



Appeal Decision

Inquiry held on 9, 10 and 11 June 2026

Site visit made on 10 June 2026

by **Andrew McGlone BSc MCD MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 25th June 2026

Appeal Ref: APP/D2320/W/25/3376957

Former Camelot Theme Park, Park Hall Road, Charnock Richard, Lancashire PR7 5LP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) (the Act) against a failure to give notice within the prescribed period of a decision on an application for outline planning permission
 - The appeal is made by Story Homes Limited against Chorley Borough Council.
 - The application Ref is 25/00577/OUTMAJ.
 - The development proposed is the demolition of existing structures and outline planning application (with all matters reserved, including access to Parcel B, save for the principal means of access) for a residential development of up to 350 homes (Use Class C3) and a 186.9 sqm (2,012 sqft) community hub (Use Classes C3, E and F), with associated habitat creation, landscaping, open space, parking, footpaths/cycleways, drainage and other infrastructure.
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Decision

1. The appeal is allowed and outline planning permission is granted for the demolition of existing structures (with all matters reserved, including access to Parcel B, save for the principal means of access) for a residential development of up to 350 homes (Use Class C3) and a 186.9 sqm (2,012 sqft) community hub (Use Classes C3, E and F), with associated habitat creation, landscaping, open space, parking, footpaths/cycleways, drainage and other infrastructure at the Former Camelot Theme Park, Park Hall Road, Charnock Richard, Lancashire PR7 5LP in accordance with the terms of the application, Ref 25/00577/OUTMAJ, subject to the conditions in the attached schedule.

Preliminary Matters

2. The planning application was submitted in outline form, with all matters reserved for future consideration, except for the principal means of access. The access details submitted only relate to the initial sections of the proposed primary and secondary accesses from Park Hall Road. Therefore, my consideration of access matters is limited to the plans¹ submitted.
3. The appeal has arisen from the Council's failure to determine the planning application within the prescribed time limit. Nevertheless, the Council decided after the appeal was lodged not to contest the appeal or oppose the proposed development in principle on the appeal site, subject to the imposition of any necessary planning conditions and planning obligations.
4. Before the Inquiry, the Appellant submitted several amended parameter plans. They include a Revised Land Use Parameter Plan, a Revised Green and Blue Infrastructure Plan, a Further Revised Movement and Access Plan and a Revised

¹ Plan refs: 86409-CUR-XX-00-D-TP-75006-P01 and 86409-CUR-XX-00-D-TP-75008-P01

Building Heights Plan. These plans and several others² have been submitted for determination by the Appellant. Other submitted plans are therefore for illustrative purposes only as potential ways that the site could be developed for the proposal.

5. I have considered the main parties' comments on whether to accept the amended plans³. Substantively, the amended plans do not fundamentally change where or how the proposal would be accessed, or the type, nature, scale, and likely distribution of the development proposed, save for minor alterations. The changes also ensure consistency with the description of development and the evidence. Further, given the scope of the appeal scheme, the significance of the changes is very minor. Hence, fairness does not require re-consultation, and I consider both tests satisfied. I have determined the appeal based on the amended plans.
6. During the appeal, it was considered that an Environmental Statement (ES) was necessary as the proposed development fell within Schedule 2, Part 10 (b) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations), and that the proposal is likely to have significant effects on the environment. This was because the appellant added the demolition and remediation of the site to the description of the development after the Council had carried out its screening direction.
7. The appellant submitted an ES, dated March 2026, and public consultation was carried out by way of press and site notices and by post with members of the public originally notified of the appeal and with statutory consultees and undertakers who were consulted on the planning application. The consultation took place between 31 March 2026 and 30 April 2026. The ES was produced in accordance with the Regulations, and various people have had, and taken, the opportunity to comment on the ES and the proposal's environmental effects. I have had regard to the responses submitted and the body of evidence submitted in writing and heard orally at the Inquiry. I consider the ES is satisfactory.
8. A signed and dated agreement under s106 of the Act was submitted shortly after the close of the Inquiry (s106 agreement). The s106 agreement contains obligations in respect of affordable housing, playing pitches, amenity green space, children and young people, off-site highway and public right of way (PRoW) works, public and community transport, cycle parking, off-site traffic monitoring, travel vouchers, travel plan, BNG Monitoring and a Monitoring Fee
9. For clarity I used the following terms to express my opinion of the weight that different matters carry: very substantial, substantial, significant, moderate, limited, and neutral. They will be expressed either in the context of a harm or benefit.

Main Issues

10. Notwithstanding the order and content of the main issues that I set out at the start of the Inquiry, I have altered or reordered the main issues based on the matters in dispute at the Inquiry and my findings. Therefore, the main issues are:
 - whether the proposed development would be inappropriate development in the Green Belt having regard to the development plan and the National Planning Policy Framework (the Framework);
 - whether the proposal would make adequate provision for affordable housing, playing pitches, amenity green space, children and young people, off-site

² Mr Suckley Proof of Evidence, Paragraph 5.15

³ Holborn Studios Ltd v The Council of the London Borough of Hackney [2017] EWHC 2823 (Admin)

highway and PRow works, public and community transport, cycle parking, off-site traffic monitoring, travel vouchers, travel plan, BNG Monitoring and a Monitoring Fee; and

- if the proposal is inappropriate development, whether the harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify the development.

The appeal site

11. The appeal site comprises around 25.55 hectares of land that was formerly Camelot Theme Park, which operated between 1983 and 2012, attracting roughly 500,000 visitors annually at its peak. During this time there were over 100 buildings and structures, some of which were tall. Most of the buildings and structures have now been removed from the site due to anti-social behaviour issues that have occurred since the park's closure. However, many remain, and there are several large areas of hardstanding across the site which have not naturalised. The appeal site wraps around Park Hall Hotel and several industrial units which lie in the middle of the site and are not in the land edged red.
12. Access to the site is gained from Park Hall Road. To the west and northwest of the appeal site are Heskin and Eccleston. To the east is the M6 Motorway and Charnock Richard service station. To the east of the motorway is Charnock Richard, and to the southeast is Coppull. Fields lie to the north of the site.
13. An ornamental pond and Swift's wood are next to the site's eastern boundary. Little Wood Biological Heritage Site (BHS) extends along the site's western boundary. Mature woodland can also be found bordering the site's southern and western boundaries, part of which is Ancient Woodland and known as 'Little Wood'. Syd Brook flows through the woodland to the south of the site in a valley.

Reasons

Whether inappropriate development

14. The Framework explains that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. It also sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
15. The Appellant's case in respect of the Green Belt is three-fold. The first is that the proposed development would accord with Framework paragraphs 155, 156 and 157. Should I determine otherwise in respect of the first, the second strand is that the proposal would accord with Framework paragraph 154 g). Should the first two parts of the Appellant's Green Belt case not succeed, the Appellant considers that there are other considerations which clearly outweigh the harm to the Green Belt by reasons of inappropriateness and any other harm resulting from the proposal.
16. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Framework is a material consideration, but Policy 1 of the Central Lancashire Adopted Core Strategy (CS) aims to focus growth and investment on well-located brownfield sites and the Strategic Location of Central Preston, the Key

Service Centres of Chorley and Leyland and the other main urban areas in South Ribble whilst protecting the character of suburban and rural areas.

