

Application Number:	2025/0327	Application Type:	Full
Proposal:	Erection of new production facility (Use Class B2/B8) and head office (Use Class E(g) (i)), with associated landscaping, parking, storage areas and the creation of a new vehicular access from Holcombe Road.	Location:	Land Bounded by Kingsway, Holcombe Road and Grane Road Helmshore Rossendale BB4 4QH
Report of:	Head of Planning	Status:	For Publication
Report to:	Development Control Committee	Date:	20.01.2026
Applicant:	Solomon Commercials Limited	Determination Expiry Date:	25.11.2025 EOT agreed to 23.01.2026
Agent:	Connollys		

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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	Yes
Member Call-In Name of Member: Reason for Call-In:	No
3 or more objections received	Yes
Other (please state):	Major Application

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

That Members resolve that they would be minded to grant planning permission and that the determination of the application hereafter be delegated to the Head of Planning, the Chairman and Vice Chairman of the Development Control Committee as follows:

(1) To complete a suitable Section 106 Agreement to secure:

- A monitoring contribution of £6,000 to enable Lancashire County Council to provide a range of services as outlined below:
 - o Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
 - o Oversee the progression from Interim to Full Travel Plan in line with agreed timescales.
 - o Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
 - o Support the development and implementation of the Travel Plan.
- Current Rossendale Borough Council S.106 monitoring and recording fees.
- Any other reasonable and necessary contributions or obligations required.

(2) To carry out drafting amendments, variations, and any other alterations to any planning condition or S.106 Agreement, and to insert or remove any planning conditions.

(3) To have discretion to refuse planning permission if the S.106 Agreement is not completed within a reasonable timescale.

(4) That upon satisfactory completion of the above legal agreement that planning permission be granted subject to the conditions contained within this report, included on the update report or as amended by the above.

APPLICATION DETAILS

2. SITE

The site extends to 5.6 Ha of mainly greenfield land located to the east of Holcombe Road and to the south of Grane Road. The land gently slopes from Grane Road down to the south east corner.

The site has an open, rural character and is largely free from buildings. It is in agricultural use and comprises grassland, some pockets of mature woodland, hawthorn hedgerows, and a dry stone wall on the boundary with Holcombe Road. A number of dry stone walls traverse the site, dividing the site into a number of fields.

Immediately to the north west is the Holden Arms Public House, and there are a handful of dwellings intermittently fronting Grane Road, on the northern boundary of the site. Employment units adjoin the site in the north east corner and to the south east is an area of land last used for the storage of caravans.

To the south the site is bound by a large pond and a mix of modern residential and employment buildings which are largely screened by trees and shrubs. The western

boundary is defined by a hawthorn hedgerow, with trees lining Holcombe Road and in part a dry stone wall. Beyond Holcombe Road lies the Holden Wood Reservoir.

800m to the west of the site lies the West Pennine Moors Site of Special Scientific Interest (SSSI). The West Pennine Moors supports an array of upland breeding birds including Twite, Curlew, Redshank and Golden plover, as well as nationally important numbers of breeding Black-headed gulls and Mediterranean gulls. The diverse mosaic of upland habitats includes vast expanses of blanket bog, fens, heathland, wet woodlands, wet flushes, upland hay meadows and wet grassland. The lower slopes also include reservoirs, streams and ponds. It is of special interest by reason of nationally important features that occur within it.

The applicant's existing premises are located to the south of the plot and accessed from Holcombe Road via Kingsway.

The site is a sustainable location, within the urban boundary and in close proximity to both the B6232 and the A56 which are key arterial routes within the Borough and beyond.

The site is allocated for housing development – H68 Grane Village - for 139 dwellings.

3. RELEVANT PLANNING APPLICATION HISTORY

2019/0335: Full application for the erection of 131 no. residential dwellings (11 x 2 beds; 84 x 3 beds; and 36 x 4 beds) and all associated works, including demolition of existing buildings, new roundabout access, landscaping and regrading – withdrawn.

2018/0051/PREAPP: Advice was given on the erection of 141 residential units along with associated highways and infrastructure works.

2004/0134: Outline application (with access but all other matters reserved) submitted by Countryside Strategic Projects in February 2004. Permission sought for 172 dwellings, later reduced to 142 dwellings. The application was refused at planning committee in July 2004.

4. PROPOSAL

The applicants are the UK's leading manufacturer of temperature-controlled vehicles, employing over 450 people across a range of local sites. Their desire is to make a significant financial investment in creating flagship headquarters at this site, increasing production capacity and modern, fit for purpose premises, which will make a notable contribution to the local economy.

The development seeks to locate the proposed new building centrally within the site, surrounded by car parking, vehicle storage areas and a landscaped buffer to the perimeter of the land. The primary access would be taken from Kingsway and lead through to an internal roadway providing a direct route to the proposed production facility and surrounding vehicle storage areas.

The approach would benefit from soft landscaping with an element of banking and regrading of the land to facilitate the necessary levels. Parking would be provided immediate to the south of the new building, which would also have service yards to the east and west facing elevations for HGVs.

This new facility would measure circa 3,700 sqm in footprint, with muted cladding panels to the walls and composite panels to the roof.

Immediately to the west would be the proposed head office building, which measures circa 1,390 sqm and adopts a more contemporary style by way of its form and use of materials.

Access and parking for this area would be via the newly formed entrance to Holcombe Road, separate from the heavy goods traffic which will use the route via Kingsway.

In addition to the built form of the development, the scheme also delivers landscaping to the perimeter of the site.

5. **POLICY CONTEXT**

National Planning Policy Framework

- Section 2 Achieving Sustainable Development
- Section 4 Decision Making
- Section 5 Delivering a Sufficient Supply of Homes
- Section 6 Building a Strong, Competitive Economy
- Section 8 Promoting Healthy and Safe Communities
- Section 9 Promoting Sustainable Transport
- Section 11 Making Effective Use of Land
- Section 12 Achieving Well Designed Places
- Section 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 15 Conserving and Enhancing the Natural Environment

Development Plan

Local Plan Policies

- Strategic Policy SS: Spatial Strategy
- Strategic Policy SD1: Presumption in Favour of Sustainable Development
- Strategic Policy SD2: Urban Boundary and Green Belt
- Strategic Policy HS1: Meeting Rossendale's Housing Requirement
- Policy HS2: Housing Site Allocations
- Strategic Policy EMP1: Provision for Employment
- Policy EMP4: Development Criteria for Employment Generating Development
- Policy ENV1: High Quality Development in the Borough
- Policy ENV3: Landscape Character and Quality
- Policy ENV4: Biodiversity, Geodiversity and Ecological Networks
- Policy ENV5: Green Infrastructure Networks
- Policy ENV6: Environmental Protection
- Policy ENV9: Surface Water Run-off, Flood Risk, Sustainable Drainage and Water Quality
- Policy ENV10: Trees and hedgerows
- TR4: Parking

Other material considerations

National Planning Practice Guidance

1. CONSULTATION RESPONSES

Consultee	Response
LCC Highways	No objection subject to the recommended conditions and informatics and a S106 contribution.
United Utilities	No comments received
Environment Agency	No objection subject to recommended condition and informative
Cadent Gas	No objection subject to informatics
Health & Safety Executive	Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.
LCC Archaeology	No objection subject to recommended condition and informative
Ecus	No objection subject to recommended condition
LCC Public Rights of Way	Object to the to an Order to extinguish footpath FP1402394, running north to south through the proposed development. Conditions recommended
Environmental Protection	No objection subject to conditions and informatics
LLFA	No objection subject to conditions and informatics

2. REPRESENTATIONS

To accord with the General Development Procedure Order several site notices were posted around the site on 09.09.2025, neighbours were notified on 02.09.2025 and a notice appeared in the Rossendale Free Press on 26.09.2025.

