LGV deliveries (catering supplies, janitorial deliveries, etc) would also be expected in a typical day. Hence, with shift working patterns, it is estimated that 20 car / LGV trips would be made in each peak period during the day (10 inbound and 10 outbound). The TS indicates that the peak hour traffic impact on Vicarage Lane would be circa 6% and LCC are satisfied that this would not result in any significant traffic safety impact or road capacity issues.

On the basis of the predicted traffic flows there are no highway objections to the development traffic, but LCC would like to see a gate conditioned between the refuelling apron and the storage facility to prevent through traffic to/from the brewery site. this should be a condition of the operation.

Conclusion

On the basis of the submissions, that there will be no operational HGV access from Vicarage Lane, and the refuelling facility not being open to non-brewery vehicles, the principle of the proposed development is acceptable to LCC, subject to demonstrating safe and suitable access. There does not appear to be a plan of the proposed construction access, and I seek clarity on this and an amended plan of the operational access junction.

Construction access has since been agreed with LCC Highways

7.12. Health & Safety Executive - HSE is a statutory consultee for certain developments within the Consultation Zones of major hazard sites and major accident hazard pipelines, and have identified that proposed development lies in the consultation zones for the 8408_2688 11 Feeder Carnforth/Nether Kelley Comp major gas pipeline operated by national Grid Gas plc, and the 6836_1113 Whitbread Branch major pipeline operated by Cadent Gas HSE request that the Council follows its standing advice with regards to pipelines

Notification of pipeline operators – as proposed development is within the consultation distance of a major accident hazard pipeline, HSE request consultation with pipeline operator before deciding the case.

Hazardous substance consent legislation - The amount of hydrogen being stored at the plant appears to exceed the controlled quantity of 2 tonnes specified in the Planning (Hazardous Substances) Regulations 2015. Therefore, the applicant will need to apply for hazardous substance consent to the hazardous substance authority (i.e. the local planning authority). Applicants should allow for 6-12 months to obtain a hazardous substances consent. In July 2012, as part of the government's response to the Penfold Review, HSE agreed to deliver its statutory advice within 13 to 26 weeks rather than the 21-28 days set out in legislation. This reflects the detailed assessment work needed and HSE continues to work to those agreed timeframes. The applicant has begun this process in anticipation of any approval. Additional advice given by HSE has been passed to the applicant to action.

7.13. Cadent were consulted on the 31st July, and have been contacted for comments on many occasions since. Re-consultation as a precaution has been issued on the 15th January, and at the time of writing this report a response has still not been received. Any late representation will be reported verbally at Committee.

7.14. Local Lead Flood Authority – confirms that in light of additional drainage information, they have no objection subject to imposition of relevant conditions.

7.15. Lancashire Fire & Rescue offer advice with regards to Building Regulations approval and provision of water for firefighting. These issues are outside of the planning remit.

7.16. LCC Minerals – no objection or comment

8. Material Considerations

7.1. Site Allocation Policy, Green Belt and Renewable Energy Development

7.1.1. Site Allocation Policy - The site is designated under Policy G1 (Green Belt) of the South Ribble Local Plan 2012-2026. In addition, the site is considered to be agricultural land to which Core Strategy Policy 31 (Agricultural Land) refers.

7.1.2 *Agricultural Land* – Policy 31 seeks to protect the best and most versatile agricultural land (Grades 1, 2 and 3a) that occurs in the west of Central Lancashire, when considering both agricultural and other forms of development, to avoid irreversible damage, and instead achieve the full potential of the soil. This site is classified as Grade 3 which is defined by Natural England as being ‘good to moderate quality agricultural land with limitations which affect the choice of crops, timing and type of cultivation, harvesting or the level of yield. Where more demanding crops are grown yields are generally lower or more variable than on land in Grades 1 and 2’. Unfortunately, Natural England maps no longer differentiate between 3A and 3B, but the National Planning Policy Guidance notes that 3A relates to land capable of consistently producing high yields of a narrow range of arable crops, especially cereals, or moderate yields of crops including oilseed rape, potatoes, sugar beet or other less demanding crops. 3B land is capable of producing only moderate yields of a narrow range of crops, principally cereals and grass.