17. CS Policy 1 sets out where growth and investment are to be concentrated. Part (f) of the policy relates to development in other places – smaller villages, substantially built-up frontages and Major Developed Sites. Here development will typically be small-scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes. As the proposal would not be small, an infill or a conversion, the Appellant contends that there are exceptional reasons and thus compliance with CS Policy 1(f) for each of their Green Belt cases.
18. Much of the appeal site is a previously developed site subject of Policy BNE5 of the Chorley Local Plan 2012 – 2026 (Local Plan). This policy permits the reuse, infill or redevelopment of such sites in the Green Belt provided the listed criteria are met. There are, however, three areas of the appeal site that lie outside of the policy allocation⁴. I shall return to Local Plan Policy BNE5 after considering the first strand of the Appellant's Green Belt case because the current version of the Framework was published in more recent times.

Framework paragraph 155

19. Paragraph 155 sets out that the development of homes, commercial and other development in the Green Belt should not be regarded as inappropriate where all the listed criteria apply (a to d).
20. Part a – for the proposal to utilise grey belt land, the appeal site must either comprise previously developed land (PDL) and/or any other land that does not strongly contribute to any of purposes (a), (b), or (d) in Framework paragraph 143. Although most of the site is PDL due to the policy allocation, I am considering the proposal on the basis that it also contains other land.
21. The appeal site is not next to a large built-up area, but it is well contained either by road infrastructure or natural features such as Ancient Woodland. The proposal would maintain those natural features, and further planting could be added to the site's perimeter so the proposed development would not physically appear in the local area. So, while Heskin would be near, it would still be visually separate due to strong buffer provided by the Ancient Woodland and the intervening land. Therefore, the appeal site does not strongly contribute to purpose a).
22. Although Heskin, Eccleston, Charnock Richard and Coppull are reasonably close to the appeal site, they are all villages or a 'Service Centre' in the Local Plan. They are not towns, so they are not relevant to purpose (b). The town of Chorley lies to the north-east of the site, and the town of Standish is to the south-east. Coppull lies broadly in between the two, whereas the appeal site does not lie in the gap between Chorley and Standish. But, even if the site did, the land would only form a small part of the gap, and the site does not contribute to the visual separation of them. Hence, the appeal site does not strongly contribute to purpose b).
23. Chorley and Standish are not historic towns, but if they were, the appeal site is over 5km from both, and it does not form part of the setting of either town. There is no visual, physical or experiential connection between the site and any historic aspects of the towns, so the appeal site does not strongly contribute to purpose d).

⁴ ID8

24. Added to this, the application of the policies relating to the areas or assets in Framework footnote 7 would not provide a strong reason for refusing or restricting development. Therefore, I consider the proposal would utilise grey belt land.
25. Looking at the other Green Belt purposes, the proposal would result in the redevelopment of derelict PDL, although the site is not located in an urban area. Doing so would lessen the need to use land other than derelict and urban land for development. The proposal would not conflict, therefore, with purpose e), but even if it did, the appeal scheme would not fundamentally undermine the purpose given most of the site is subject of Local Plan Policy BNE5.
26. The proposed housing and the community hub are indicatively shown to be on land comprising the policy allocation, which would mean that they would not encroach into the countryside, as those areas are PDL. Areas 1 to 3 lie outside of the policy allocation and in the countryside, though the Appellant says that these areas are within the curtilage of the PDL. Regardless, some degree of 'development' would likely take place in each area, albeit details of how Area 1 may be brought forward are not before me. Area 3 would be partly used for the proposed primary access. Area 2 would be used for the bus interchange, bus shelter and cycle shelter. However, Areas 1, 2 and 3 are well contained by vegetation on and off the appeal site that, together with nearby roads, would constrain the physical and visual effect of developing these three areas. There would, as a result, only be a limited effect caused by the proposal with purpose c).
27. The proposal would result in the loss of around 25.55 hectares of the overall 14,500 hectares of Green Belt land in Chorley, and not all the appeal site would be occupied by built form. Consequently, I consider that the proposal would not fundamentally undermine the purposes, when they are taken together, of the remaining Green Belt across the area of the plan. Therefore, the proposal would accord with Framework paragraph 155 a).
28. Part b – the Council cannot currently demonstrate a five-year supply of deliverable housing sites⁵. Because the strategic policies in the CS are more than five years old, the extent of the supply, based on the borough's local housing need (LHN) is agreed to be around 3.4 years (annual housing requirement of 670 dwellings) with a 20% buffer applied. The LHN figure is higher than the requirement in CS Policy 4. As such, there is currently a significant shortfall below the LHN, which is a minima. The latest Housing Delivery Test (HDT) measurement is 57% which is below 75% of the housing requirement over the past three years from the HDT. There is, therefore, a demonstrable unmet need for residential development in the borough. Part b) of Framework paragraph 155 is satisfied.
29. Part c – the proposal would be a significant development, so according to Framework paragraph 110 this should be focused on locations which are or can be made sustainable, limiting the need to travel and offering a genuine choice of transport modes. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas.
30. Given the scope of the scheme before me, the proposal has been designed or could be designed to accord with Framework paragraph 115 c). The principal means of access has been designed to ensure safe and suitable access to the site for all users. This could also be achieved for the connection between parcels A

⁵ CD9.1, Paragraph 6.3

and B and the emergency vehicle/pedestrian/cycle route. Suitable pedestrian / cycle connections to Park Hall Road and BW0913009 could also be achieved, and improvements to several PRoW near to the site would broaden users' ability to access the site in a safe and suitable manner. Planning conditions and the s106 agreement would secure the provision of these connections and/or improvements to them. Hence, the proposal would accord with Framework paragraph 115 b).

31. The appeal site is not currently sustainable in transport terms for various reasons. These include its proximity to facilities and services; the frequency of bus services; the speed of vehicles on Park Hall Road that make cycling along the road less appealing; or the unfavourable routes for pedestrians due to the width of footways or PRoWs, their surface and the effect overgrown vegetation has on the usability of various routes. The issues associated with people getting around are reflected in the local communities' representations, but Framework paragraph 110 also says that development should be focused on where it can be made sustainable.
32. A package of measures is proposed⁶ on and off the appeal site which includes planning contributions and planning conditions to secure the measures and a timetable for their implementation so that they are brought forward at suitable points in the development's build-out to enable future occupiers to use sustainable transport modes instead of the private vehicle. This is not to say that future occupiers would not use non-ultra-low- and zero-emission private vehicles. That would be unrealistic, and there is no planning mechanism to require people not to use these types of vehicles. So, future occupiers would still travel by these means.
33. The proposed measures include a road safety scheme on Park Hall Road to reduce existing vehicle speeds which could in turn provide a safer and more encouraging route for cyclists to use. This is important because the road is used for travel between Heskin, Ecclestone and Ulnes Walton (and others) with Charnock Richard, Coppull, Standish, Euxton and Chorley (and others). Further thought does need to be given to the gateway features near to the bend of Park Hall Road and Mill Lane so that vehicle speeds are reduced before entering Park Hall Road to maximise the proposed safety improvements and to encourage more pedestrians to use the footway along Park Hall Road. Road safety improvements to two nearby junctions would also be made to encourage active travel and to ease vehicle movements through them.
34. Ecclestone, Coppull and Heskin offer an immediate range of facilities and services for future occupiers' day-to-day needs. Journeys by bicycle would be possible to each, and a contribution would be secured to enhance cycle parking provisions in Ecclestone and/or Coppull. People could also cycle to Chorley and the train stations at Chorley and Euxton Balshaw Lane to travel to various towns and cities.
35. Journeys on foot would be possible for Ecclestone and Heskin, but most of the facilities and services in Ecclestone would be at the upper threshold for journeys or beyond it. Some people are likely to be willing to travel slightly longer than other areas, but that would not apply to everyone, and inclement weather and the hours of darkness would discourage people. Local topography between the site and Ecclestone would also affect people's willingness to walk and journey times compared to the Appellant's isochrones. That said, improvements to reclaim the width of the footway along Park Hall Road and to widen it along the site's southern

⁶ CD10.4, Table 2.1

edge would improve its appeal and usability for all, as its current usable width means people cannot generally pass each other. Reclaiming the recorded widths of specific PRowS by cutting back vegetation, upgrading their surfaces, removing or replacing stiles, improving drainage, and lighting (accessibility routes only) would enhance the year-round capability of the routes, providing people with a safe and accessible way of travel. The proposal would therefore accord with the aims of Local Plan Policy ST1.