10 representations have been received - 3 neutral comments and 7 objections

The 3 neutral comments were neither objecting or supporting and stated as follows:

- Structure seems out of keeping with the local residential area - other industrial areas are more suitable.
- Existing traffic in the area is horrendous.
- Parking is needed by the residents of Grane road and also Warburton Street.
- Traffic lights would be necessary at the Holden Arms to assist with traffic management and other traffic calming measures.
- Additional commercial traffic would be an issue

The reasons included in the objections are as follows:

- Impact on West Pennine Moors SSSI
- Impact on Priority Habitat
- Impact on ground nesting breeding birds
- Impact on shallow peaty soils, which are significant carbon stores and support a wide range of habitats
- Impact on highway safety due to larger vehicles
- Impact of increased traffic
- Impact of increased noise on residential amenity
- Impact of increased light pollution for local residents
- Contrary to the Housing Policies of the Local Plan
- Using site for commercial conflicts with Government aims to increase housebuilding.
- LVIA is inaccurate and not representative of the whole of Grane Road
- Existing lighting at the current site is very invasive even more so in the winter months
- The company operates 24 hours a day and should not be closer to existing dwellings
- Not a suitable location for a B2 industrial use
- Closure of Public Right of Way will be detrimental to connectivity in the area
- Proposed development fails to deliver ecological benefits on site despite significant loss
- Scale of development will disrupt the transition between urban and rural areas
- Heavy vehicles located close to dwellings on Grane Road will create additional impact on residential amenity
- As the applicant is relocating other facilities to this site, there will be no benefit in job creation
- Contamination issues from Bleachworks

All representations are available to view on the Council's website and all material planning considerations are taken into account in the following assessment of the proposed development.

3. ASSESSMENT

The main considerations in this case are as follows:

- 1) Principle;
- 2) Visual Amenity;
- 3) Heritage
- 4) Neighbour Amenity
- 5) Access, Parking and Highway Safety
- 6) Public Rights of Way
- 7) Flooding and Drainage
- 8) Land Contamination
- 9) Biodiversity, Ecology and BNG
- 10) Climate Change

Principle

The proposed development site is situated within the Urban Boundary of Haslingden and Helmshore settlements where development is supported.

Most of the site is allocated for housing in the adopted Rossendale Local Plan (2019 to 2036). There are two existing employment allocations adjoining the site: The Courtyard to the north (employment site allocation EE15) and Solomon's existing site to the south (employment site allocation EE19).

The site is also bound by the national cycle route no. 6 to the east and the regional cycle route no. 91 to the north and west.

The location of the proposed head office and production facility on the housing allocation site H68 will result in the non-delivery of up to 139 dwellings identified in the Local Plan. The number of dwellings identified in the Local Plan to be delivered on this housing site allocation is 139, with 131 to be delivered within the red edge of the proposed development site, and the remaining 8 units to be delivered on land to south of the application site, adjacent to Imperial House.

This is a significant loss of housing provision for the Borough. Given an annual requirement of 185 units, the loss of 139 units represents 75% of the annual housing requirement.

Such a loss is exacerbated by the fact that the Council has not been able to deliver its housing requirement in recent years. Indeed, the latest Housing Delivery Test results (published December 2024) show that the Council delivered only 82% of its housing requirement for the 3-year period 2020/21 to 2022/23.

Furthermore, looking at the expected delivery of housing in the future, the Council can currently only demonstrate a 4.6-year supply of housing land. Please see the 5 Year Housing Land Supply Report published in October 2025 for more information.

The proposed development does not comply with the strategic housing policy HS1 and would lead to a significant loss of housing provision in the Borough.

However, alternatively, in terms of employment land, the scheme will contribute significantly to the provision of employment development in the Borough and within the urban boundary.

The Rossendale Local Plan (2019 to 2036) sets out a gross requirement for employment land of 27 ha over the 17-year plan period. This equates to an annual target of about 1.6 ha of employment land per year during the local plan period (or 1.8ha from 2021 to 2036).

The Authority Monitoring Reports (AMR) provide the following information on employment land floorspace and area built out in recent years:

Net employment floorspace/ area completed E(g) (sqm)	B2 (sqm)	B8 (sqm)	Overall (sqm)	Overall (ha)	Cumulative Overall (ha)	Cumulative Target (from 2021) (ha)
2018/19 to 2020/21				-0.42		
2021/22	+181	+12,881	+299	+13,361	+0.91	+0.91
2022/23	-1082	-644	+667	-1059	-0.01	+0.90
2023/24	-509	0	+507	-2	-0.06	+0.84
						+5.4

Since 2021, the net provision of employment land for employment (comprising E(g), B2 and B8) has amounted to a 0.84 ha (net). This is well below the cumulative target of 5.4ha.

As such the provision of 1,390 sqm of offices (Class E(g)) and 3,700 sqm of general industrial / storage and distribution (Class B2/B8) would represent a significant provision of employment development for the Borough.

Following discussion with the agent, whilst production is to be transferred and consolidated on the Kingsway site it has been confirmed that the applicant's existing sites will continue to operate.

Policy EMP4 relates to development criteria for employment-generating development which provides for or assists with the creation of new employment opportunities, inward investment and/or secures the retention of existing employment within the Borough will be supported subject to a number of criteria as detailed below:

- *The scale, bulk and appearance is compatible with the character of the surroundings.*
- *There is no significant detrimental impact on the amenity of neighbouring land uses and the character of the area by virtue of increased levels of noise, odour, emissions, or dust and light impacts, surface water, drainage or sewerage related pollution problems*
- *The site has an adequate access that would not create a traffic hazard or have an undue environmental impact;*
- *The traffic generated does not have a severe adverse impact on local amenity, highway safety or the operation of the highways network; and*
- *Appropriate provision is made for on-site servicing and space for waiting goods vehicles;*
- *Adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;*
- *On the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;*
- *Development will only exceptionally be supported outside the Urban Boundary, subject to other policies in the Plan, and where it can be shown there are no other appropriate sites. Any development in the Green Belt will need to re-use existing buildings or constitute limited infill on previously developed sites and demonstrate very special circumstances*
- *Masterplanning or, for smaller sites, the development of a design framework, will be expected;*
- *Open storage areas should be designed to minimise visual intrusion; and*
- *The proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas.*

The assessments will be carried out in the relevant sections in this report and a balancing exercise will be carried out at the end of the report.