Without specific land classification information, it is not possible to absolutely determine whether the development should be discouraged on the basis of it being 3A land, but the undulating, and multi-sloped topography of the site which appears to comprise large areas of grassed over spoil from construction of the northern by-pass, suggests that the land would be difficult for crop growing. Currently the land is used for cattle grazing, is heavily poached and it is unlikely to constitute best and most versatile agricultural land.

7.1.2. *Green Belt Policy* - There is generally a presumption in favour of development in planning. The onus is placed on the local planning authority to provide sound planning reasons why a planning application should be refused permission. In areas designated as Green Belt however, the presumption is reversed, and the onus is on the developer to demonstrate why permission should be granted. This difference makes Green Belt an exceedingly restrictive policy; the Green Belt being afforded much protection under both National and Local Planning Policy.

7.1.3. Local Plan Policy G1 (Green Belt) in line with the National Planning Policy Framework supports this general presumption against Green Belt development other than for specifically detailed, exempt purposes. The granting of planning permission for new structures in the Green Belt which do not benefit from exemption (listed below) will therefore be considered inappropriate, unless it can be demonstrated that there are very special circumstances which clearly outweigh the harm caused to the Green Belt and any other harm arising from the proposal. These circumstances are explored below at Para 7.1.14.

7.1.4. Exceptions as prescribed by both NPPF (Dec 2023) and Policy G1 (Green Belt) are:

- a) buildings for agriculture and forestry.
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.
- e) limited infilling in villages.
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

7.1.5. Paragraph 155 of the NPPF also states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.

These are:

- a) mineral extraction.
- b) engineering operations.
- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location.
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction.
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

7.1.6. NPPF Paragraph 156 goes on to say that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

7.1.7. Separately Green Belt Policy G1 includes a caveat which states that *'there are a number of major developed employment sites within the green belt. These sites can be developed within their curtilage and should continue to secure jobs and prosperity'*. Whilst the Inbev site sits alongside the proposal and this caveat at first glance would appear unrelated, the proposal would serve to support the brewery's plans to be self-sufficient in terms of renewable energy sources both for its production facility and vehicles, and investment for the area – albeit just outside the bounds of the curtilage – would be considerable. Inbev is allocated as a major developed site within the Green Belt, which the proposal will directly serve, and the brewery has its own policy allocation boundary which the proposal site would directly connect into both in respect of access for HGV traffic and the proposed pipeline to serve the brewery.

7.1.8. *Renewable Energy Policy*– The NPPF glossary defines renewable and low carbon energy projects as those which produce *'energy for heating and cooling as well as generating electricity'* · *'Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels)'*

7.1.9. Chapter 14 of the NPPF (Meeting the challenge of climate change, flooding and coastal change) at Para 157 states that *'the planning system should support the transition to a low carbon future in a changing climate'* · *'It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of*

existing buildings; and support renewable and low carbon energy and associated infrastructure (underlined for emphasis).

7.1.10. In support of renewable proposals, Paragraph 163 of the NPPF also notes that *'when determining planning applications for renewable and low carbon development, local planning authorities should:*

- a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and*
- b) approve the application if its impacts are (or can be made) acceptable.*

Whilst Para 164 adds that *'in determining planning applications, local planning authorities should give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings (both domestic and non-domestic)* – Inbev being one of those buildings.

7.1.11. Separately, Core Strategy Policy 28 (Renewable and Low Carbon Energy Schemes) confirms that proposals for renewable and low carbon energy schemes will be supported, and planning permission granted where the following criteria are met:

- (a) The proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment.
- (b) The reason for the designation of a site with statutory protection would not be compromised by the development.
- (c) Any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity.
- (d) Any significant adverse effects of the proposal are considered against the wider environmental, social and economic benefits, including scope for appropriate mitigation, adaptation and/or compensatory provisions.