36. The on-site bus interchange would require a short diversion of existing services into the appeal site from Park Hall Road. People could walk or cycle here to catch the bus given that cycle parking would be at the interchange. A financial contribution would also enhance or maintain those services, extending the start and end times of services or days that they operate and enhancing their frequency. Bus stops near the proposed secondary access junction and at the Farmers Arms public house on Wood Lane would also be enhanced. A contribution to the Central Lancashire community transport service would provide specialist transport to support people with disabilities and reduced mobility.
37. The community hub on the appeal site with Use Classes E and F would mean future occupiers would not always need to travel off the site for provisions or services. Also, not every potential occupier would be likely to travel daily to a place of work due to current working practices, the provision of high-speed broadband and a home study. People could also easily reach the nightclub, games arcade and restaurant at the nearby hotel or the gym, gymnastics school or veterinarian in the nearby industrial units, whether that be on foot or by another sustainable transport mode. They could also lessen the need to travel further afield.
38. A travel plan would be secured by planning condition, and a monitoring fee is secured by the s106 agreement so that the travel plan is reviewed, adjusted and effective in encouraging people to travel using sustainable transport modes. Electric vehicle charging points would also help, and travel vouchers for the first occupiers of each dwelling would encourage those occupiers to use sustainable transport modes from the offset.
39. The proposed group of measures would offer genuine sustainable transport choices for future occupiers, with the vision for the site prioritising such modes given its location and the type of development proposed. The Transport Assessment and ES conclude that there would be no significant impacts on the transport network in terms of capacity and congestion, and the Local Highway Authority (LHA) raises no objections or safety concerns, even with their awareness of the new prison at Ulnes Walton. I agree and note that the former theme park generated higher daily traffic. Furthermore, adequate parking is available in Ecclestone and on Wood Lane, and no concerns have been raised by the LHA. Therefore, despite residents' concerns about the uplift in vehicular traffic and the suitability of local roads, the proposal would accord with Framework paragraph 115(a) and (d).
40. Although future occupiers would still travel by non-sustainable transport modes, I consider the proposed development would be in a sustainable location, with reference to Framework paragraphs 109, 110 and 115. As such, the proposal would accord with Framework paragraph 155 c).
41. Part d – the parties agree that the proposal would satisfy the 'Golden Rules' (Framework paragraphs 156 and 157) and deliver 50% of the proposed quantum

of dwellings as affordable homes. The s106 agreement also secures necessary improvements to local infrastructure that will mitigate the proposal's effect and provide improvements for the existing community. These improvements include contributions towards playing pitches, community transport, cycle parking in Eccleston, PRoW improvements, public transport, and transport monitoring at three road junctions. Further, the appeal scheme would provide publicly accessible public open space and play equipment on a site that currently does not have lawful public access. For these reasons, the Golden Rules in Framework paragraphs 156 and 157 are met, and, therefore, Framework paragraph 155 d) is satisfied.

42. Conclusion on Grey Belt – I conclude that the proposed development would utilise grey belt land and that the proposal would accord with Framework paragraph 155 a to d, as well as paragraphs 156 and 157. As such, the proposal would not be inappropriate development in the Green Belt.
43. Due to my finding, it is not necessary for me to consider the second and third strands of the Appellant's Green Belt case, and, therefore, my third main issue. Nor do I need to consider the proposal's effect on openness because Framework paragraphs 155 to 157 do require it to be, and because the proposal would not be inappropriate development.
44. I also conclude that there are exceptional reasons for this large-scale redevelopment scheme. This is because of the site's history; its current state; the unsuitability and unviability of another tourism attraction; and the need for market and affordable housing in the borough to address current shortfalls in both types of housing. On this basis, I conclude that the proposal would accord with CS Policy 1.
45. In respect of Local Plan Policy BNE5, I have set out my findings on the purposes of the Green Belt and explained why openness is not to be considered due to the proposal not being inappropriate development. To then require an assessment of the proposal's effect on the openness of the Green Belt would be inconsistent with the Framework, so I give the Framework' approach greater weight. While the site's appearance would change, the comprehensive plan for developing the whole site shows that the scheme could be designed to integrate the development into its surroundings, to reflect the character of the landscape, and to maintain and/or enhance the site's appearance as a whole when judged from points around the site and from within it. Suitable densities across what is a large previously developed site could also be achieved without causing detriment to features of historical or ecological importance. As such, I conclude the proposal would accord with CS Policies 5 and 21 and Local Plan Policies BNE1 and BNE5.

Planning contributions

46. The s106 agreement would secure 50% of the proposed dwellings as affordable homes in line with CS Policy 7 and the Framework's Golden Rules, delivering up to 175 homes. This addresses a considerable local affordable housing need, with around 515 households on the waiting list (as of 13 April 2026), mainly for 1–3 bed homes, as well as an acute national affordable housing need. With a likely start in September 2027, and the Appellant's suggested time limit planning condition, around 100 to 125 affordable homes could be delivered within the next five years. This carries substantial positive weight, and the proposal would comply with CS Policy 7 and Framework paragraphs 63, 64, 65, 66, 67, 68, 155, 156 and 157.
47. While the Central Lancashire Open Space and Playing Pitch Supplementary Planning Document (OSPPSPD) requires a ten-year maintenance period for public

open space and/or the play equipment on the appeal site, the Council considers this to be an insufficient period after reviewing maintenance contributions as they would maintain both in perpetuity. Due to the site's size and features, including Ancient Woodland, trees and water bodies, a twenty-year maintenance period is necessary despite the status of the emerging local plan and the proposed approach within it. As such, if the Council is to maintain these spaces, parts (b) of the Amenity Green Space Maintenance Contribution and the Children and Young People Area Maintenance Contribution are the justified sums, respectively. The proposal would accord with CS Policies 18 and 24, Local Plan Policy HS4A and the OSPPSPD. As the provision could also be used by others, I attached moderate weight to its maintenance in perpetuity.

