WEST LANCASHIRE REPLACEMENT LOCAL PLAN

Supplementary Planning Guidance

LAND TO THE WEST OF STANLEY INDUSTRIAL ESTATE, SKELMERSDALE

ORIGINALLY ISSUED JANUARY 2000
UPDATED MAY 2007

Executive Manager Planning/Development Services
1. Introduction

1.1 The Council allocated in the West Lancashire Local Plan, an area of land, previously safeguarded for future development, for industrial development. This allocation was the subject of a second Public Inquiry. This document, which sets out the principles for development on this site, was subject to formal public consultation between 17th September 1999 and 29th October 1999. The employment designation of this site has been carried forward and allocated within the Council’s Replacement Local Plan, which was adopted in July 2006.

2. Purpose of Preparing Supplementary Planning Guidance (SPG)

2.1 The purpose of preparing a SPG for this site is to provide a framework for the development of the area, setting out clearly for developers how the Council will expect the site to be developed and the key matters to which any planning application should conform. The SPG also provides information to prospective developers on the physical constraints which exist on the site and service information. The SPG does not deal with the remaining area of Safeguarded Land to the south, although it will consider footpath links and landscape buffer zones adjacent to this area.

3. Site Location and Description

3.1 The site in question is located on the western edge of Skelmersdale (see Plan 1). It is approximately 48 hectares in size and is bounded by the Stanley Industrial Estate to the east, Spa Lane to the north, Firswood Road to the west and Slate Lane/Slate Brook to the south.

3.2 The site is currently in agricultural use. Slate Brook runs across the site in a north-south direction. A site plan is attached as Plan 2.

3.3 Outside the site boundary, land to the west and north is currently in agricultural use and is within the adopted Green Belt. To the south, land is also in agricultural use and is safeguarded until 2016, to meet future development needs, by the West Lancashire Replacement Local Plan. To the east of the site lies the Stanley Employment Area, which has been developed for a variety of industrial uses.

3.4 There are scattered residential properties along the edges of the site to the north, west and south.

4. Ownership

4.1 The land is currently owned by 4 main landowners – Lancashire County Council (17.8 ha), Mr Holland (15.7 ha), Mr Abbott (11.2 ha) and a private landowner (3.8 ha). The distribution of these landowners is illustrated on Plan 3.
4.2 The District Council owns a strip of land along the eastern boundary of the site, which is currently in use as a public footpath.

5. **Planning Policies**

5.1 The land in question was safeguarded in the Skelmersdale and Eastern Parishes Local Plan for development needs beyond the Plan period i.e. after 1996. The West Lancashire Plan continued with this safeguarding policy in both the Consultation and Deposit versions, proposing that the safeguarding period be rolled back until 2006.

5.2 Objections were made by two of the landowners north of Slate Lane to the Deposit Draft Local Plan requesting the release of the land for industrial purposes.

5.3 The Local Plan Inquiry Inspector concluded that the release of this land should be subject to further examination by the District Council and that a development brief should be prepared to guide the development of the site once it is required.

5.4 The Council considered the land supply position in the District and, as a result of updated information, proposed modifications to the Plan to allocate the land for industrial/warehousing uses. A Public Inquiry was held to hear the objections to these Proposed Modifications and the Inspector recommended that the land should be allocated as proposed by the Council. The Council duly modified the Plan to create a new policy (I.6) for this site. The Local Plan was adopted on 2nd December 1999. The land has now been designated for employment development under Policy DE5.14 of the West Lancashire Replacement Local Plan 2001-2016, which has also been subject to widespread consultation.

5.5 This SPG has been published for consultation and amended in light of some of the comments made.

5.6 Industrial uses within the B1, B2 and B8 Use Classes (offices, research and development, light and general industry and warehousing and distribution) will be appropriate on this site, although proposals will need to accord with Policies DE5 (Employment Development), GD1 (Design of Development) and DE13 (Business and Office Development) of the West Lancashire Replacement Local Plan. It is not considered that Special Industrial Uses will be appropriate on this site. Security accommodation and other commercial uses will be permitted where they are ancillary and fully integrated into the development.
Key Development Constraints and Guidelines

6. Environmental Assessment

6.1 The principle development on this site has already been accepted through the Local Plan process, when the site was safeguarded to meet future development needs and through the Replacement Local Plan process which resulted in the land being specifically designated for employment development. However, an assessment of the possible effects of the development upon the environment will be necessary to consider any mitigation measures required or if there are any areas of the site, which need protecting against development.