7.1.12. Green Belt Assessment / Very Special Circumstances –The proposed development cannot be considered to benefit from any of the aforementioned Green Belt exceptions, and as such is considered to be inappropriate development. It is the applicant's responsibility therefore to demonstrate that there are very special circumstances which clearly outweigh any harm caused by development to the Green Belt by reason of inappropriateness and any other harm resulting from the proposal.

7.1.13 Assessment of Harm to the Green Belt – in this case, other than harm by virtue of inappropriateness, the development will also result in harm through loss of visual and spatial openness and harm to the purposes of the Green Belt in assisting safeguarding the countryside from encroachment. This harm to the Green Belt must be balanced against the very special circumstances provided by the applicant in support of the proposal.

7.1.14. Undoubtedly there would be some harm to the Green Belt's openness, and by virtue of that lost openness there would be some level of visual impact. Any development however large or small on an undeveloped site will inevitably result in some harm, but in this case the applicant has sought to use existing site topography, and proposed excavation to try and mitigate as far as possible these impacts. The highest point of the development would be sat at lower points on site, and on all sides existing and augmented landscaping would help to provide screening from outside of the site. Although lower than the site, Preston New Road is already home to deep woodland cover, and as structures are less close to this section, tree

cover should restrict any visual impact. Views through and into the site are already very restricted, and following development would continue to be so, other than for the proposed widened gateway onto Vicarage Lane. Although the development results in encroachment into the Green Belt, this is limited as the site will be seen in context with the neighbouring brewery.

7.1.15. Balanced against these harms, and in support of the proposal, the applicant notes that the proposal seeks to erect a structure which will contribute positively in line with the Council's Climate Emergency Strategy (July 2022) which aims to '*achieve carbon neutrality for the borough of South Ribble by 2030, taking account of any carbon offsetting identified*'. Any adverse impacts of the development have been addressed including satisfactory mitigation of landscape and visual impacts. The scheme also provides an opportunity to draw its energy from a renewable supply system in close proximity to, and for the long-term support of an established, international business which offers considerable local employment and input into the local economy. Inbev as an established employment site should be offered operational protection, and this proposal goes some way to ensuring that protection. Despite the structures being owned and built by a third party, this interrelationship is such that access into the site by larger vehicles would primarily be from within the existing Inbev complex; other than a small access road in the north-west corner used for occasional maintenance, emergency vehicles and a small contingent of staff.

7.1.16. The UK Hydrogen Strategy (HM Govt 2021) states that '*Government ambition for hydrogen goes beyond decarbonisation. It also means a focus on supporting industry to develop sustainable, home-grown supply chains, create high quality jobs, and capitalise on British innovation and expertise. It means incentivising private investment and looking to increase export opportunities. It means strengthening our industrial heartlands, boosting our economy and driving national growth*' The Strategy sets targets for Hydrogen production by 2030 across the whole economy and notes that '*with virtually no low carbon hydrogen produced or used currently, particularly to supply energy, this will require rapid and significant scale up from where we are today*' by way of a ten point investment plan including £240m Government investment in production capacity.

7.1.17. This proposal which is only the second of its kind in Great Britain accords completely with this aspiration, added to that of the Council's own climate protection policies. It must be borne in mind that paragraph 156 of the NPPF indicates that, in respect of renewable energy projects, "very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources." In this case, it is considered that the very special circumstances identified outweigh the harm to the Green Belt.

7.2. Economic Assessment

7.2.1. The NPPF at Para 11: provides a presumption in favour of sustainable economic growth and development. Chapter 6 (Building a strong, competitive economy) of the same document commits to securing growth, job creation and prosperity in order to meet the challenge of global competition.