48. A Playing Pitches Contribution is necessary for each dwelling to mitigate the development's impacts on existing playing pitches by funding new or improved pitches across the borough. The contribution would be used on a borough-wide basis, as that reflects how the pitches are used by residents and clubs. The proposal would comply with CS Policy 24, Local Plan Policy HS4B and the Central Lancashire Playing Pitch and Outdoor Sport Strategy (the Strategy).
49. A Habitat Management and Monitoring Contribution for the on-site BNG is secured by the s106 agreement so that a net gain of at least 10% is achieved (anticipated gains of 22.87% in habitat units, 262.32% in hedgerow units and 22.08% in watercourse units), and that is established over a 30-year period, with monitoring taking place across that period. In this regard, the proposal would comply with CS Policy 22, Local Plan Policies BNE 9, 10 and 11 and the Act. The Council has also justified the Monitoring Fee sought relating to the obligations in the s106 agreement based on the proposal's scale. Both fees carry neutral weight.
50. Due to the frequency of existing bus services, especially in the evenings and on Sundays, the Public Transport Contribution over five years is necessary so that bus services enter the site, their frequency is improved and they run on evenings and Sundays. This is to encourage future occupiers to use sustainable transport. The contribution would also provide or improve existing bus stops on Park Hall Road and Wood Lane to provide occupiers with options. The proposal would accord with CS Policies 2 and 3 and Framework paragraphs 115 and 117.
51. Due to additional demand created by the proposed development, the s106 agreement secures the Community Transport Contribution so that future occupiers with disabilities and/or reduced mobility would have access to responsive specialist transport. On this basis, the proposal would mitigate its impact and accord with CS Policies 2 and 3 and Framework paragraphs 109, 115 and 117 b).
52. The PRoW Contribution is necessary and in accordance with CS Policy 3, Local Plan Policy ST1 and Framework paragraph 105 to protect and enhance routes near to the appeal site for leisure and accessibility. The contribution would improve the usability of specified routes and enable safe pedestrian and cycle movement whilst improving the legibility of routes if required. The proposal would mitigate its effect and provide improvements that the local community would benefit from. I give this moderate positive weight.
53. The Cycle Parking Contribution would encourage future occupiers to cycle to the nearest settlements and their facilities and services. While precise details of the cycle parking scheme are usually necessary, on balance, the County Council has justified the sum sought based on the cost of each stand and the associated work

that would be required to deliver that infrastructure in Eccleston and/or Coppull. Although the provision would add to existing cycle parking facilities in both locations, it is, on balance, justified on this occasion given the scale of the proposed development and the likely number of future occupiers.

54. The s106 agreement secures a Traffic Monitoring Contribution so that the County Council can monitor vehicle movements at three major junctions and then carry out any upgrades or improvements to them. This is necessary given the scale of the development and the extra vehicle movements that would arise from it. The proposal would accord with CS Policy 2, and the proposal would mitigate its effect, so this contribution carries neutral weight.
55. The Travel Plan Contribution and Travel Voucher are both necessary to promote the use of sustainable transport and to enable the County Council to monitor and oversee amendments to the travel plan, in accordance with CS Policy 3 and Framework paragraph 118.
56. I conclude, on this issue, that the proposal would make adequate provision for affordable housing, playing pitches, amenity green space, children and young people, off-site highway and PRoW work, public and community transport, cycle parking, off-site traffic monitoring, travel vouchers, travel plan, BNG Monitoring and a Monitoring Fee. The proposal would accord with CS Policies 2, 3, 7, 18, 22, 24, Local Plan Policies ST1, BNE 9, BNE10, BNE 11, HS4A, HS4B, the Strategy and OSPPSPD as well as the Act and Framework paragraphs 63, 64, 65, 66, 67, 68, 109, 115, 117, 118, 155, 156 and 157. The obligations secured by the s106 agreement satisfy the tests in Framework paragraph 58 and Regulation 122 of The Community Infrastructure Levy Regulations 2010 (as amended).

Other Matters

57. Despite my Green Belt findings, the site would remain in the Green Belt unless altered through the local plan process. There is substantial Green Belt land elsewhere in the borough, and the proposal would not affect its overall integrity. The site is not designated as open space and much of it is not publicly accessible.
58. Although the emerging plan is currently being Examined in Public, there are various matters for the Councils to address before the Examining Inspectors can determine what the next steps might be. There are also unresolved objections. Therefore, the policies in the emerging plan currently carry little weight. Although the appeal site is not proposed to be allocated, there is an identified need for housing in Chorley not just to achieve the minimum five-year supply, but also the supply in years thereafter. There are also specific circumstances relating to the appeal site that have informed my Green Belt findings, which are unlikely to be replicated elsewhere in the borough. Therefore, arguments that the proposal is premature do not justify the refusal of planning permission in this case.
59. Although residents say that the proposal will set a precedent for future proposals, I disagree. This is a large former theme park, and most of the site is subject to a PDL Local Plan policy allocation. I am not aware of any other sites in the borough or nearby which have the same situation before other matters are considered. There have also been changes since previous schemes, such as the Framework and the quantum and type of development. Thus, the appeal scheme, like any other proposal for development, has been assessed on its own planning merits.
60. Residents are concerned about the lack of provision made for education,

emergency services and medical facilities, but there is no substantive evidence to suggest that contributions for them would satisfy the three tests for securing them. Further, where evidence supports planning contributions being secured, they have been done so for open space, play equipment and playing pitches for example. The s106 agreement also requires monies received for contributions to be spent on those items as soon as reasonably practicable so that they are delivered when demand from the development's occupation would arise. There is no substantive evidence that shops or other facilities in the area lack capacity.

61. Points have been made about the long-term deliverability and viability of the appeal scheme, but those concerns are not substantiated, and the Appellant has indicated that they would start on site in September 2027, and a shorter time limit has been proposed to expedite the scheme's delivery.
62. I recognise that there would be effects from construction activities the anticipated seven year build out of the proposed development, and I have imposed planning conditions to minimise or mitigate those effects, but there would be no long-term effects that would give rise to conflict with Framework paragraph 135 f). I also concur with the Lead Local Flood Authority and United Utilities about the proposed approach to foul and surface waters and potential flooding, subject to the imposition of various planning conditions.
63. Despite concerns, the Ancient Woodland is to be retained, and while the layout of the proposal is a reserved matter, I consider the quantum of development proposed could be accommodated on the appeal site alongside a 15 metre buffer zone to protect and minimise any effects on the Ancient Woodland. Measures can also be secured through planning conditions around construction practices so that harm does not arise, and conditions can also be used to secure a suitable lighting scheme and layout to avoid recreational pressure on the Ancient Woodland. Planning conditions can also be imposed so that biodiversity receives the necessary protections and mitigation.
64. I agree with the main party's assessment that the proposal would accord with Policy CS1 of the Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD – Parts One and Two, and Policy M2 of the Joint Lancashire Minerals and Waste Local Plan Site Allocation and Development Management Policies – Parts One and Two. I also agree that the proposal would accord with CS Policy 27 and the Renewable and Low Carbon Energy Supplementary Planning Document as the proposal would achieve average carbon reductions of around 63.47% over Building Regulation Part L1 2021 and around 94.47% over Part L1a 2013. This would be achieved through an enhanced fabric specification and the use of air source heat pumps and air source heat pump cylinders.

Conditions

65. I have imposed a condition with reduced time limits to expedite the development so that it contributes to the supply of market and affordable homes, given the clear need for both [1]. An approved plans condition is necessary in the interests of certainty [2]. A condition is necessary to define what matters still need planning permission and what has planning permission [3]. I have imposed various conditions so that the right information and details are submitted with the reserved matters. A phasing plan [4] is necessary to ensure a considered and comprehensive development of the site. I have imposed conditions, as they are necessary to ensure that the required public open space is provided [5], trees are protected [6] and mitigation comes forward for wildlife and their habitat [7].