Visual Amenity

Paragraph 135 of the Framework states decisions "should ensure that developments:

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)."*

Policies ENV1 of the Local Plan seek to ensure that the built environment is safeguarded and enhanced and proposals take into account design, lighting and materials.

The proposed development is the erection of new production facility, head office, with associated landscaping, parking, storage areas and the creation of a new vehicular access from Holcombe Road.

The development proposes to locate the new built form centrally within the site, surrounded by car parking, vehicle storage areas and a landscaped buffer to the perimeter of the land. The primary access would be taken from Kingsway and lead through to an internal roadway providing a direct route to the proposed production facility and surrounding vehicle storage areas. The approach would benefit from soft landscaping with an element of banking and regrading of the land to facilitate the necessary levels. Parking is shown immediately to the south of the new building, which would also have service yards to the east and west facing elevations for HGVs.

The production building will have a footprint circa 3,700 sq metres, with a height to eaves of 8 metres and dimensions of around 45 m x 90 metres. The proposed materials would be profiled cladding for the walls and composite cladding for the roof.

The head office building will have a foot print circa 1,300 sq metres and will be more contemporary in the style of building and the use of materials and will have a height of around 14 metres from the lower ground levels. The materials include random stone, and different styles of cladding. The main elevation will include a feature brise soleil and canopy in front of a large glazed area. A Brise Soleil is an architectural feature designed to provide solar shading for buildings, effectively reducing heat gain by deflecting sunlight.

Surrounding the buildings will be parking, vehicle storage, access roads and landscaping.

The design and materials for the proposed buildings is acceptable in keeping with the character of the area and the streetscene, and the proposed landscaping provides a soft buffer to the perimeter of the site.

In view of the above it is considered that the proposals are acceptable in terms of visual amenity. It is therefore considered that it is in accordance with the requirements of Policies ENV1, and EMP4 of the Rossendale Local Plan and Section 12 of the NPPF.

Heritage Assets

The site is not within or adjacent to a conservation area however, it is 100m to the south east of the Grade II listed St Stephen Church and a number of non-designated heritage assets (NDHAs), namely the Holden Arms Public House, 294 Grane Road, and Haslingden Cemetery and its gate pillars.

In terms of the designated heritage assets and NDHAs detailed above the proposed building works are a significant distance from the the buildings to not impact on the significance or the setting.

With regards to archaeological remains, comments from LCC Historic Environment Team are as follows:

The following non-designated heritage assets are recorded on the Lancashire Historic Environment Record as lying within the limits of the proposed development:

PRN7361 – Musbury Heights Tramway, built 1877. The former tramway survives in parts as an earthwork, standing walls and other demolished structures.

An Archaeology and Cultural Heritage Impact Assessment (Wardell Armstrong Archaeology, August 2019) which accompanied a previous application to develop the site assessed the remains as having merely a local significance. This is a level of significance that the HET agrees with, and they are therefore not considered to be worthy of preservation in situ and a potential constraint to development.

Subject to the inclusion of the conditions recommended by the LCC Historic Team, the proposed development will not have a detrimental Impact on any designated or non-designated heritage assets and meets the statutory duty to preserve.

The proposal is in accordance with Policy ENV2 of the Rossendale Local Plan and Section 16 of the NPPF.

Neighbour Amenity

Policy ENV1 (c) requires development to be sympathetic to surrounding land uses, avoiding demonstrable harm to the amenities of a local area; and (d) states that the scheme should not have an unacceptable adverse impact on neighbouring development by virtue of it being over-bearing or oppressive, overlooking, or resulting in an unacceptable loss of light; nor should it be adversely affected by neighbouring uses and vice versa;

There are a number of existing dwellings to the north of the site located on Grane Road and to the west on Gas Street, Warburton Street and Musbury View. There is also a small development of 8 dwellings that has been approved, accessed from Holcombe Road adjacent to the south west corner of the site.

The applicant has submitted a Noise Assessment, Air Quality Assessment and Lighting Assessment in support of the application.

Noise

The noise assessment assesses the potential noise impact of operations associated with the development during worst-case periods with respect to noise, covering both HGV and passenger car movements, delivery noise including forklift trucks, and suggests mechanical services plant noise limits.

The noise assessment states “*It can be seen from the Table 8 that the initial estimate of noise impact from delivery noise on the site, based on the BS 4142 methodology, indicates a likelihood of adverse impact at the worst affected noise sensitive receptor, depending on context.*”

The main noise assessment report recommends mitigation measures are provided in specific areas across the site to prevent any noise nuisance to surrounding occupiers and planning conditions are recommended to ensure that the development will be acceptable in terms of noise.

The addendum to the noise assessment relates to the extant permission for 8 dwellings on the south western boundary of the site (2024/0414) where the loading and servicing area for the production facility is 8 metres from the boundary of the adjacent site and concludes as follows:

4.1 A detailed noise assessment has previously been undertaken to predict the potential impact of noise due to proposed development at Land bound by Grane Road and Holcombe Road, Haslingden BB4 4QJ. This addendum has updated the noise model to predict the potential impact at permitted residences to the southwest of the Solomon Commercials development site.

4.2 Without the need for introducing any new / additional mitigation measures beyond those previously defined by Miller Goodall Ltd, internal and external noise criteria are achieved at the permitted residential development.

Subject to the inclusion of the recommended conditions, the proposed development is acceptable in terms of residential amenity.

Lighting

Lighting is required for the car parking, the access road and a new production unit. The open storage areas will be unlit and monitored for security via infrared CCTV. The site is located in the urban area of Rossendale and resides in Environmental Zone E3 'medium district brightness'. Illuminance light spill contour plots and an impact assessment to consider vertical lux levels at surrounding sensitive receptors have been completed for pre- and post-curfew, as the premises will operate 24/7.

The open storage areas will be used to store vehicles. These areas do not require lighting, nor do they require permanent security lighting. Infrared CCTV will be used to monitor security. This is particularly beneficial to this lighting assessment, as the northern storage areas border dwellings on Grane Road, and the eastern storage area borders ecological interests at the pond and boundary.

Consultation responses have indicated that light spill from floodlights is a current issue at the existing site.

The design has been prepared using products from lighting manufacturers Phillips and Urbis Schreder. The following luminaire products are used in the design:

- ClearFlood Gen2 floodlight – used for the production unit, mounted on the building façade and perimeter columns via stirrup brackets; and
- Luma Gen2 street light – used for street lighting and car parking areas, mounted on post-top galvanised steel planted columns.
- Urbis Schreder Indu Wall13 - used for decorative/functional path lighting along the HQ façade.