7.2.2. Para 85 states that '*planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow*

each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

7.2.3. Para 86 goes on to say that planning should *'seek to address potential barriers to investment such as inadequate infrastructure - (point c).'* and *'be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices and to enable a rapid response to changes in economic circumstances (point d)'*

7.2.4. Central Lancashire Policy 10 (Employment premises and sites) and Local Plan E2 (Employment Areas and Sites) offer similar protection to employment sites, promoting development to ensure their retention, with Policy E2:8.24 stating that *'industrial and business premises within the borough are essential to its prosperity, and the ability for existing firms to expand is seen as a main component of job retention and creation'*.

7.2.5. Core Strategy Policy 9 (Economic Growth and Employment) provides for economic growth and employment with Samlesbury being identified as a regionally significant employment area, whilst Policy 15 (Skills and Economic Inclusion) aims to identify and mitigate against skills shortages. This is supported by the Central Lancs Employment & Skills SPD

7.2.6. Although the proposal is for land to the west and north of Inbev, it would be used by, and supports the long-term objectives of the brewery. In this respect it would comply with economic protection policies as described above.

7.3. Highways/Transport

7.3.1. NPPF Chapter 9 (Promoting sustainable transport) states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed'* (Para 108). Core Strategy Policy 3 (Travel) also seeks to improve the road network by reducing the need for vehicle journeys.

7.3.2. Full off and on-site highways works have been agreed with the Highway Authority for both during and post construction. Once operational there should be no significant traffic generation, traffic using the filling station element would access from, and already be within the confines of the adjacent brewery, with subsequent benefits as vehicles would not need to leave sites to fill up with fuel, and having regard to LCC Highways comments above, the proposal is considered acceptable on highways safety and capacity grounds.

7.4. Design, Character and Appearance, and Relationship with Neighbouring Properties

7.4.1. Core Strategy Chapter 7 (Requiring Good Design) and Local Plan Policy G17 (Design of New Buildings) both attach great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety. Proposals shall not by virtue of their design, height scale and proximity have a detrimental impact on the existing building, neighbouring buildings or the street scene. (G17a) Where there is a detrimental impact on landscape features, and on balance it is considered acceptable to remove these features, then mitigation measures can be provided (G17e).

7.4.2. Local Plan Policy G17 in line with the National Planning Policy Framework and Core Strategy Policy 16 (Heritage Assets) also seeks to protect and enhance heritage assets including archaeological findings from inappropriate development harmful to their circumstances.

7.4.3. The scheme would be of industrial design but would be viewed against an industrial backdrop which would sit higher than the proposal site if viewed from Vicarage Lane and Preston New Road. Development has been located to take advantage of the site's natural contours – the site's centre is a 'bowl' type feature – but where land is higher, appropriate excavation and reprofiling is proposed to ensure that structures blend into their environment as well as possible. Existing landscaping would be retained and augmented, with suitable landscape mitigation proposed. In terms of character of the area, whilst some visual impact is inevitable, it would be limited and would not in these circumstances be sufficient to warrant refusal on design grounds.

7.4.4. *Relationship with Neighbouring Properties and/or Heritage Assets* - The closest residential properties facing the proposed/existing site entrance across Vicarage Lane (west) are Church View at 70m, and Airey Houses (semi-detached) and Highfield at around 105m.

7.4.5. In the north across Preston New Road are Ribble Bank at 120m away, with commercial, residential and ecclesiastical properties off Potter Lane at between 200m and 300m distance.

7.4.6. 780m east are the War Memorial Hall beyond open fields, and Rowley Fold Farm (Grade II) which is 600m away but screened by Inbev itself, and south are a pair of Airey houses at 350m. Otherwise the area is open and semi-rural in nature and characterised by either self-contained agricultural or large-scale industrial buildings. To put this into context the Blackburn Wastewater Treatment Plant lies roughly 930m away, the Tickled Trout motorway junction is 1.1km west and BAE is roughly 4km north-east (as the crow flies)

7.4.7. Such distances are more than acceptable separation for a scheme of this nature when taking into account existing and proposed landscape screening and the adjacent sites current use.

7.4.8. Impact upon designated heritage assets, their setting and the amenity of residents in both designated and non-designated properties has been assessed and is found to be at acceptable levels.