66. In the interests of biodiversity and the character and appearance of the area, a landscaping condition [8] is necessary. So that the development includes sustainable drainage measures and it manages flood risk and pollution, I have imposed a condition [9] to secure the necessary details. Given the varied topography across the site and the nearby area, a condition [10] is necessary to secure existing and proposed ground levels. In the interests of the character and appearance of the area, a condition is necessary to secure suitable boundary treatments [11] and their subsequent implementation. In the interests of biodiversity, I have imposed conditions to secure suitable lighting for bats [12], invertebrate surveys and the implementation of any recommendations [13], and to secure details of how an existing culvert will be removed [14].
67. To mitigate the proposal's impact on Great Crested Newts, I have imposed a condition so that a District Level License is secured [15]. To manage and maintain the BNG on the site, I have imposed conditions to secure a habitat management and monitoring plan [16] and a Biodiversity Gain Plan [17]. In the interests of highway safety and the environment, I have imposed conditions to secure a construction management plan [18] and a demolition management plan [19]. It is also necessary to impose a condition [20] to ensure the future management and maintenance of the proposed streets in the interests of highway safety. Further, for the same reason, I have imposed a condition so that surveys are carried out of the adopted highway and so that any necessary remedial works take place due to any effect of constructing the development [21].
68. It is necessary to impose conditions to secure suitable surface water, sustainable drainage [22] and a management plan to address surface waters during construction [23] in the interests of managing flood risk and the environment. So that any potential land contamination is satisfactorily addressed, I have imposed a condition so that any remedial works take place [24]. To avoid potential contaminants entering the watercourse and Little Wood BHS, I have imposed a condition to secure a method statement [25]. To protect future occupiers' living conditions, I have imposed a condition [26] so that noise mitigation measures are implemented. In the interests of biodiversity, it is necessary to impose a condition to secure a precautionary working measures method statement [27]. In the interests of highway safety, securing safe and suitable access and encouraging the use of sustainable modes of transport, I have imposed conditions [28 and 29] to secure a range of suitable measures.
69. Due to the end users of the appeal site and the coal mining legacy, it is necessary to impose a condition to investigate and address any land instability [30]. In the interests of biodiversity, I have imposed a condition so that work to certain trees is carried out in accordance with recommendations of assessment work [31]. In the interests of highway safety, it is necessary to impose conditions to secure visibility splays and the implementation of the site's primary access [32 and 33]. To deliver sustainable transport objectives, I have imposed a condition for a travel plan [34]. So that surface water flood risks are minimised, including to controlled waters, property, and ecological systems, and so that the sustainable drainage system has appropriate maintenance arrangements for the lifetime of the development, I have imposed conditions to secure an operation and maintenance plan [35] and a verification report [36].
70. In the interests of highway safety and sustainable transport objectives, conditions are necessary in respect of the secondary access [37], the construction of specific

footpath links [38] and the bus interchange [39] so that they are provided at certain points in the development. Also, to minimise the need for future occupiers to travel, I have imposed a condition [40] so that the community facilities are provided on site by a certain point. To protect the environment, I have imposed conditions in respect of air quality [41], tree protection and removal [42] and to prevent development within a 15-metre buffer of the Ancient Woodland [43].

Conclusion

71. The proposed development would not be inappropriate development in the Green Belt for the reasons outlined. This means that the proposal would accord with CS Policies 1, 5 and 21 and Local Plan Policies BNE1 and BNE5 together with Framework paragraphs 155, 156 and 157.
72. The proposal would also make adequate provision for various planning obligations. The off-site traffic monitoring, travel vouchers, travel plan and public and community transport would mitigate the proposal's effect. Others, such as the playing pitches, off-site highway and PRow works, and cycle parking, would mitigate the development's impact and provide some varying degrees of benefit to the local community who would also use these facilities. Providing up to 50% of the proposed dwellings as affordable homes is a clear benefit of substantial weight given the current position in Chorley and generally across the country. For the reasons outlined, the proposal would accord with CS Policies 2, 3, 7, 18, 22 and 24 and Local Plan Policies ST1, BNE 9, BNE 10, BNE 11, HS4A and HS4B.
73. While I have noted points that this scheme could be delivered elsewhere in the borough and that the benefits are not unique, the proposal would contribute to redressing the current housing shortfall by redeveloping PDL, and owing to the scale of the scheme and the anticipated build-out of it, even with a planning condition to expedite its delivery, the proposal would also help maintain the supply of housing in Chorley beyond the five-year period. The economic benefits associated with the proposal are noted but have not been determinative in my assessment, though they would only weigh in favour of the proposal.
74. As there are no material considerations to indicate that I should take a decision that is otherwise in accordance with the development plan, this means that the proposed development should be approved without delay in accordance with CS Policy MP and Local Plan Policy V1: Model Policy.
75. For the reasons given above, I conclude that the appeal should be allowed and planning permission granted.

Andrew McGlone
INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Christopher Katkowski CBE KC of Counsel

He called:

Carl Peers BA (Hons) MSc CMILT FCIHT

Regional Director, Curtins

Jon Suckley MTCP FRPTI

Managing Partner, Asteer Planning

Sophie Jacobs +

Associate, Town Legal LLP

FOR THE LOCAL PLANNING AUTHORITY:

Freddie Humphreys of Counsel

He called:

Kevin Foster * +

Head of Planning and Enforcement, Chorley Council

Iain Crossland * +

Team Leader – Principal Planning Officer, Chorley Council

Simon Foster +

Open Space Strategy Officer, Chorley Council

Dan Spencer +

Team Leader – Strategic Development and Development Control, Lancashire County Council

INTERESTED PARTIES:

Chris Weetman

Councillor Arjun Singh

Councillor Alan Whittaker

John Pattison

* planning condition session

+ planning obligation session

INQUIRY DOCUMENTS

- ID1 Appellant opening submissions
- ID2 Council opening submissions
- ID3 Chris Weetman submissions
- ID4 Paul Foster MP submissions
- ID5 Councillor Arjun Singh submissions
- ID6 Councillor Alan Whittaker submissions
- ID7 Graph of measured footway widths using OS maps
- ID8 Overlay plan of BNE5 allocation boundary, appeal site and proposed access
- ID9 Extract of overlay plan of BNE5 allocation boundary, appeal site and proposed access
- ID10 Chorley Council charging a s106 monitoring fee report to Executive Cabinet
- ID11 Appellant closing submissions

SCHEDULE OF CONDITIONS

1. The reserved matters for all phases of the development, as identified on the approved Phasing Plan under condition 4, must be made to the Local Planning Authority before the expiration of two years from the date of this permission. The development hereby permitted shall be commenced two years from the date of approval of the first of the reserved matters to be approved.
2. a. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan	024-023-P001 Rev C
Parameter Plan - Land Use	024-023-P007 Rev F
Parameter Plan - Building Heights	024-023-P008 Rev E
Parameter Plan - Green and Blue Infrastructure	024-023-P012 Rev G
Parameter Plan – Movement and Access	024-023-P009 Rev G
Demolition Plan	400-001 Rev A
Primary Access	86409-CUR-XX-00-D-TP-75006-P01
Secondary Access	86409-CUR-XX-00-D-TP-75008-P01
Park Hall Road/Wood Lane Junction Improvements	86409-CUR-XX 00-D-TP-75004-P05
A49 Preston Road/Mill Lane Junction Improvements	86409-CUR-XX 00-D-TP-75009-P01

- b. The development shall be in broad accordance with the following approved plans:

Road Safety Scheme on Park Hall Road (Sheet 1 of 4)	86409-CUR XX-00-D-TP-75010-P04
Road Safety Scheme on Park Hall Road (Sheet 2 of 4)	86409-CUR XX-00-D-TP-75011-P02
Road Safety Scheme on Park Hall Road (Sheet 3 of 4)	86409-CUR XX-00-D-TP-75012-P02
Road Safety Scheme on Park Hall Road (Sheet 4 of 4)	86409-CUR XX-00-D-TP-75013-P02

3. Approval of details of access (other than shown on plan refs: 86409-CUR-XX-00-D-TP-75006-P01 and 86409-CUR-XX-00-D-TP-75008-P01), layout, scale, appearance, and landscaping (hereinafter called the 'reserved matters') of each phase of the development shall be obtained from the Local Planning Authority in writing before any development is commenced in that phase.