The lighting assessment has concluded as follows:

12.3 The impact assessment concludes that the potential illuminance vertical intrusion impact on surrounding human sensitive receptors is not significant and below ILP

limits for both pre- and postcurfew. Without mitigation, there is a risk of a post-curfew exceedance at the committed development to the south of the site. However, with the inclusion of overnight switch off and/or dimming to the BS 12464-2 recommended 5 lux average for a work yard, no exceedance will occur. These interventions will result in zero lux leaving the development boundary.

12.4 Whilst the site will operate 24/7, continuous exterior use will not occur overnight as the work activities are carried out inside the production unit, and there are no deliveries.

12.5 This allows further operational controls to be introduced that will provide both environmental improvements and reduced energy and running costs.

Recommendations for dimming and environmentally sensitive lighting design measures are recommended. BS12464-2 advises dimming the production unit to 5 lux when it is not in use, and the access roads and HQ could be set to match this, too.

Subject to future controls, the proposed development will not impact on the amenity of existing or future occupiers

A condition will be included to ensure an acceptable lighting scheme is submitted and approved in writing prior to installation on site.

Air Quality

The summary of impacts and conclusion within the Air Quality Assessment states as follows:

The assessment of dust soiling and human health impacts during the construction phase of the development results in the proposal of dust mitigation measures. The implementation of these will ensure that residual dust impacts during the construction phase are not significant.

Concentrations of NO2 and PM10 are likely to be below their respective long and short-term objectives at the proposed development site, which is therefore considered suitable for commercial use with regard to air quality. Concentrations of PM2.5 are expected to be below the annual mean target.

The air quality assessment concludes as follows:

11.2 The assessment of dust soiling and human health impacts during the construction phase of the development results in the proposal of dust mitigation measures. The implementation of these will ensure that residual dust impacts during the construction phase are not significant.

11.3 Concentrations of NO2 and PM10 are likely to be below their respective long and short-term objectives at the proposed development site, which is therefore considered suitable for commercial use with regard to air quality. Concentrations of PM2.5 are expected to be below the annual mean target.

11.4 The proposed development is not expected to have a significant effect on local air quality.

The proposed development is not expected to have a significant effect on local air quality.

Other matters

There is an extant permission to develop the site to the south west of the site to provide 8 dwellings (2024/0414). The proposed production facility and associated loading and servicing area will be located 8 metres from the boundary of the adjacent site, with the closest dwelling being 13 metres from the southern edge of the loading area.

The proposed headquarters building will have an overall height of 14 metres and will be located on land that is higher than the adjacent proposed residential development. The closest dwelling to this will be at a distance of 23 metres, and it is considered in this case that the separation distance is adequate to minimise any impacts on the amenity of neighbouring residents.

Subject to appropriate conditions, the proposed development will not have a detrimental impact on the amenity of any neighbouring property, or on the amenity of future occupiers adjacent to the site and will be in accordance with Policy ENV1, and EMP4 of the Rossendale Local Plan and the NPPF.

Access, Parking and Highway Safety

Access to the main production facility will be via the existing Kingsway entrance, which will be extended north of the applicant's current facility and into the site. A secondary access will also be created on to Holcombe Road, which will solely serve the proposed new head office building. The proposed internal layout is such that no commercial traffic is to use this new entrance, which will be limited to occupants of the offices.

Transport Assessment states that the proposed development will streamline the existing operation at the Solomon Kingsway, reducing the vehicle movements associated with the production process by around 260 two-way movements per week (36 two-way movements per day).

As shown on the support drawings, the necessary parking capacity is provided on site for the respective elements of the scheme and more than adequate space is available for vehicles to turn and manoeuvre within the site.

LCC Highways have commented as follows:

Access Proposals (Kingsway and Holcombe)

Kingsway

A new access has been proposed from Kingsway to serve the industrial element of the site. Documentation has been provided indicating that a 16.5m Articulated HGV can access and egress via the Kingsway access in a forward gear and safely manoeuvre within the service yards.

The Kingsway access arrangements are acceptable to the Local Highway Authority.

Holcombe Road

Access to the proposed office facility will be taken via a new priority access from Holcombe Road. The proposed access arrangements demonstrated within Drawing J32-9023-PS-001 are acceptable to the Local Highway Authority when taking in to consideration the size and nature of the development.

Impact on wider network

Based on the information submitted within the Transport Assessment and our assessment of the application the Local Highway Authority is of the opinion that the proposed development would not have an unacceptable impact on the wider highway network.

Travel Plan

The Framework Travel Plan submitted as part of the planning application meets our submission criteria for an Interim Travel Plan. It is important that the Framework Travel Plan is adhered to and a Full Travel Plan is developed and implemented in line with the agreed timescales.

The Full Travel Plan when developed would need to include the following as a minimum:

- *Contact details of a named Travel Plan Co-ordinator*
- *Results from travel survey*
- *Details of cycling, pedestrian and/or public transport links to and through the site*
- *Details of the provision of cycle parking.*
- *Objectives*
- *SMART Targets for non-car modes of travel, taking into account the baseline data from the survey*
- *Action plan of measures to be introduced, and appropriate funding*
- *Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years*

On a development of this size we would normally request a contribution of £6000 to enable Lancashire County Council to provide a range of services as outlined below.

Section 106 contributions will primarily be used to enable LCC to:

- *Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.*
- *Oversee the progression from Interim to Full Travel Plan in line with agreed timescales.*
- *Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.*
- *Support the development and implementation of the Travel Plan.*

Subject to recommended conditions being included in the decision, the proposal will not unduly impact highway safety or capacity and is in accordance with the Rossendale Local Plan and the NPPF.

Public Rights of Way

There is a public right of way (no. FP-1402394) which runs through the site between Holcombe Road and Grane Road. Accounting for the nature of the proposals, the proposed layout and the difficulties in providing a suitable alternative through the site, the applicant has advised that it is intended to permanently close the PROW.

It extends to some 250m in length and simply provides an alternative, but less convenient route between Holcombe Road and Grane Road, when compared to the lit public footway which already connects the two.

At the request of local residents, a small part of the footpath extending from Holcombe Road is to be reinstated to provide a small area for dog walking, etc, however, this appears to come to a dead end. This and the proposed closure of the remaining part

of the route conflicts with guidance to improve permeability and accessibility within sites and limits opportunities for linking to other nearby PROWs.

LCC Rights of Way Team have commented as follows:

The Public Rights of Way Teams would object to an Order to extinguish footpath FP1402394, running north to south through the proposed development as this would sever connectivity to the wider rights of way network to the north and create a cul-de-sac of the remaining length leading from Holcombe Road. The National Planning Policy Framework 2024 places an obligation on developments to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users. It is the view of the Public Rights of way Team that the proposed development as proposed does not meet this requirement. As such rather than severing the network it is preferred that the right of way be realigned through the public open space to the west of the development at a dedicated width of 3meters, providing adequate provision for the right of way and preventing a conflict between the users and vehicle movements.