6.2 The type of development proposed for this site falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999-SI 1999 No 293, which came into effect on 14th March 1999. Development listed in Schedule 2 requires an Environmental Impact Assessment (EIA) if it is likely to have significant effects on the environment by virtue of factors such as its size, nature or location. The Regulations offer a broad indication of the type or scale of development which is likely to be a candidate for EIA; however, developments exceeding the thresholds will not in every case require assessment.

6.3 Industrial estate development falls under Schedule 2 of the Regulations and a threshold of 20 hectares is set. Thus an EIA is more likely to be required if the site area of the new development involves an area greater than 20 hectares. At the time of the planning application, the Council will consider what significant effects are likely to be generated by the development. This is likely to include the traffic, emission and noise effects, as well as the local ecological and landscape implications.

6.4 Any planning application for the site will be considered for EIA on its own merits. The District Council will consider any application for any small part of the site in the context of the larger proposed development. The issues set out below give developers some basic information as to the development requirements for the site and the possible environmental implications of development.

7. Ground Conditions

7.1 The landowners have carried out investigations into the ground conditions on the site, including a borehole and trial pit survey. The ground investigation has revealed that reasonably competent glacial clay exists at shallow depths across most of the site and that this deposit should provide adequate support for the foundation loads anticipated. Overlying the glacial clay is a deposit of Shirdley Hill Sand of variable thickness, which should provide adequate support for roadways, floor slabs, hardstandings etc.
7.2 There has been a history of mine working in the local area. The investigation showed that the major constraint to development in parts of the site is the likelihood of shallow mine workings in two coal seams. This affects approximately 10% of the site area. In these areas some treatment may be required to stabilise the ground before construction commences. In the north-eastern corner of the site, 15% of the site area, it appears from the site investigation that the seams have been extracted almost totally and any void spaces removed by roof collapse. Development is likely to be less affected in this area. Investigations should be carried out at the locations of known mineshafts to assess if stabilisation measures are required. Vigilance will be required throughout site works to check for the presence of old workings, unrecorded shafts or mine entries. It is recommended that the areas of stabilised mine entries should be included within a landscaped area where possible.

7.3 In about 10% of the locations, peat was encountered underlying the sand deposits and so caution and detailed investigation will be required when using the sand to support important structures.

7.4 Made ground was encountered at a small number of locations. This was shown to be generally uncontaminated although Class 2 concrete should be used on the site to provide resistance to sulphur and acid attack. There are up to nine former ponds within the site boundary and these areas should be dealt with individually by methods such as removal and backfilling, ground improvement or piling. Where appropriate these former ponds should be restored and integrated into the layout of development as part of the landscaping proposals.

7.5 Gas monitoring on the site detected a significant amount of methane at one location and elevated carbon monoxide concentrations at six locations. It is therefore recommended that gas control measures be incorporated within any buildings and other below ground structures in accordance with CIRIA Report 149.

7.6 Developers are advised to consult the detailed site investigation report, which is held by the landowners, for further details of all the above matters, although a summary of the key ground condition survey information is shown on Plan 4. Developers should not rely upon the information outlined above and should carry out their own investigations, as appropriate, to verify the ground conditions.

8. Phasing of Development

8.1 Phasing of development will, to a large extent depend on the nature of the development being brought forward on the site.

8.2 In general terms, the Council will expect two key principles to be followed: -
9. Transport Improvements

Highway Access and Road Improvements

9.1 Talks have already take place with the Highway Authority regarding the access and internal layout of the site and any off-site works which will be required. There are two key issues – the need for the submission of a Traffic Impact Assessment and the need to provide at least two access points into the site. These matters are dealt with below.