Reserved matters stage

4. A Phasing Plan shall be submitted to the Local Planning Authority for approval as part of the first reserved matters application. Thereafter, each reserved matters application shall be accompanied by an updated Phasing Plan. In the event that the submitted Phasing Plan is likely to give rise to any new or different significant environmental impacts to those assessed in the Environmental Statement dated March 2026, the submission shall be accompanied by an Environmental Statement or Supplemental Environmental Statement which assesses such new or different impacts in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The development shall be carried out in accordance with the approved Phasing Plan.

5. The first reserved matters application for each phase of the development shall include full details of the position, layout and phasing of the public open space for that phase, and a timetable for its implementation. This shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the provision of public open space shall be carried out in accordance with the approved details and timetable.
6. The first reserved matters application for each phase of the development shall include a full arboricultural method statement and tree protection plan for that phase for the written approval of the Local planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.
7. The first reserved matters application for a phase of the development shall include a wildlife mitigation strategy that shall include the following for that phase:
 - a breeding bird mitigation strategy;
 - mitigation for loss of amphibian, breeding and terrestrial habitat;
 - details of mitigation and enhancement for bats;
 - measures to ensure habitat connectivity through the site for mammals and amphibians and;
 - mitigation measures for any other wildlife identified as being adversely affected.

The development for that phase shall be carried out in accordance with the approved wildlife mitigation strategy.

8. a. The first reserved matters application for each phase of the development shall include a scheme for the landscaping of that phase of the development. The submitted scheme shall include details of the existing trees and hedgerows on the land; identify any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution in that phase, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, minor artefacts and structures. The scheme shall also include a landscaping/habitat creation and management plan for that phase, which should aim to contribute to the achievement of the targets specified in the UK and Lancashire Biodiversity Action Plans.

b. All hard and soft landscape works for each phase shall be carried out in accordance with the approved details for that phase and shall be delivered in accordance with a timetable which has been approved in writing by the Local Planning Authority. Any trees or plants, which within a period of 5 years from the completion of a phase of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
9. a. The first reserved matters application for each phase of development shall include, a detailed Drainage Strategy for foul and surface water based on sustainable drainage principles shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:
 - an investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - a restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);

- levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- foul and surface water shall drain on separate systems.

The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards.

b. Prior to occupation of each dwelling, the drainage works serving that dwelling shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

10. The reserved matters application for the layout of each phase of the development shall include full details of the existing and proposed ground levels for that phase and proposed dwelling finished floor levels (all relative to ground levels adjoining the site) for that phase, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out in accordance with the approved details.
11. a. The reserved matters application for the landscaping of each phase of the development shall include full details of the alignment, height and appearance of all fences, walls and gates to be erected in that phase, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out in accordance with the approved details.
b. No dwelling shall be occupied until all fences, walls and gates shown on the approved details to bound the plot of that dwelling have been erected in accordance with the approved details.
c. All other approved non-plot-specific boundary treatments in each phase of the development shall be erected in accordance with the approved details prior to occupation of the final dwelling in that phase.
12. The reserved matters application for each phase of the development shall include a lighting scheme for that phase of the development that reflects the Bat Conservation Trust Guidance Note 08/23 (Bats and Artificial Lighting in the UK) and includes details of illuminance (lux) and luminance (candelas/m²) and measures to prevent light spill. The development thereafter shall be carried out in accordance with the approved details.
13. The reserved matters application for a phase of the development shall include invertebrate surveys for any areas of lowland deciduous woodland as shown on the UKHab Habitat Plan (Drawing No. 80-160-018) that are proposed for removal in that phase. Any recommendations made as part of the surveys undertaken must be complied with for that phase of the development.
14. The reserved matters application for each relevant phase of the development shall include full details of the new watercourse channel following the removal of the existing culvert in that phase. The development shall be carried out in accordance with the approved details.

Pre-commencement

15. Prior to the commencement of the development hereby approved, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- a. confirmation that the developer is to enter into District Level Licensing to mitigate potential harm to Great Crested Newts as identified in the Great Crested Newt Surveys (Ref: 2728-2024 prepared by SureScreen Scientifics); or
- b. if the impact on Great Crested Newts is not to be mitigated through the District Level Licensing system, further information regarding the mitigation approach.

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

16. Prior to the commencement of a phase of the development a Habitat Management and Monitoring Plan that is in accordance with the overall Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved Habitat Management and Monitoring Plan shall thereafter be implemented in accordance with the approved details.
17.
 - a. The Overall Biodiversity Gain Plan for the entire site, that is required prior to commencement of the development by the statutory deemed Biodiversity Gain Condition, shall be prepared in accordance with the Draft Biodiversity Gain Plan dated 2 September 2025.
 - b. Any Phase Biodiversity Gain Plan, required pre-commencement by the deemed statutory Biodiversity Gain Condition, shall be prepared in accordance with the approved Overall Biodiversity Gain Plan.
18. Unless a Construction Management Plan (CMP) submitted and approved pursuant to Condition 19 includes the required details for the demolition of structures in a phase, no development shall commence on that phase unless and until a Demolition Management Plan (DMP) has been submitted to and approved in writing by the Local Planning Authority for that phase. The approved plan shall provide:
 - 24 Hour emergency contact number;
 - details of the vehicle parking for site operatives and visitors;
 - 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 demolition;
 - measures to control the emission of dust and dirt during demolition;
 - details of a scheme for recycling/disposing of waste resulting from demolition works;
 - details of any temporary lighting;
 - demolition vehicle routing;
 - demolition working hours; and,
 - phasing strategy of demolition.

The development shall be carried out in accordance with such approved DMP.

19. No development shall take place in a phase of the development (excluding the demolition of existing structures in that phase where a DMP for that phase has been submitted and

approved pursuant to Condition 18) until a CMP for that phase has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include:

- 24 Hour emergency contact number;
- details of the vehicle parking for 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;
- details of any temporary lighting;
- construction vehicle routing per phase;
- delivery, demolition and construction working hours;
- phasing strategy of development.

The development shall be carried out in accordance with the approved CMP.

20. No dwelling hereby permitted within a phase shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within that phase of the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 (for those elements of infrastructure that are considered suitable for adoption) and a private management and maintenance company has been established (for all other landscaped areas / other areas not suitable for adoption, including their drainage).