The realignment of footpath FP1402394 would necessitate the requirement for a Public Path Order under the provisions of the Town and Country Planning Act 1990 Section 257 (TCPA90 S257). TCPA90 S257 orders are administered by the authority that is considering, or has granted the planning permission, in this instance Rossendale Borough Council. It is for the Developer/Applicant to apply to the planning authority to make a Diversion Order. If the proposed alternative route is not within the ownership of the applicant written consent from the landowner/s for which the new route will pass must be sort for the Public Path Order to be progressed.

The detail of the exact alignment of the new route, the construction specification and any association works needs to be agreed with the Public Rights of Way Team before the necessary TCPA90 S257 Order is made. I can advise that the new route must have a dedicated minimum width of 3 metres (surfaced width could be reduced to 2 meters with a half meter grassed strip either side) and have a firmly constructed surface with no gates or stiles across it.

It is important for the developer to note the grant of planning permission does not entitle a developer to obstruct a right of way and any proposed diversion of a right of way is subject of a Public Path Order under the appropriate Act before the development, in so far as it affects the public rights of way, is commenced.

Any obstruction of the existing public rights of way would be a criminal offence and subject to enforcement.

It should also be noted that the TCPA90 S257 procedure includes a statutory period for objections. If objections are received and not withdrawn, the Order would need to be referred to the Planning Inspectorate for decision so the timescales for commencement of the part of the development that affects the public right of way should take that into account. With regards to the timing of the development and the diversion of the public footpath, please note that the legal alignment of the right of way will not change until the appropriate legal Order has come into effect and it should be noted that there can be no guarantee of the success of any Public Path Order.

The LCC Rights of Way Team have recommended conditions that would take account of their objection.

There is potential within the site to re-route the footpath which could be investigated by the applicant.

Subject to the inclusion of the recommended conditions, the proposed development will not have a detrimental impact on the Public Rights of Way network in the area.

Flooding and Drainage

Policy ENV9 relates to surface water run-off, flood risk, sustainable drainage and water quality.

The site area is in excess of 1 Ha and is located within Flood Zone 1, and as such, the application is accompanied by a Flood Risk Assessment and Drainage Management Strategy which have been assessed by the Lead Local Flood Authority at Lancashire County Council, and the Environment Agency.

Notwithstanding the site's location in Flood Zone 1, it is known to have surface water flooding issues and flooding.

Both the Environment Agency and LCC Local Lead Flood Authority have been consulted and have confirmed that they have no objections subject to recommended conditions.

It is considered that subject to the recommended conditions the proposed development is in accordance with Policy ENV9 of the Rossendale Local Plan and the NPPF.

Land Contamination

Supporting documents submitted include a Preliminary Risk Assessment.

Comments from the Council's Contaminated Land consultant are as follows:

Numerous updates have been made to the previous PRA report. In summary these comprise the collation/consideration of other site investigations previously undertaken (including associated comments from the EA and LPA) plus a change to the site boundary to reflect the application boundary on the LPA's website.

As mentioned in my previous comments, this new proposal is for a much less sensitive commercial/industrial use. The former gasworks and adjacent landfill are no longer within the planning boundary. A different landfill area is however added but no buildings are planned in that area. Site Investigations are proposed covering gas, soils and water. Part of the site not covered previously will be targeted (including landfill). Areas previously investigated will be checked again to confirm conclusions and recommendations

Subject to the inclusion of the recommended conditions and informatics on the decision, the proposed development will be acceptable in terms of addressing land contamination

Biodiversity, Ecology and BNG

This application is subject to the 10% statutory biodiversity net gain. The Biodiversity Impact Assessment submitted states as follows:

Based on the current proposals and recommended enhancements, there will be a net loss of -14.80 (-45.04%) in habitat area units and a gain of +0.10 (+12.45%) in hedgerow units within the proposed development area, demonstrating that a net gain in biodiversity units cannot be achieved within the site, in line with the National Planning Policy Framework (NPPF) and the Rossendale Local Plan, adopted December 2021.

Given this, our client will either look to deliver a net gain through off-site mitigation measures or the purchasing of biodiversity credits.

A watercourse appears to be present on-site which drains into the pond within the development site. It is considered that an assessment of the biodiversity value of the existing stream/ditch be included in the on-site baseline.

This will be subject to the statutory BNG condition.

Policy ENV4 relates to Biodiversity, Geodiversity and Ecological Networks and states as follows:

Development proposals should protect areas of biodiversity and protected species; areas of geodiversity and ecological networks, and where possible enhance sites and linkages.

The development site is located within an Impact Zone of the West Pennine Moors Site of Special Scientific Interest. However, the development proposed does not fall within one of the relevant categories and therefore there is no requirement to consult with Natural England.

A Preliminary Ecological Appraisal has been submitted which details at Section 5.2 recommendations for further surveys and investigation. Conditions are proposed to ensure the relevant further surveys are carried out.

Elements of the central and southern parts of the site are designated as Green and Blue Infrastructure on the Rossendale Local Plan.

The pond and surrounding habitat are identified as Stepping Stones in the Lancashire Woodland and Grassland Ecological Networks (please see Lancashire Ecological Network Maps) and form part of the Green Infrastructure designed in the Local Plan.

According to the draft Local Nature Recovery Strategy mapping, the pond and parts of the access road from Kingsway are located within the Ogden Valley and East Lancashire Railway Important Wildlife Site (IWS67).

Policy ENV5 relates to Green Infrastructure Networks. The policy states that “schemes which would result in a net loss of green infrastructure on-site will only be permitted if:”

- *“The function and connectivity of green infrastructure networks are retained or replaced;”*

The Environmental Network Study (2017) assessed the former ‘greenlands’ called Swinnel Brook (reference 86) now designated as Green Infrastructure on the Policies Map. The study identified that parts of the former ‘greenlands’ located within the red edge of the site include grassland, heathland or scrubland and a watercourse/waterbody which deliver around 4 green infrastructure functions (e.g.

aesthetics and visual character, habitat for wildlife and water infiltration). The loss of the grassland habitat to become a car park area and a vehicular access to the site will therefore lead to the loss of these functions. Such loss is in part compensated by the provision of pocket areas of wildflower meadows and enhanced grassland along the pond and near Grane Road.

The pond should be protected from pollution arising from the discharge of water from the proposed new road and the car parking area to the north.

- *“The development scheme integrates new or enhanced green infrastructure where appropriate, such as natural greenspace and trees,”*

The proposed new native trees, hedgerows, native scrub and wildflower meadow to retain parts of the green infrastructure are acceptable.

- *“and in all cases; the proposal would not have an unacceptable impact on amenity, surface water or nature conservation.”*

The Open Space Study (2021) reports the presence of an urban amenity greenspace on site of low quality. The site-specific policy H68 which seeks to guide the development of housing at this location requires new on-site provision of equivalent or better open space to replace the loss of the existing one (Gas Street urban greenspace of 1.77 ha). The ‘proposed developable areas’ plan shows that the area of soft landscaping amounts to 1.76 ha. This is particularly important along the western and northern boundaries of the site to link Holcombe Road to Grane Road.