9.2 As part of any planning application for part or the whole of the site, the Council will require the submission of a Traffic Impact Assessment (TIA) for the whole of the area of industrial land. The TIA will need to have regard to the traffic generation of the site itself and the committed and potential developments which may affect the highway network in the area. The TIA will need to consider whether any access from Spa Lane is suitable, as it could result in an unacceptable increase in traffic on Spa Lane/Hall Lane and, in particular, problems at the junction of these two roads. The TIA will also need to consider the scope of off-site highway works. If a Spa Lane access is shown to be acceptable, it is possible that any developer will be required to carry out off-site highway improvements, in particular at the junctions of Spa Lane and Hall Lane.

9.3 In terms of access, there will need to be a minimum of two access points into the site which will need to be linked together within the site. There are 4 possible access points into the site which could be utilised and which are illustrated on Plan 5. The possible access points are set out below:

- **Stanley Way** – A new access point to be created off Stanley Way which would form a direct access road into the site. A TIA would need to assess the effect upon the junction of Stanley Way and Glenburn Road and the need for other off-site highway works.

- **Statham Road** – Access which would need to link to one of the other access points. A TIA will need to assess whether there will be any improvements required along Statham Road, as well as the Statham Road / Staveley Road junction.

- **Spa Lane** – The acceptability of this access, and the extent of off-site highway improvements, will need to be determined by a TIA. The TIA should consider whether access into the site from
Spa Lane should only be permitted once an access from Stanley Way or Stratham Road has been completed.

- **Stamford Road (Neverstitch Road)** – An access which would again need to link in with a Stanley Way or Statham Road access. This access would involve moving a radio mast and the relocation of the accesses into the two adjacent premises. Given that traffic passing down Neverstitch Road will be passing close to residential areas, a TIA will need to assess if any highway improvements will be required along this stretch of road.

9.4 If an access is to be constructed into the site from Stanley Way it is likely that improvements will be required at the Stanley Way / Glenburn Road junction. The scope of these improvements will need to be the subject of the TIA.

9.5 The TIA should consider whether improvements will be required at the Stratham Road / Staveley Road junction. This junction may be improved in the near future as a result of the development of the neighbouring industrial site, although the roundabout planned may not be of a sufficient standard to serve the extra traffic should Stratham Road be the main access into the Firswood Road site.

9.6 No access to the site will be permitted from Firswood Road and measures to prevent any increased traffic on Firswood Road should be included as part of the TIA.

9.7 In terms of the internal layout of the site, it is likely that a central roundabout will be required.

9.8 The internal road layout should not compromise the key landscape features identified within this SPG. The road crossings of Slate Brook should be kept to an absolute minimum, preferably only one, with any main central roundabout and key road network being kept to the east of the Brook.

9.9 Commuted sums are likely to be requested for highway maintenance, including street lighting etc.

**Public Transport**

9.10 Developers will be required to contribute to providing an appropriate level of bus services and facilities to serve prospective employees on the site. For example, such a service may be a direct peak hour bus service to serve the principle areas of Skelmersdale (e.g. Town Centre, Ashurst, Tanhouse, Digmoor and Pennylands areas). Such a service could be a simple extension of an existing service. Developers will be expected to put forward proposals showing how they intend to cater for the public transport needs of employees and should discuss this matter with the District Council and County Council. A commuted sum may be an appropriate mechanism for meeting any identified need.
9.11 The development will need to incorporate high quality bus stop facilities, including bus shelters. There should be a maximum distance of approximately 400m between bus stops and any development.

9.12 Large employers moving into the site which would generate large numbers of vehicle movements will be expected to submit a Green Transport plan with any detailed planning application, which should show how vehicle movements will be minimised.

**Cycle / Pedestrian Access**

9.13 Plans for the site should make full provision for safe, convenient and direct pedestrian and cycle access into and through the site.

9.14 There is an existing public footpath on the eastern edge of the site along the line of the old minerals railway, which is in the ownership of the District Council. This should be retained and upgraded to cycleway standard. Links will need to be provided from this into the site.