7.5. Natural Environment

7.5.1. NPPF Chapter 15 (Conserving and Enhancing the Natural Environment), Core Strategy 29 (Water Management) and Local Plan G16 (Biodiversity/Nature Conservation) seek to conserve, enhance and manage the natural environment, reduce flood risk and protect site biodiversity as reflected by Core Strategy Policy 22 (Biodiversity and Geodiversity). In addition, Local Plan Policy G13 (Trees, Woodlands and Development) states that development will not be permitted where it affects protected trees and woodland without suitable mitigation.

7.5.2. NPPF Paragraph 180 states that planning should contribute to, and enhance the natural and local environment by amongst other things '*minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures*' (para d) and '*preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability*'

7.5.3. Separately, Core Strategy Policy 30 (Air Quality) aims to improve air quality through a number of measures.

7.5.4. In terms of landscape character, Core Strategy Policy 21 (Landscape Character Areas) requires that new development is integrated into existing patterns appropriate to the character, type and designation within which it is situated.

7.5.5. Also, with particular reference to noise impact, NPPF Para 191 requires planning to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life (point a) and limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation (point c).

7.5.6. *Trees/Ecology* – A number of trees protected by Tree Preservation Order are present throughout the wider site, but these would not be affected at all by development. In the north is a small copse, and the same is present in the far north-eastern corner. Banked woodland surrounding a watercourse also runs around the south-eastern side of the site where it connects with woodland outside of the developable area.

Trees bounding the site from outside are not separately protected but would be retained other than removal of some to allow introduction of the Vicarage Lane access.

Relevant AIA, mitigation and protection plans, as well as ecological and landscape assessments have been provided. Arborist and ecologist comments are noted above.

7.5.7. *Air Quality, Noise and Light Pollution* - Environmental Health comments re: noise, lighting and air quality are also noted above, and subject to relevant conditions proposals are felt to be acceptable.

8. Conclusion/Planning Balance

8.1. AB Inbev ('the brewery') is an established, but well screened commercial facility located to the northern side of Cuerdale Lane, Samlesbury, a semi-rural open area with only sporadically placed neighbours of adequate spatial separation. Although the facility is designated under Local Plan Policy G1 as Green Belt, it has benefited from its allocation as an employment site for many years. The applicant seeks permission to develop land adjacent for the purposes of Hydrogen production which would be supplied to and supports future production and development of the brewery. The applicant is a third party not Inbev but access other than access off Vicarage Lane for emergency, a small staff contingent and maintenance vehicles, would be through the Inbev secure site. Vehicles would already be within the Inbev facility; ensuring off site traffic reduction as vehicles will remain on site to be filled.

8.2. The impact of the development on the Green Belt has been assessed in full (above) and it is acknowledged that the development results in the harm to the Green Belt by virtue of inappropriate development, loss of openness and encroachment into the open countryside. There is additional harm arising due to the loss of agricultural land and to the visual amenity of the area, albeit this will be mitigated by landscaping.

8.3. However significant weight in the planning balance must be given to the very special circumstances presented by the applicant – namely:

- The benefits of renewable energy production in line with targets required by both local policy and nationally acknowledged legislation.
- Cleaner, more efficient production infrastructure,
- Replacement of diesel heavy goods vehicles and resultant emissions with cleaner hydrogen fuelled transport.
- Proposed access via the brewery would reduce traffic traversing Vicarage Lane

- Economic and employment benefits seen from operational protection of the brewery, including assurance of its growth strategy.
- Development has been designed to take advantage of lower site areas, undulating topography and identifies relevant landscape mitigation.

8.4. In this case, the very special circumstances identified above, namely the benefits of renewable energy production and the economic benefits deriving from the scheme are sufficient to clearly outweigh the harm to the Green Belt by reason of inappropriateness, and other harm resulting from the proposal.