Subject to appropriate conditions, the proposed development will be in accordance with Policies ENV1, ENV4 and ENV5 of the Rossendale Local Plan.

Climate Change

The Climate Change SPD discusses actions to address the following:

- Reducing the dominance of fossil-fuelled vehicles via encouraging sustainable and more active transport
- Improving energy efficiency and promoting renewables in the Borough
- Water interventions
- Biodiversity and Green Infrastructure

A climate change statement has been submitted with the application. In terms of addressing climate change, the development proposes as follows:

Reducing the dominance of fossil-fuelled vehicles via encouraging sustainable and more active transport

The site is in a sustainable location with access to cycle routes, and bus routes, with footways along all of the surrounding roads. A significant embedded carbon benefit arises from the consolidation of Solomon’s dispersed regional operations onto the Kingsway site that will result in a reduction in carbon emission from the following:

- 260–300 fewer vehicle movements per week at Kingsway alone
- Additional reductions at Knowsley Road, Manchester Road and Carr’s Industrial Estate

Improving Energy Efficiency and Promoting Renewables

The proposed office and production buildings will be designed to achieve:

- High levels of thermal insulation
- Reduced air permeability
- Optimised glazing ratios to balance daylight and overheating risk
- Potential to incorporate photovoltaics and /or air source heat pumps in the future.

The landscaping framework incorporates tree planting in close proximity to buildings to provide:

- Seasonal shading.
- Reduction of urban heat island effects

Water Interventions

All surface water systems have been designed using +40% climate change allowance, ensuring long term adaptability to increased rainfall intensity.

Biodiversity and Green Infrastructure

The approved landscape framework includes:

- New woodland planting
- Retention and enhancement of grassland
- SuDS integration with ecological features
- Strengthened green corridors across the site

It is considered that the proposed development is in accordance with the Climate Change SPD and is acceptable.

4. CONCLUSION

As detailed in the Principle section of this report, most of the site is allocated for housing in the adopted Rossendale Local Plan (2019 to 2036). There are two existing employment allocations adjoining the site: The Courtyard to the north (employment site allocation EE15) and Solomon's existing site to the south (employment site allocation EE19).

The location of the proposed head office and production facility on the housing allocation site H68 will result in the loss of up to 139 dwellings. This is a significant loss of housing land provision for the Borough. Given an annual requirement of 185 units, the loss of 139 units represents 75% of the annual housing requirement.

As such, the proposed development does not comply with the strategic housing policy HS1 and would lead to a significant loss of housing provision in the Borough.

However, alternatively, in terms of employment land, the scheme will contribute significantly to the provision of employment land in the Borough and within the urban boundary.

Since 2021, the net provision of employment land for employment (comprising E(g), B2 and B8) has amounted to a 0.84 ha (net). This is well below the cumulative target of 5.4ha.

As such the provision of 1,390 sqm of offices (Class E(g)) and 3,700 sqm of general industrial/ storage and distribution (Class B2/B8) would be a significant provision of employment land for the Borough.

Following discussion with the agent, whilst the production is to be transferred and consolidated on the Kingsway site it has been confirmed that the existing operational sites will continue to operate.

Given that the applicant is the current owner of the site, the site is very unlikely to come forward for residential development in the future.

The proposed development as assessed in the previous sections and being in accordance with Policy EMP4 of the Rossendale Local Plan.

It is considered on balance that the proposed development will facilitate the provision of significant additional employment development, providing additional employment opportunities for local people, in addition to the applicant's existing operational sites. It is considered that the economic benefits of this proposal outweigh the harm created by the loss of the housing land allocation.

Subject to appropriate conditions, the proposed development is considered acceptable and in accordance with the relevant policies within the Rossendale Local Plan and the NPPF.

5. CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the application form received 11.08.2025 and the following drawings and documents, unless otherwise required by the conditions below:

Document Title	Document Reference	Date Received
24 189 01 2001 P04	Key Floor Plans	11.08.2025
24 189 01 3001 P01	Proposed Elevations	11.08.2025
24 189 01 7002 X	Architects Impression View 1	11.08.2025
24 189 01 7003 X	Architects Impression View 2	11.08.2025
24 189 00 1002 P02	Existing Site Plan	11.08.2025
24 189 00 1003 P01	Existing Site Sections	11.08.2025
24 189 00 1007 P03	Proposed Developable Areas	11.08.2025
24 189 00 2001 P05	Proposed Floor Plan	11.08.2025
24 189 00 3001 P05	Proposed Elevations	11.08.2025
24 189 00 7002 P03	Proposed CGI's	11.08.2025
24 189	Design and Access Statement	11.08.2025
AQ103348 V2	Air Quality Assessment 06.01.2026	06.01.2026
NA103348	Noise Impact Assessment	11.08.2025
NA103348	Noise Impact Assessment Addendum V1	06.01.2026
P 2189 25	Ascerta Biodiversity Impact Assessment	11.08.2025
P 2189 25	Ascerta Preliminary Ecological Appraisal	11.08.2025
P 2189 25	Ascerta Arboricultural Impact	11.08.2025

Document Title	Document Reference	Date Received
	Assessment	
	BNG The Statutory Metric Macro Disabled 1 0 4	11.08.2025
	Statutory Biodiversity Metric Condition Assessments 23 07 24	11.08.2025
LA103348 V2	Exterior Lighting Design and Lighting Impact Assessment	06.01.2026
	Planning Statement Combined	25.08.2025
	Covering Letter LPA Combined	25.08.2025
4870	Landscape and Visual Impact Assessment Report	25.08.2025
250826 329023	Framework Travel Plan v1.1	26.08.2025
250826 329023	Transport Assessment	26.08.2025
	Preliminary Risk Assessment (Desk Study) EDOC 1	14.10.2025
	Preliminary Risk Assessment (Desk Study) EDOC 2	14.10.2025
	Preliminary Risk Assessment (Desk Study) EDOC 3	14.10.2025
24.189.00-1001-P05	OS Plan	22.10.2025
24.189.00-1004-P19	Proposed Site Plan	22.10.2025
24.189.00-1005-P04	Proposed Site Sections	22.10.2025
24.189.00-1008-P02	Proposed Road Sections	22.10.2025
24.189.00-1009-P01	Site Section 3	22.10.2025
4870 101A	Landscape Layout	27.10.2025
4870 201A	Planting Plan (1 of 6)	27.10.2025
4870 202A	Planting Plan (2 of 6)	27.10.2025
4870 203A	Planting Plan (3 of 6)	27.10.2025
4870 204A	Planting Plan (4 of 6)	27.10.2025
4870 205A	Planting Plan (5 of 6)	27.10.2025
4870 206A	Planting Plan (6 of 6)	27.10.2025
100.2005-ACE-ZZ- ZZ-RP-C-0001	FRA and Drainage Strategy Report P04_AppendixC	19.11.2025
100.2005-ACE-ZZ- ZZ-RP-C-0001	FRA and Drainage Strategy Report P04	19.11.2025
13 CL13080	Kingsway HIA FINAL Compressed	09.12.2025
	Climate Change Statement	10.12.2025

Reason: To define the permission and in the interests of the proper development of the site.