9.15 Slate Lane, also an official public footpath, should form part of any cycle/footpath network. Slate Brook forms an important feature running through the site and should be utilised to link into Slate Lane and provide a pedestrian and cycle corridor which could then link to the remaining safeguarded land to the south and existing facilities in the neighbouring residential areas of old Skelmersdale and the Stanley Industrial Estate. Links should be provided to the edge of the site to allow for future links to the existing cycle network. The routes and potential linkages are shown on Plan 5.

9.16 The design of the industrial areas should make full provision for secure cycle parking.

**Car Parking**

9.17 Car parking should be provided to the standards adopted by the County and District Councils. These are attached as Appendix 4.

9.18 Large areas of tarmac without any form of visual break, such as the incorporation of landscaping, should be avoided. Special consideration will need to be given to drainage from these areas.

10. **General design principles**

10.1 The Council will require development to respect the high quality environment in which it is located and the fact that this site is located on the edge of Skelmersdale. A particular consideration will need to be the location and design of development with respect to the scattered residential properties on the edges of the site. Policies on such matters as the general design and layout of industrial developments and buffer
landscaping are contained within the Local Plan and developers will be expected to refer to this document in conjunction with this SPG. As development on this site could be large in scale, attention should be paid to the design and external appearance of the buildings and the space between them, to reduce their visual impact. In particular, development on the western boundary of the site will need to be carefully considered in terms of its height and bulk and also colour. Development should be designed, laid out and landscaped to maximise the energy conservation potential of any development. Advice on this is contained within a DETR/DTI publication titled ‘Planning for Passive Solar Design’. For further information on this issue please contact the Council’s Planning Policy team on 01695 585194 who will be happy to provide information about relevant publications and current best practice in this area.

10.2 The design of buildings and all external areas should allow for suitable access and the easy movement internally and externally of people with disabilities.

10.3 Developers will be expected to design external lighting to minimise the effects of direct glare light spillage and sky glow whilst still providing an environment in which people feel safe. Wherever possible bright security lighting should be sensor activated. Low-level lighting should be incorporated into any proposals for development having full regard to any crime implications.

10.4 The Council supports the ‘Secured By Design’ initiative and the development should be designed overall to eliminate secluded areas and therefore reduce the likelihood of crime. The Lancashire Constabulary can provide advice on reducing the risk of crime in new developments.

10.5 Security fencing on the site perimeter or adjacent to Slate Brook would have a detrimental impact upon the landscape. All such fencing should be carefully designed and located behind (i.e. to the inside of) landscaping strips to reduce the visual impact.

11. Landscape and Nature Conservation

11.1 The site has been intensively farmed in recent times causing loss of many landscape features including trees and hedges. Therefore, the remaining semi-natural vegetation is important for landscape and wildlife and should be retained wherever possible and surveyed to fully assess its ecological value. In particular, the area of woodland adjacent to Slate Brook and the area of trees to the east of Slate Farm should be retained and the area of trees and pond adjacent to ‘Ralma’ should be retained and enhanced if possible within any scheme. Existing hedgerows should be incorporated into any scheme wherever possible.
11.2 The site is within the ‘Skelmersdale Natural Area’, which is a distinctive area based upon its landscape and ecological characteristics. Landscaping should therefore conform to the general principles set out in the Supplementary Planning Guidance (SPG), which has been prepared by the District Council for this area. Other useful Supplementary Planning Guidance has been produced in connection with Trees and Landscaping. The relevant Local Plan policies are contained within the 'Protecting and Enhancing the Environment' Chapter of the Plan. Developers will be expected to read the SPG and Local Plan Policies in conjunction with the advice set out below.

**Structural Landscape**

11.3 Due to the relatively flat open nature of the surrounding landscape, and the lack of existing features within the site, the Council will expect a planted buffer strip of some 30m wide on the northern, western and southern boundaries of the site. There will also need to be a narrow belt of landscaping along the eastern boundary to provide a break between the site and the Stanley Industrial Estate and an attractive route for walkers and cyclists along the former minerals railway. These requirements are set out more fully below.

**Buffer Landscaping to the North, West and South Perimeters**

11.4 The proposed development is for industrial development located within a relatively flat and open landscape. The development is large-scale and buildings are expected to be large in size and, by nature of modern industrial architecture, are expected to be functional in appearance. These factors combine to justify the inclusion of substantial landscape works to secure effective screening of the site from external views.