21. a. Prior to the commencement of development, a joint survey shall be carried out between the developer and the Local Planning Authority (in conjunction with the highway authority) to determine the condition of the extent of Park Hall Road from the junction with the B5250 Wood Lane to the west and the A49 Preston Road to the east.

b. A similar survey shall be carried out within six months of the completion of the last house and the developer shall make good any damage to the extent of Park Hall Road from the junction with the B5250 Wood Lane to the west and the A49 Preston Road to the east to return it to the pre-construction situation in accordance with a timetable that has been approved in writing by the Local Planning Authority.

22. No development shall commence in any phase until a detailed and final Surface Water Sustainable Drainage Strategy for that phase has been submitted to and approved in writing by the Local Planning Authority.

The strategy shall be based on the site-specific Flood Risk Assessment and indicative Surface Water Sustainable Drainage Strategy ('Flood Risk Assessment - FD144 Rev. 4

- 10/06/2025') and shall demonstrate compliance with the principles and requirements of the National Planning Policy Framework, Planning Practice Guidance, and the latest published version of the National Standards for Sustainable Drainage Systems (or any successor Standards in force at the time of submission). It shall also demonstrate how sustainable drainage system features have been designed to deliver multifunctional benefits in relation to water quality, amenity, and biodiversity. Surface water and foul water drainage shall be drained on separate systems. No surface water runoff from the development shall be discharged to a foul sewer(s), either directly or indirectly. The strategy shall confirm and evidence the final allowable peak discharge rates and runoff volumes, following completion of all detailed design work and site investigations to confirm and refine early design assumptions.

The submitted strategy shall include, as a minimum:

- Sustainable drainage calculations for peak flow control and volume control for the following events:
 - the 100% (1 in 1-year) annual exceedance probability event, including a 10% urban creep uplift factor
 - the 3.3% (1 in 30-year) annual exceedance probability event, including a 40% climate change allowance and a 10% urban creep uplift factor
 - the 1% (1 in 100-year) annual exceedance probability event, including a 45% climate change allowance and a 10% urban creep uplift factor

Calculations must cover the entire phase of development, including all existing and proposed surface water drainage systems up to and including the final discharge location(s).

- Final sustainable drainage plans, appropriately labelled to include:
 - site plans showing all permeable and impermeable areas contributing to the surface water drainage network, either directly or indirectly, including the entire phased development and any off-site flows where relevant.
 - drainage layout plans showing all pipe and structure references, dimensions, and design levels, including all existing and proposed surface water drainage systems up to and including the final discharge location.
 - details of all sustainable drainage features, including landscape drawings showing topography and slope gradients.
 - site plans showing modelled flood water depths, volumes and exceedance flow routes and flow velocities for rainfall events exceeding the 1% (1 in 100-year) annual exceedance probability event, or due to a blockage. The strategy shall demonstrate that flood risk is not increased on-site or elsewhere, informed by a blockage assessment for all flow controls.
 - finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels. The strategy shall confirm that FFLs have been set to provide a minimum 150mm freeboard above adjacent ground levels.
 - final details of proposals to manage surface water runoff to and from the development boundary, including measures to manage surface water runoff from adjacent land that could flow onto the site during storm events, and to ensure runoff leaving the site does not occur in an uncontrolled manner.
 - measures to manage the quality of the surface water runoff to prevent pollution and, protect groundwater and surface water bodies. The strategy shall include a robust water quality risk assessment, proportionate to the pollution hazard and sensitivity of receiving waters, and shall inform the design of an appropriate SuDS management train.

- evidence that a free-flowing outfall can be achieved. Where this is not possible, the strategy shall demonstrate that the drainage system has been assessed for performance under surcharged outfall conditions and will continue to function without increasing flood risk.

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

23. No development shall commence in any phase until a Construction Surface Water Management Plan has been submitted to and approved in writing by the Local Planning Authority for that phase. The plan shall detail how surface water and stormwater will be managed on site during all construction activities, including demolition, site clearance, earthworks, and temporary drainage installation, to prevent uncontrolled runoff and pollution. The submitted details shall include, as a minimum:

- a timetable for implementation of any surface water management proposals;
- a method statement of the surface water management proposals for each construction phase, including temporary drainage arrangements and contingency measures for extreme weather events;
- evidence of how surface water flows will be discharged, demonstrating that discharge rates will be restricted to no greater than the equivalent greenfield runoff rate.
- measures to prevent siltation and pollutants from entering any receiving groundwater and/or surface water bodies, including watercourses, with reference to published guidance.
- a site plan of the proposed surface water management proposals and pollution prevention measures, including locations of temporary drainage features, bunds, silt fences, settlement tanks, and spill response equipment;

The plan shall be implemented in full and thereafter managed and maintained in accordance with the approved plan for the duration of the construction works.

24. Prior to the commencement of a phase of the development hereby approved, the following information for each phase shall be submitted to and agreed in writing by the Local Planning Authority:

- a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the phase is developed.
- a detailed phasing scheme for remedial works.
- a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time to be agreed. The Remediation Scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented before the development hereby permitted first comes in to use or is occupied.

On completion of the Remediation Scheme and prior to the first occupation or use of a relevant phase of development commencing a verification report to confirm that the relevant phase is fit for purpose following remediation shall be submitted to and approved in writing by the Local Planning Authority.

If contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended).

If any contamination be found requiring remediation, a remediation scheme, including a

timescale, shall be submitted to and approved in writing by the Local Planning Authority. The approved remediation shall be carried out in accordance with the approved timescale and on completion of the approved remediation scheme a verification report shall be prepared and submitted to the Local Planning Authority.

25. No development (including demolition, site clearance and earthworks) within a phase shall take place or material or machinery brought on site in a phase until a method statement to protect the watercourse and Little Wood biological heritage site from accidental spillages, dust and debris has been submitted to and approved in writing by the Local Planning Authority for that phase. All measures within the approved method statement shall be implemented and maintained for the duration of the construction period within the relevant phase in accordance with the approved details.

26. Each phase of the development hereby approved shall be carried out in accordance with the noise mitigation measures set out in the Noise Assessment Report (ref. RSA493/2024, 6th November 2025) produced by RS Acoustic Engineering Ltd, unless prior to the commencement of the a relevant phase of the development (excluding the demolition of existing structures in that phase) an updated Noise Impact Assessment Report for that phase has been submitted to and approved in writing by the Local Planning Authority.

Where an updated Noise Impact Assessment Report has been submitted and approved in respect of a phase of the development, the development of that phase shall be carried out in accordance with the approved details.

No dwelling shall be occupied until the noise mitigation measures relating to that dwelling have been implemented.

27. Prior to any earthworks or vegetation clearance in a phase, a precautionary working measures method statement for mammals and amphibians for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved method statement.

28. No part of the development hereby approved (save for the demolition of existing structures) shall commence until a scheme for the construction of the site accesses has been submitted to and approved by the Local Planning Authority. The site accesses shall include:

- primary access on to Park Hall Road in line with drawing 086409-CUR-XX-00-D-TP-75006-P01.
- secondary access on to Park Hall Road in line with drawing 086409-CUR-XX-00-D-TP-75008-P01.