3. No materials shall be used on the proposed development other than those referred to on the approved plans.

Reason: In the interests of visual amenity of the area and ensuring that the appearance of the development is acceptable.

4. The rating level of all plant operating simultaneously shall not exceed 31 dB at the façade of any noise sensitive receptor at night (23:00 – 07:00), and 46 dB during the daytime period (07:00 – 23:00).

Reason: In the interests of the amenity of existing and future residential properties surrounding the site.

5. Noise from the production unit shall not exceed a rating level of 31 dB at the façade of any noise sensitive receptor at night (23:00 – 07:00), and 46 dB during the daytime period (07:00 – 23:00).

Reason: In the interests of the amenity of existing and future residential properties surrounding the site.

6. A scheme of mitigation for the delivery areas shall be designed and implemented as part of the development to ensure the rating level does not exceed 51 dB (07:00 – 23:00) at the worst-affected noise sensitive receptors.

Reason: In the interests of the amenity of existing and future residential properties surrounding the site.

7. Prior to the installation of any lighting at the site, full details of the proposed lighting, location and intensity levels shall be submitted to and approved in writing by the local planning authority. The submitted details shall include night-time levels of lighting across the site. The approved lighting details shall be implemented in full and retained and replaced as per approved details.

Reason: In the interests of the amenity of existing and future residential properties and biodiversity surrounding the site.

8. The Framework Travel Plan as accepted must be implemented in full in accordance with the timetable within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for a minimum of 5 years.

Reason: To ensure that the development provides sustainable transport options.

9. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
 - 24 Hour emergency contact number.
 - Details of the parking of vehicles of site operatives and visitors.
 - Details of loading and unloading of plant and materials.
 - Arrangements for turning of vehicles within the site.
 - Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
 - Measures to protect vulnerable road users (pedestrians and cyclists).
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
 - Wheel washing facilities.
 - Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction.
 - Measures to control the emission of dust and dirt during construction.
 - Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - Construction vehicle routing.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- *There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.*
- *There must be no storage of materials in the public highway at any time.*
- *There must be no standing or waiting of machinery or vehicles in the public highway at any time.*
- *Vehicles must only access the site using a designated vehicular access point.*
- *There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.*
- *A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk. All references to public highway include footway, carriageway and verge.*

10. For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.

11. No part of the development hereby approved shall commence until a scheme for the construction of the site access onto Holcombe Road has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. The submitted scheme shall include, but is not limited to, the following:

Site access including:

- Assessment of the street lighting
- Provision of footways, pedestrian crossing point including tactile paving
- Agreed visibility splays.

The development shall thereafter be implemented in accordance with the approved details.

Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

12. No building or use hereby permitted shall be occupied or the use commenced until the car parking area has been surfaced or paved in accordance with a scheme to

be first approved by the Local Planning Authority, and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

13. No building or use hereby permitted shall be occupied or the use commenced until suitable cycle parking provision has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

Reason: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport

14. Prior to commencement of development, construction specification details for footpath FP1402394 shall be submitted to and approved in writing by the Local Planning Authority. The developer shall thereafter undertake the improvements in full, in accordance with the approved specifications prior to occupation of the facility. The details shall include:

- width and surface of the public rights of way.
- location and details of any proposed infrastructure across the right of way.
- drainage methods to prevent the discharge or of water on the right of way.
- any planting to boarder the right of way.
- methodology to keep the disturbance or closure of the rights of way to a minimum.

Reason: In order to protect the right of way, ensure the timely diversion of the footpath and enable the consented development to lawfully progress

15. Prior to the commencement of development, a valid application for the diversion or extinguishment of the affected Public Right of Way shall be submitted to the relevant authority.

Reason: In order to protect the right of way, ensure the timely diversion of the footpath and enable the consented development to lawfully progress

16. Prior to the commencement of any phase of the development requiring the disturbance of the Public Right of Way there shall be a confirmed Order in place for the diversion or extinguishment of the Public Right of Way.

Reason: In order to protect the right of way, ensure the timely diversion of the footpath and enable the consented development to lawfully progress

17. Prior to the occupation of those parts of the development on the original alignment of the Public Right of Way, the new route of the Public Right of Way shall have been provided to a specification submitted to and approved in writing by the Local Planning Authority. The details shall include:

- width and surface of the public rights of way.
- location and details of any proposed infrastructure across the right of way.
- drainage methods to prevent the discharge or of water on the right of way.
- any planting to boarder the right of way.
- methodology to keep the disturbance or closure of the rights of way to a minimum.

The approved details shall be implemented in full and the Definitive Map and Statement amended to reflect the new alignment of the Public Right of Way.

Reason: In order to protect the right of way, ensure the timely diversion of the footpath and enable the consented development to lawfully progress

18. Prior to installation on site, full details of the security fencing and location to be provided on site, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to occupation.

Reason: In the interest of the amenity of the area.

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

The detailed surface water sustainable drainage strategy shall be based upon the site specific flood risk assessment and indicative surface water sustainable drainage strategy ('Flood Risk Assessment and Drainage Strategy Report - 100.2005-ACE-ZZ-ZZ-RP-C-0001-P04 - Adept Civil and Structural Consulting Engineers - 18/11/25') submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

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

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep
- 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 deliver suitably clean water to sustainable drainage components;
- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltration rates and groundwater levels in accordance with BRE 365.
- d) Evidence of an assessment of the existing on-site waterbodies to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.
- e) Evidence of an assessment of the site to determine the presence of any existing drainage systems on the development site, and if appropriate management arrangements for these for the lifetime of the development, or the drainage system.
- f) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

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

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with Paragraphs 181 and 182 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

- 20. 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 181 of the National Planning Policy Framework.

21. 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 182 of the National Planning Policy Framework

22. 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 181 and 182 of the National Planning Policy Framework.

23. Notwithstanding any information submitted with the application, no development shall take place (except for demolition and enabling works as agreed with the LPA) until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The submitted report shall include:

- i) Where potential risks are identified by the Preliminary Risk Assessment, a Phase 2 Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, groundwater and the wider environment; and
- ii) Should unacceptable risks be identified the applicant shall also submit and agree with the Local Planning Authority in writing a contaminated land remediation strategy (including verification plan) prior to commencement of development. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy or such varied remediation strategy as may be agreed in writing with the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers

24. Pursuant to condition 23; and prior to first use or occupation a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers

25. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a phased programme of archaeological investigation, recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

26. Prior to commencement of development, the additional surveys required by section 5.2 of the Ascerta Preliminary Ecological Appraisal (P.2189.25 July 2025) in relation to birds, bats, badgers, amphibians, and otters shall be undertaken and the results shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the ecology and biodiversity of the site and to ensure there is no unacceptable impact on any protected species.