11.5 The purpose in the screening is to assimilate the development with the surrounding landscape and developers will be expected to undertake early perimeter landscaping on the western boundary of the site, adjacent to Firswood Road.

11.6 The planting will be required to be of locally native species, in keeping with the local landscape character.

11.7 A minimum width of 30 metres buffer strip is required to enable the use of large tree species, capable of attaining a height which will be effective for screening large buildings. Any proposal for a narrower landscape strip will need to demonstrate as part of the environmental assessment that this will not result in a detrimental effect to the surrounding landscape or residential amenity of nearby households.

11.8 Depth of screen is important because the larger native broad-leaved trees develop wide canopies. Sufficient space must be available within the belt to enable at least two rows of mature trees to exist without causing future management problems for site and buildings or road
users. In addition the screen must be wide enough to support an outer edge mix of shrub species to ensure that low-level screening is achieved.

11.9 Furthermore, as all locally native trees and most locally native shrubs are not evergreen, a wide strip is required so that a sufficient density of planting can be achieved to ensure a reasonable level of screening in winter months, when screening is reliant on the density of winter twigs and branches. A sample cross section of a landscaped buffer strip is illustrated in Appendix 1.

11.10 The use of extensive earth mounding would not be in keeping with the rural character of the adjacent landscape. Any proposals to raise the land in, or on the edges of the site would need to be fully justified and assessed against the visual impact upon the landscape.

11.11 Particular care will be required to screen residential properties on Firswood Road, Spa Lane and Slate Lane.

Central Green Corridor

11.12 The site is bisected by an existing brook and related trees. This is to be developed into a 50m wide green corridor, informal in character, approximately 25m to each side of the brook. Variations of these widths will be dependent upon the outcome of the Environmental Assessment. The corridor will include:

- Retention of existing trees and shrubs which are of landscape/wildlife value
- Visual and ecological improvements to the brook and adjacent land including the creation of wetland, woodland and grassland habitats
- Screen planting to the site perimeter where adjacent to development plots
- Adequate space for a 3m wide route for horses, cycles and pedestrians
- Slate Brook should be readily accessible from the footpath and not totally isolated by new planting

11.13 Open areas will be required adjacent to circulation routes to allow for natural surveillance. Sample cross section through a landscaped central corridor is illustrated as Appendix 2. In the event that a diversion of the brook along the fault line is acceptable to the Environment Agency, the Green Corridor should follow the re-aligned route (see section 13).

Other Internal Landscape Works

11.14 All structural landscape belts shall be designed to maximise the screening of the site and to be in keeping with the surrounding landscape, being of locally native species.
11.15 Given the relatively flat nature of the landscape and the large-scale of the site, the site layout should be designed to break up the site and the bulk of large industrial buildings by the use of internal landscape strips. Wherever possible these should relate to existing landscape features, such as hedgerows.

11.16 Advice on such matters is contained within other SPG produced by the District Council.

11.17 A guiding principle throughout the design of the layout of the site should be to maximise the retention of existing features of landscape interest. The developer will be expected to carry out an ecological assessment of the site to identify these areas, and to include proposals for the enhancement of those features and provision of new habitats.

11.18 To maximise nature conservation value of the proposals, landscape strips shall be designed to link together existing site features to provide corridors for wildlife and link with existing features adjacent to the development site.

Nature Conservation

11.19 There are no designated sites of ecological interest in the site. There are, however, certain features such as Slate Brook and the adjacent woodland, which may have some ecological interest and developers will be expected to carry out an ecological survey to assess any interest, which exists on the site, and recommend the best form of protection and habitat enhancement. Protected species, such as bats and barn owls, will need to be considered, particularly where any building may be affected.

11.20 Given the existence of badger sets in the vicinity of the site there will be a need to undertake a survey by a badger specialist. Developers will need to be aware of their obligations under the Protection of Badgers Act and any other wildlife protection legislation.