8.5. Other than a response from Cadent, there are no technical issues which have not been satisfactorily addressed. The development will not result in harm to residential amenity, ecology, trees or highway safety. The development is therefore recommended for approval, however, The Town & Country Planning (Consultation) (England) Direction 2021 requires that where a local planning authority wishes to approve an application for planning permission for major development in the Green Belt which by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt, the planning authority shall notify the Secretary of State for a period of 21 days. As such, this proposal is recommended for approval subject to conditions, with the decision delegated to the Chair / Vice Chair and Head of Planning and Enforcement subject to receipt of no objections from Cadent and the application not being “called in” by the Secretary of State.

RECOMMENDATION:

Approval subject to conditions, with the decision delegated to the Chair / Vice Chair and Head of Planning and Enforcement subject to receipt of no objections from Cadent and the application not being “called-in” by the Secretary of State

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out with reference to the following approved plans and suite of documents:
 - o Badger Survey BOW17.1345 (Confidential)
 - o Crime Impact Assessment (Thomson Tomasetti MF23058 v2: July 2023 - Confidential)
 - o Design and Access Statement and Waste Management Strategy (Protium C010-NAP-PLN-RPT-002-01 July 23)
 - o Environmental Information Report (SEIR) prepared by ITPE (including Air Quality Statement), comprising:
 - o Appendix A - EIA Screening Opinion
 - o Appendix B - Pre-application correspondence
 - o Appendix C - Outline Construction Environmental Management Plan (ITP Energised 5813-1943 20.7.23)
 - o Appendix D - Landscape and Visual Impact Assessment (including Colour Analysis Report) (DRaW 19.7.23)
 - o Appendix E - Heritage Assessment (including archaeology) (26722: July 2023 AOC)
 - o Appendix F - Geo-Environmental Study (Phase 1) (including Soil and Agricultural Assessment) (Envirocheck 305201706-1-1)
 - o Appendix G - Flood Risk Assessment and Sustainable Drainage Strategy (including Outline Drainage Layout Plan) (Gavia Env 17.7.23)
 - o Appendix H - SUDS Proforma

- o Appendix I - Ecology and Habitat Assessment including Detailed Survey Advice Notes regarding Badgers and Bats (Bow-land 17.1345 V1)
- o Appendix J - Biodiversity Net Gain calculations (DEFRA Metric 4.0) (Bowland 17.1345 v2)
- o Appendix K - Tree Survey and Arboricultural Implications Assessment (Bowland July 2023)
- o Appendix L - Transport Statement (Pell Frischman 107677 July 23)
- o Appendix M - Noise Impact Assessment (ITP Energised 5813 14.7.23)
- o Appendix N - Lighting Assessment (Dialux)
- o Operational Statement (C010-NAP-PLN-RPT-005 July 2023 Protium)
- o Planning Statement (July 23 Gerald Eve)
- o Renewable Energy and Sustainability Statement (Protium)
- o Statement of Community Involvement (C010-NAP-PLN-RPT-003 Protium)
- o Sustainability Statement (C010-NAP-RPT-003 Rev 1 Protium)
- o Utilities Statement (C010-NAP-PLN-RPT-001 Protium)
- o Ventilation Statement (200551-REP-A-0004 Rev. 0 Protium)

Drawing Pack (Patrofac)