27. No demolition, or tree / shrub clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to works taking place and provided written confirmation that no active bird nests are present, which has been first agreed in writing by the Local Planning Authority.

Reason: In the interests of the ecology and biodiversity of the site.

28. Prior to any earthworks, vegetation clearance or demolition taking place, a method statement detailing eradication or avoidance measures for Himalayan Balsam, Japanese Knotweed and any other invasive species shall be submitted to and agreed in writing by the Local Planning Authority. The agreed method statement

shall be adhered to and implemented in full for the duration of development works and the lifetime of the development.

Reason: To prevent the spread of invasive species

29. Prior to commencement of development full details of the biodiversity protection and enhancement measures in line with the recommendations detailed in Section 5.3 of the Ascerta Preliminary Ecological Appraisal (P.2189.25 July 2025) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full.

Reason: In the interests of the ecology and biodiversity of the site.

30. Construction works shall not take place outside the following hours:
Monday to Friday 08:00 to 18:00
Saturday 08:00 to 13:00
Construction works shall not take place on Sundays, or Bank / Public Holidays. Access and egress for delivery vehicles shall be restricted to the working hours indicated above.

Reason- to ensure that site working only takes place during normal working hours in order to restrict the times during which any disturbance and nuisance may arise.

31. The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
 - a) a non-technical summary;
 - b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority

has been submitted to, and approved in writing by, the local planning authority.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Reason: To ensure the approved Biodiversity Gain Plan is delivered and to ensure the habitat created in line with the approved HMMP is appropriately managed and monitored for 30 years from the completion of the development hereby approved.

32. No part of the development hereby approved shall be occupied until:
 - a) the habitat creation and enhancement works set out in the approved HMMP have been completed; and
 - b) a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure the habitat creation and enhancement works set out in the approved HMMP are completed to the satisfaction of the local planning authority.

33. Monitoring reports shall be submitted to and approved in writing by the local planning authority in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy ENV4 of the Local Plan.

34. No part of the development hereby approved shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out, as a minimum, site specific measures to control and monitor impact arising in relation to construction traffic, noise and vibration, dust and air pollutants, land contamination, ecology including protected species and ground water and reasonable avoidance measures for amphibians and hedgehogs.

It shall also set out arrangements by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: To safeguard the amenities of the biodiversity of the area and the area generally

35. The approved scheme of hard and soft landscaping, replacement tree planting and other planting (Drawing Nos: 4870-101A Landscape Layout, 4870 201A Planting Plan (1 of 6), 4870 202A Planting Plan (2 of 6), 4870 203A Planting Plan (3 of 6), 4870 204A Planting Plan (4 of 6), 4870 205A Planting Plan (5 of 6), and 4870 206A Planting Plan (6 of 6)) shall be completed in full prior to first occupation of any part of the site.

Any trees or plants which within a period of 15 years of first occupation of the dwelling die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of ecology, biodiversity and visual amenity.

36. No development shall commence on site until a site-specific Arboricultural Method Statement detailing tree protection measures for all retained trees has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with this approved Method Statement.

Reason: In order to ensure the retained trees on the site will be protected.

11. INFORMATIVES

1. The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

2. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:
 - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
 - (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Rossendale Borough Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply

3. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.
4. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), 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 developeras@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. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.
5. This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system.
6. Any trees or bushes should be at least 3 metres away from a public right of way to prevent any health and safety issues and potential maintenance issues e.g. Overhanging branches or roots coming through the surface of the footpath concerned either within the proposed development or in close proximity.
7. If works relating to the proposed development are likely to cause a health and safety risk to users of a public right of way a Temporary Traffic Regulation Order (Temporary Closure Order) must be made and in effect prior to commencing those works. Applications should be made 8 weeks before commencement to avoid delay to the works. Further details on closures can be found at Request a temporary closure of a public right of way - Lancashire County Council. A

Temporary Closure Order cannot be made unless the proposed works are lawful. To justify a temporary closure, evidence of a 'confirmed diversion Order' must accompany an application to permanently obstruct the right(s) of way.

8. If the works necessitate a Diversion Order, it is the applicant's responsibility to ensure that a confirmed Diversion Order is in place prior to any work commencing on a public right of way. The disturbance of the existing route, without the appropriate confirmed Diversion Order would be unlawful and liable for enforcement.
9. Under Section 23 of the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, there is a legal requirement to obtain consent from Lancashire County Council, as Lead Local Flood Authority, prior to undertaking certain works on ordinary watercourses. This includes permanent and/or temporary works and may also include repairs to certain existing structures and maintenance works. Consent is required irrespective of whether the watercourse is open or culverted (piped or otherwise enclosed) and notwithstanding of any planning permission.
 - In line with Lancashire County Council's Ordinary Watercourse Regulation Policies, applicants should avoid crossing, diverting and/or culverting an ordinary watercourse.
 - Written consent must be obtained before starting works on site. There is no legal means for Lancashire County Council to issue retrospective consent.
 - It is an offence to carry out works under Section 23 of the Land Drainage Act 1991 (as amended) without the appropriate consent. Unconsented works may be subject to enforcement action under Section 24 of the Land Drainage Act 1991 (as amended).
 - Consent applications take up to 2 months to process from the date on which the application is valid and payment of the correct fee has been received in full.
 - Consent applications may be refused if there is insufficient evidence to demonstrate compliance with Lancashire County Council's Ordinary Watercourse Regulation Policies.
10. If the works include adoption of a new asset, such as a road or sewer, then applications for adoption may be refused by the adopting body without the appropriate consent for works to the ordinary watercourse. Sites may be inspected before, during and after the issuing of consent.
11. Once planning permission has been obtained it does not mean that Ordinary Watercourse Consent will be given. It is strongly advised that you obtain any required consent before or concurrently as you apply for planning permission to avoid delays.
12. During the period of construction, should contamination be found on site that has not been previously identified, no further works shall be undertaken in the affected area. Prior to further works being carried out in the affected area, the contamination shall be reported to the Local Planning Authority within a maximum of 5 days from the discovery, a further contaminated land assessment shall be carried out, appropriate mitigation identified and agreed in writing by the Local Planning Authority. The development shall be undertaken in accordance with the agreed mitigation scheme.
13. The applicant is advised that they have a duty to adhere to the regulations of Part 2A of the Environmental Protection Act 1990, the National Planning Policy

Framework and the current Building Control Regulations with regards to contaminated land. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.



revision notes
 rev: date: description
 01: / / original issue
 03: 21/07/25 MJ CGIs updated

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project: industrial development

kingsway, haslingden, BB5

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Architects Visualization
view 1



Architects Visualization

view 2

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