Maintenance

11.21 Appropriate arrangements will need to be made to ensure long-term maintenance of the external landscaped buffer strips and central corridor. This can best be achieved through a Section 106 Agreement with the Council, whereby the developer carries out the initial landscaping and provides a Management Plan and a commuted sum for 7 years maintenance to enable the Council to adopt the land.

12. History and Archaeology

12.1 The site does not display any features which are of outstanding historical interest or significance, and which would be recognised as being of special importance in a district or county-wide assessment.
However, given the sweeping changes which occurred in Skelmersdale with the development of the New Town and the loss of much of the former industrial legacy means that some of the features on the site do have local importance. The key features of archaeological/historic interest are illustrated on Plan 6.

12.2 A number of buildings of local historical importance, including Spa Cottage, Anderton’s Cottage (Holland Cottage), Cock Farm and Slate Farm, exist on the site. Retention, interpretation and enhancement of these buildings and their setting should be included in any proposals. Further details of the historical interest of these buildings and other features of interest are illustrated on the attached Plan. Further details of the historical interest of these buildings and their setting should be included within any proposals. These buildings and other features of interest are illustrated on the attached Plan. Further details of the historical interest of these buildings are available in the ‘Landscape History of Spa Lane and Firswood Road, Skelmersdale’ (Dr. A Crosby, October 1998).

12.3 Given the recent discovery of a small Romano-British settlement in the local area it is recommended that before development takes place on this area the site of any proposal should be subject to an archaeological evaluation report and a written mitigation strategy for reducing the impact of any development on any archaeological deposits which may exist on the site. Dr Crosby’s study suggested that there are four particular aspects which should be the subject of observation during the development process:

- Possibility of archaeological finds within the area of former mossland, as indicated on Plan 6
- A check should be maintained upon civil engineering operations in the vicinity of the known older settlement sites. This is particularly important in the Spa Lane area (in connection with the former Lathom Spa), and around Slate Farm
- Industrial archaeological remains or finds may be revealed during work involving the older industrial or transport locations
- A general watch should be kept on works in the Spa Lane area due to its proximity to important Civil War sites at Spa Roughs

12.4 Developers may wish to consider utilising some of the older field names for future developments. Details of these can be found in Dr Crosby’s report.

13. Services

Foul and Surface Water Drainage

13.1 Dependant on flows and suitable flow attenuation it should be possible to connect it to existing foul sewers. The actual point of connection can only be determined after submission of a comprehensive flow study
and this matter will need to be discussed further with the District Council and United Utilities.

13.2 Slate Brook runs through the site and us of main river designation. The Environment Agency are responsible for the approval of any works in connection with the watercourse and have indicated that culverting will not be permitted other than for access purposes. Any proposed diversion of the brook (e.g. along the fault line) will have to be fully justified to both the Council and the Environment Agency. There will have to be a good reason to divert – to make the land more developable is not in itself sufficient. The key considerations for the Environment Agency will be the habitat of the brook and the drainage aspects of the diversion. If there are shown to be net environmental benefits, for example through the creation of meanders, then such a proposal could be considered favourably.

13.3 The Environment Agency has indicated that this development creates an opportunity to use sustainable drainage techniques, which can help to prevent the severe pollution problems experienced from the Pimbo, Gillibrands and Stanley industrial estates that affect the River Tawd. All highway drainage and hardstanding run-off could be dealt with using swales, retention ponds, reedbeds and other suitable sustainable drainage systems.

13.4 Any discharge from the proposed development to Slate Brook may be possible with certain attenuation. This would depend on the overall layout of the proposed development and any developer would be expected to undertake a full hydrological and hydraulic study of the Brook in order to establish the effects of the surface water run-off which is likely to be generated by the development and the subsequent design of any storage facilities required on site. The study should take into account any future development likely to require an outfall into the proposed drainage system. The overall drainage system should be designed to mitigate any possibility of pollution of the watercourse from first flush and accidental spillages etc.

13.5 All downspouts on the development should be sealed directly into the ground, ensuring that only open grids around each unit are connected to the foul sewerage system.

13.6 The surface water from the car parking areas of less than 0.5 hectares in size should discharge to the watercourse via deep-trapped gullies. For car parks greater than 0.5 hectares in area, oil interceptor facilities will be required to the appropriate to the appropriate E.A. standards. Detergents, emulsifiers and solvents should not be allowed to drain to any interceptor.