- o Control/Admin Building - Proposed Floor and Roof Plans (Sheet 1 of 2) - Ref: 200551-PLN-L-0031-01-REV0
- o Control/Admin Building - Proposed Elevations sheet 2 of 2- Ref: 200551-PLN-L-0031-02-REV0
- o Gatehouse Building - Proposed Floor and Roof Plans - Ref: 200551-PLN-L-0035-01-REV0
- o Gatehouse Building - Proposed Elevations - Ref: 200551-PLN-L-0036-02-REV0
- o Access Vehicle Route Proposal plan at Brewery - Ref: 200551-LYT-L-0013-REV1
- o Access proposals - General Arrangement Sheet 1 of 2 - Ref: 200551-LYT-L-0015-01-REV1
- o Access proposals - General Arrangement Sheet 2 of 2 - Ref: 200551-LYT-L-0015-02-REV1
- o Earthworks / Cut and Fill proposals plan - Ref: 200551-LYT-L-0011-REV1
- o Plot Plan - Ref: 200551-PLP-L-0001-REV1
- o Pipelines Route - Ref: 200551-LYT-L-0012-REV 3
- o Plant Access Road Plan and Section Sheet 1 of 2 - Ref: 200551-LYT-L-0016-01-REV1
- o Plant Access Road Plan and Section Sheet 2 of 2 - Ref: 200551-LYT-L-0016-02-REV1
- o Site Elevation Proposals - Ref: 200551-LYT-L-0023-REV1
- o Site Layout Plan existing - Ref: 200551-LYT-L-0008-01-REV2
- o Site Layout proposed- Ref: 200551-LYT-L-0009-REV2
- o Site Levels proposed- Ref: 200551-LYT-L-0010-REV1
- o Site Location Plan Proposal (1:1250) - Ref: 200551-LYT-L-0018-REV1
- o Site Sections existing - Ref: 200551-LYT-L-0021-REV2
- o Site Sections Proposed - Ref: 200551-LYT-L-0022-REV2
- o Security Building - Proposed Floor and Roof Plans - Ref: 200551-PLN-L-0033-01-REV0
- o Security Building - Proposed Elevations - Ref: 200551-PLN-L-0033-02-REV0
- o Substation - Proposed Floor and Roof Plans - Ref: 200551-PLN-L-0034-01-REV0
- o Substation - Proposed Elevations - Ref: 200551-PLN-L-0034-02-REV0
- o Warehouse/Workshop Building - Proposed Floor and Roof Plans - Ref: 200551-PLN-L-0032-01-REV0
- o Warehouse/Workshop Building - Proposed Elevations - Ref: 200551-PLN-L-0032-02-REV0

- o Landscape Mitigation Proposals - Ref: 05-Rev C (DRaW)
- o Site Access Arrangement (Vicarage Lane) - Ref: SK01 Rev 1 (Pell Frischman)
- o Site Access Vehicle Tracking (Vicarage Lane) - Ref: SK01A Rev 1 (Pell Frischman)
- o Topographical Survey - Ref: P10984/amr/1-Subm.01

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

3. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

4. Prior to commencement of any piling works, details of that piling activity shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30 - 17:00 and residents in the immediate vicinity shall be notified of works in advance.
REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

5. No development shall commence until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.
The detailed surface water sustainable drainage strategy shall be based upon the site-specific flood risk assessment and indicative surface water sustainable drainage strategy (Flood Risk and Drainage Assessment - P23320 V4 - GAVIA Environmental - 07/12/23) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly and shall be limited to a maximum peak flow rate no greater than 6.6l/s.
The details of the drainage strategy to be submitted for approval shall include, as a minimum;
 - a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 35% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep
 - b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;

- iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;
- Reason To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 173 and 175 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

6. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.
- The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:
- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.
 - b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.
- The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.
- Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 173 of the National Planning Policy Framework.
7. The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.
- The details of the manual to be submitted for approval shall include, as a minimum:
- a) A timetable for its implementation;
 - b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures including all watercourses and their ownership;
 - c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
 - d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
 - e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
 - f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
 - g) Means of access for maintenance and easements.

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

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 173 of the National Planning Policy Framework.

8. The commencement of use of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 173 and 175 of the National Planning Policy Framework.

9. Prior to the commencement of the development hereby approved, a scheme for the construction of the site access points and highway works shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site. And secure completion of the approved highway works

10. Prior to first occupation of each building or phase hereby approved, the parking spaces associated with that building or phase shall be drained and surfaced. These areas shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.

REASON: To ensure the provision and retention of adequate on-site parking in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

11. Other than during routine maintenance, construction, scheduled hydrogen delivery and emergency works, the refuelling facility shall not at any time be accessed by non-brewery vehicles or personnel. Once implemented the facility shall not at any time be used to refill non-brewery vehicles.