29. No part of the development hereby approved (save for the demolition of existing structures) shall commence until a scheme for the construction of the off-site works of highway mitigation and timetable for their delivery has been submitted to and approved by the Local Planning Authority, notwithstanding the off-site works of highway mitigation shown on the below plans:

- Park Hall Road/Wood Lane Junction Improvements 86409-CUR-XX-00-D-TP-75004-P05;
- A49 Preston Road/Mill Lane Junction Improvements 86409-CUR-XX-00-D-TP-75009-P01;
- Road Safety Scheme on Park Hall Road (Sheet 1 of 4) 86409-CUR-XX-00-D-TP-

75010-P04;

- Road Safety Scheme on Park Hall Road (Sheet 2 of 4) 86409-CUR-XX-00-D-TP-75011-P02;
- Road Safety Scheme on Park Hall Road (Sheet 3 of 4) 86409-CUR-XX-00-D-TP-75012-P02; and
- Road Safety Scheme on Park Hall Road (Sheet 4 of 4) 86409-CUR-XX-00-D-TP-75013-P02.

The off-site highway mitigation scheme shall include:

- a. reinstatement of the footway adjoining Park Hall Road. This shall include the scraping back of the surface and cutting back of adjoining vegetation along the full length of Park Hall Road to reinstate the full width of the adopted footway (minimum 1.5m wide along the extent of where the application boundary meets Park Hall Road as shown on the approved Site Location Plan).
- b. location of the speed limit change to 30mph in proximity to the Park Hall Road / Mill Lane junction.
- c. provision of dropped kerbs and tactile paving where public rights of way FP0908006 and FP0908005 meet Park Hall Road in proximity to the primary access junction on Park Hall Road hereby approved.
- d. A timetable for the implementation of the scheme.

The approved off-site highway mitigation scheme shall be implemented in accordance with the approved timetable.

Before first occupation

30. a. Where a phase is affected by mine workings, the works to investigate and address land instability arising from coal mining legacy as detailed in the Mine Shaft Treatment Specification (7th July 2025, GRO-24220-5882) shall be carried out in that phase in accordance with a method statement and timetable that has been approved in writing by the Local Planning Authority to ensure that the land in that phase is made safe and stable for the proposed development.

b. Prior to each phase of the development being occupied or first brought into use, a signed statement or declaration prepared by a suitably competent person confirming that that phase has been made safe and stable for the approved development in accordance with the Mine Shaft Treatment Specification (7th July 2025, GRO-24220-5882) shall be submitted to the Local Planning Authority for approval in writing.
31. The removal of the trees with PRF-I as identified in section 4.1, tables 7 and 8 of the Preliminary Roost Assessment e3p (ref: 80-160-R11-3) shall be carried out in accordance with the recommendation of section 4.1 final paragraph of the same report. The removal of trees T73, T112, T116, G2b and G11a with PRF-M shall be carried out in accordance with the recommendations of section 4.2 of the Nocturnal Bat report e3p (ref: 80-16-R12-1).

If felling of any of the above trees is delayed beyond the 01 April 2027 then prior to the removal of any such trees updated Ground Level Tree Assessments and, if required by the Ground Level Tree Assessments, updated dusk surveys shall be carried out for such trees with bat roosting features and a report submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved recommendations in such updated assessments.

32. No building (or use hereby permitted) within a phase shall be occupied (or use commenced) until visibility splays 2.4 metres back from the centre line of the access and extending 120 metres on the nearside carriageway edge in both directions have been provided at all accesses/junctions required for that phase, as shown on the approved Primary Access (Ref: 86409-CUR-XX-00-D-TP-75006-P01) and Secondary Access (Ref: 86409-CUR-XX-00-D-TP-75008-P01) drawings. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct views over or across any of the visibility splays. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
33. No phase of the development shall be occupied until the primary site access (identified on drawing 086409-CUR-XX-00-D-TP-75006-P01) has been constructed and completed in accordance with the scheme approved under condition 28.
34. No building or use hereby permitted within a phase shall be occupied until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use for that phase has been prepared, submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each phase must accord with the principles set out in the Framework Travel Plan (20 October 2025, Ref: 086409-CUR-XX-XX-T-TP-00004 Rev P07). The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets.
35. The occupation of the phase shall not be permitted until a phase-specific Operation and Maintenance Plan 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 submitted details shall include, as a minimum:
- a timetable for its implementation
 - site-specific details of the operation, maintenance, and access requirements for all sustainable drainage system features and connecting drainage structures. This shall include any automated monitoring of motorised equipment, and transmission of failure warnings to the responsible maintenance body.
 - the arrangements for adoption by any public body or statutory undertaker, or identification of named parties responsible for the management and maintenance of each surface water drainage system feature throughout the lifetime of the development.
 - details of financial management, including arrangements for the replacement of major components at the end of the manufacturer's recommended design life.
 - instructions on necessary steps to be taken in the event of a pollution incident, including matters that should be reported to the adopting authorities or the Environment Agency.
 - details of land ownership and access rights for all parts of the surface water drainage system, including watercourses, sustainable drainage system features, and associated easements required for inspection and maintenance.
- Thereafter, the drainage system shall be retained, managed, and maintained in accordance with the approved details.
36. The occupation of the development shall not be permitted until a site-specific Verification Report for that phase, pertaining to the surface water sustainable drainage system for

that phase and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The verification report shall include, as a minimum:

- a. evidence that the surface water sustainable drainage system for that phase has been constructed in accordance with the approved drawing(s) and specifications, or details any minor variations, with evidence demonstrating that the system remains fit for purpose and compliant with the approved surface water drainage strategy.
- b. photographic and written evidence confirming the location and details of all critical drainage infrastructure for that phase. Locations shall be referenced using national grid coordinates.
- c. as-built drawings of the constructed drainage system for that phase, including all SuDS features, pipework, control structures, and discharge points, with levels and dimensions clearly annotated.

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

37. No more than 50 dwellings in the development hereby permitted may be occupied until the secondary site access (identified on drawing 086409-CUR-XX-00-D-TP-75008-P01) has been constructed and completed in accordance with the scheme approved under condition 28.
38. No more than 50 dwellings in the development hereby permitted may be occupied until the following footpath links have been constructed and completed in accordance with the schemes that shall be submitted to and approved by the Local Planning Authority:
 - i. 3m wide shared footway/cycleway at north-west corner of site connecting to BW0913009.
 - ii. 3m wide shared footway/cycleway at south-west corner of site connecting to Park Hall Road.
39. No more than 100 dwellings in the development hereby permitted may be occupied until the bus interchange is provided adjacent to Community Hub to serve existing bus routes that operate along Park Hall Road, as shown indicatively on drawing 86409-CUR-XX-00-D-TP-75007-P03, in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority.
40. No more than 100 dwellings in the development hereby permitted may be occupied until the community hub (Use Class E/F) has been substantially completed in accordance with the approved plans.
41. The development hereby approved shall be carried out in accordance with the recommendations set out at Table 17 of the Air Quality Assessment (ref. 8567r2, 5 June 2025).
42. The development hereby approved shall be carried out in accordance with the Tree Retention and Removal Plan produced by Tyler Grange (ref. 17501/P04) (Appendix 9.15 of the Environmental Statement).
43. No development shall take place within the Ancient Woodland 15m Buffer identified on the Tree Retention and Removal Plan produced by Tyler Grange (ref: 17501/P04) (Appendix 9.15 of the Environmental Statement). The Buffer area shall be kept free from development and maintained for the lifetime of the development.

END OF SCHEDULE