13.7 All service yard areas should be connected to the foul sewer. Any facilities for the storage of fuels, oils or chemicals should be sited on impervious bases and surrounded by impervious bund walls. The
details for these areas will need to be agreed with the Environment Agency. Developers will need to contact the Environment Agency for any further detailed information and should refer to the Environment Agency’s guidelines entitled “Preventing Pollution on Industrial Sites”. Surface water from yard storage areas, vehicle-washing areas, loading and unloading areas likely to be contaminated by spillage, should be connected to the foul sewer. The formal consent of North West Water Ltd. will be required.

Electricity

13.8 Supply available from Stanley Industrial Estate

13.9 It should be noted that the overhead power line, which runs across the site in an east/west direction will need to be accommodated into the design of the site.

Gas Supply

13.10 Transco have indicated that they have mains available in Neverstitch Road, Stanley Way and Statham Road to serve the proposed development.

Telecommunications

13.11 British Telecom have services within the vicinity of the proposed development and will be able to discuss matters further upon submission of detailed proposals. They do not envisage any problems at this stage.

Water Supply

13.12 North West Water have informed the Council that they have good supplies available both in Neverstitch and Statham Roads.
APPENDIX 1

Sample Cross Section of Landscaped Buffer Strip
sample section through perimeter landscaped buffer zone, illustrating space required by mature trees
APPENDIX 2

Sample Cross Section through Central Landscape Strip
Sample cross section through central green space illustrating landscaped buffer zone and combined footway, cycle way and bridlepath
APPENDIX 3

Useful Addresses
### Contact Addresses

<table>
<thead>
<tr>
<th>Environment Directorate</th>
<th>Environment Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancashire County Council</td>
<td>Lutra House</td>
</tr>
<tr>
<td>PO Box 9</td>
<td>Dodd Way</td>
</tr>
<tr>
<td>Guild House</td>
<td>Walton Summit</td>
</tr>
<tr>
<td>Cross Street</td>
<td>Bamber Bridge</td>
</tr>
<tr>
<td>Preston</td>
<td>Preston</td>
</tr>
<tr>
<td>PR1 8RD</td>
<td>PR5 8BX</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>United Utilities North West</th>
<th>British Telecom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thirlmere House</td>
<td>Lancaster House</td>
</tr>
<tr>
<td>Lingley Mere Business Park</td>
<td>Room 519, 5th Floor</td>
</tr>
<tr>
<td>Lingley Green Avenue</td>
<td>Old Hall Street</td>
</tr>
<tr>
<td>Great Sankey</td>
<td>Liverpool</td>
</tr>
<tr>
<td>Warrington</td>
<td>L3 9PY</td>
</tr>
<tr>
<td>WA5 3LP</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>British Gas</th>
<th>Crime Prevention</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Western District</td>
<td>Lancashire Constabulary</td>
</tr>
<tr>
<td>Litherland Road</td>
<td>Skelmersdale Division</td>
</tr>
<tr>
<td>Bootle</td>
<td>Police Headquarters</td>
</tr>
<tr>
<td>Merseyside</td>
<td>Southway</td>
</tr>
<tr>
<td>L20 3JE</td>
<td>Skelmersdale</td>
</tr>
<tr>
<td></td>
<td>WN8 6NH</td>
</tr>
</tbody>
</table>
APPENDIX 4

Car Parking Standards

Extract from:

Access and Parking SPG – Lancashire County Council
(Adopted March 2005)
how the parking standards work: a guide

Diagram 1

Does proposal involve development land of under 500m²? → Yes → Use baseline standard for Use Class for appropriate level of Centre

No

Development of over 500m² → Ask developer to complete Accessibility Questionnaire (Table F) and check Table E of "Parking Standards" for requirements for Transport Assessment and Travel Plan

Identify accessibility reduction shown by completed Accessibility Questionnaire

Select relevant standard

Calculate mobility impaired, motorcycle and bicycle spaces

TOTAL PARKING REQUIRED