REASON: To protect the amenity and living conditions of nearby residents in accordance with Local Plan Policy G17

12. Other than during routine maintenance, construction and emergency works, the Vicarage Lane access hereby approved shall not at any time be used by heavy goods vehicles.

REASON: To protect the amenity and living conditions of nearby residents in accordance with Local Plan Policy G17

13. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on

the site as detailed in the Tree Protection Plan. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASREASON: To prevent damage to trees during construction works in accordance with Policy G13 of the South Ribble Local Plan 2012-2026

14. If within a period of 5 years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place.
Reason: To ensure that the visual appearance of the development is satisfactory in accordance with Policy 17 of the Central Lancashire Core Strategy and Policies G13 and G17 of the South Ribble Local Plan 2012 - 2026.
15. A scheme for the environmental management of the approved site covering 30 years and to achieve the target net gains identified by approved ecological assessment shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to, during and following occupation of the development (where relevant or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter
REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy
16. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.
REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy
17. External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within the site or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Professionals guidance Bats and Artificial Lighting in the UK 08/18).
REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
18. The approved landscaping scheme shall be implemented in the first planting season following completion of each phase of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

19. Should the development not have commenced within 24 months of the date of this permission, a re-survey shall be carried out to establish whether bats or other protected species are present at the site shall be undertaken by a suitably qualified person or organisation. In the event of surveys confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

20. No development, site clearance, or earth moving shall take place or material or machinery be brought on site until a method statement to protect any watercourses above ground or culverted from accidental spillages, dust and debris has been supplied to and agreed by the LPA. All measures in the approved method statement shall be implemented and maintained for the duration of the construction period in accordance with the approved details.

REASON: To ensure that adequate provision is made to protect the natural environment and protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

21. The removal of any tree with moderate bat roosting potential has the potential to cause harm to bats as identified in the Aerial Bat Tree Assessment and Aerial Bat Tree Assessment advice Note 2 Bowland Ecology and shall not in any circumstances occur unless a bat emergence survey has been provided to and agreed in writing by the local planning authority.

Felling of the Tree BTN1 as identified in the Aerial Bat Tree Assessment advice Note 2 shall be carried out in accordance with the details within section 5.7 of the same report unless agreed in writing by the LPA

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

22. The development shall be carried out in accordance with the recommendations of the Ecological Appraisal by Bowland Ecology ref: BOW17.1345 v1 sections 5.32 & 5.33 as already submitted with the planning application and agreed in principle with the LPA prior to determination.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

23. No development, site clearance, preparation, or other groundworks shall commence until the applicant or their agent or successors in title has implemented the programme of archaeological work set out within the approved Written Scheme of Investigation prepared by AOC Archaeology Group (ref: 53171 - December 2023). Copies of all reports should be deposited directly with the Lancashire Historic Environment Record. All archaeological works shall be undertaken by an appropriately qualified and experienced professional archaeological contractor and comply with the standards and guidance set out by the Chartered Institute for

Archaeologists (ClfA). The development shall be carried out in accordance with the agreed details.

Reason: To ensure and safeguard the investigation and recording of matters of archaeological/historical importance associated with the development in accordance with the NPPF and Core Strategy Policy 16

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 10 Employment Premises and Sites
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 29 Water Management
- 31 Agricultural Land

South Ribble Local Plan

- E2 Protection of Employment Areas and Sites
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Note:

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £145. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. Highways Note 1: The grant of planning permission will require the applicant to enter into an appropriate legal agreement with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email develop-eras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high.

Highways Note 2: The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Highways Note 3: This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system

3. United Utilities Note 1: Not all public sewers are shown on the statutory utility records. The applicant should be made aware that the proposed development may fall within the required access strip of a public sewer and make contact with a Building Control body at an early stage. South Ribble Building Control can be contacted on 01772 625420

It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development

4. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, Wild Mammal (Protection) Act 1996 and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species, or to inflict unnecessary suffering to wild animals. The work hereby granted does not override the statutory protection afforded to these species or provide defence against prosecution under this act, and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species.
