

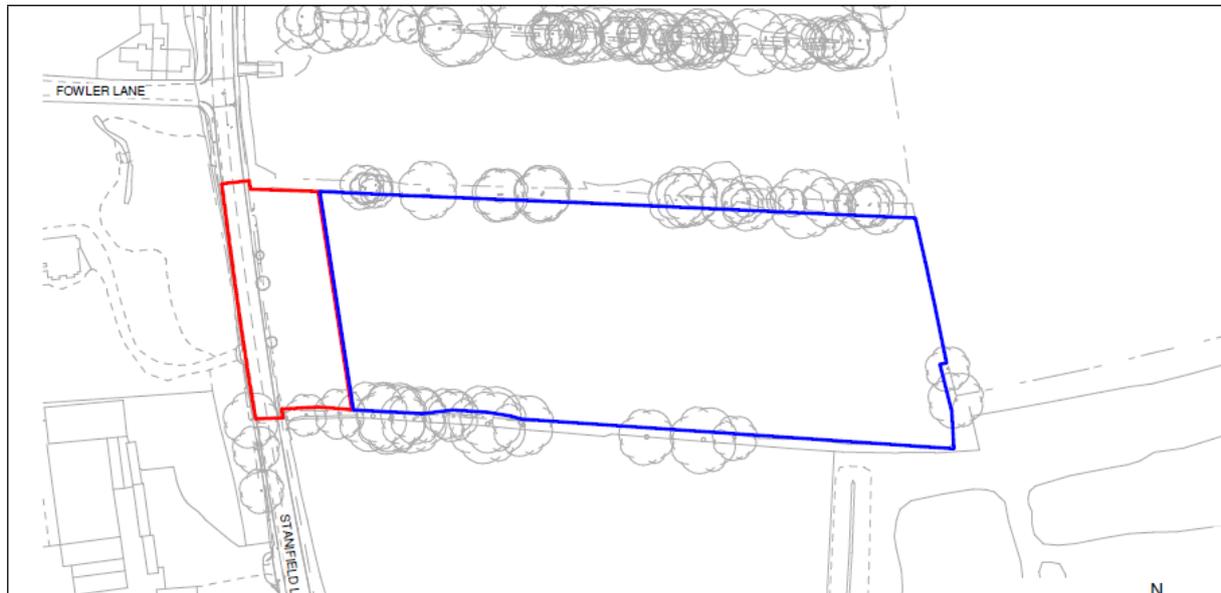
Application Number 07/2022/00245/FUL
Address Land At Stanifield Lane
Farington
Lancashire
Applicant Brookhouse Group Limited

Agent
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Development The creation of a new vehicular access off Stanifield Lane (A5083)

Officer Recommendation **Approval with Conditions**

Date application valid 25.03.2022
Target Determination Date 27.02.2024
Extension of Time 27.02.2024



1. Report Summary

- 1.1 This application seeks planning permission for the creation of a new vehicular access off Stanfield Lane (A5083).
- 1.2 Objections have been received from two residents on the grounds that the proposal will result in an increase in noise and traffic, impact wildlife and that the site is not appropriate for employment development. The site is an allocated strategic employment site in the Adopted Local Plan and in relation to Highway matters, Lancashire County Council Highways have no objections in principle to an access in this location but consider there should be a number of matters secured by condition.
- 1.3 The Highway Authority have advised that they will support the junction for residential purposes. Whilst the adopted Cuerden Strategic Site Masterplan identifies the area within the blue line for employment use, it is important to note that any future application for development would have to be fully assessed and require a new application to be considered and all parties including LCC Highways would be consulted again. Having regard to the comments of statutory bodies and the below commentary, it is recommended that the application for the access should be **approved subject to the imposition of conditions.**

2. Application Site and Surrounding Area

- 2.1 The site is designated by Policies C4 (Cuerden Strategic Site) of the South Ribble Local Plan and part of Policy 1: Locating Growth of the Adopted Core Strategy (Cii) as a named Strategic site and Appendix B (Proposals Map).
- 2.2 The red line boundary, denoting the application site, identifies the limits of the outer boundary of the proposed junction. Stanfield Lane is located within the boundary to the west and the eastern side of the footway which is narrow in this area, and the red line extends approximately 85m north to south along this area of Stanfield Lane, and approximately 35 metres in width including the road and east into the allocated site, whereby the land is low quality hedgerow and cultivated grassland with some scattered trees. To the north of the site, this leads onto the roundabout which is at the intersection of Lostock Lane (A582) and Stanifield Lane. Further south the road forks where Lydiate Lane heads in a south east direction and Stanifield Lane continues south. The area denoted by the blue line shows the wider landownership of the applicant which extends to the immediate east of the proposed site.
- 2.3 There are a number of properties on the opposite side of Stanifield Lane, including Evergreen Lodge which is set back from the road frontage and is accessed off Fowler Lane.
- 2.4 The site is within a wider area which comprises largely gently undulating lowland farmland.

3. Planning History

- 3.1 In December 2017 a hybrid planning application (ref. 07/2017/0211/ORM) covering the wider Cuerden Strategic Site Local Plan allocation was approved by South Ribble Borough Council for the following:

“Hybrid planning application comprising of Full and Outline development – Environmental Impact Assessment (EIA) development Part 1 FULL – Retail floorspace

(Use Class A1 & A3) and associated car parking, site access, highway works, drainage and strategic landscaping Part 2 OUT – Employment floorspace (Classes B1, B2 & B8), hotel (Class C1), health and fitness and leisure (Class D2), creche/nursery (Class D1), retail (Classes A1, A2, A3, A4 & A5), car showrooms (Use Class Sui Generis), residential (Classes C2/C3) and provision of associated car parking, access, public open space, landscaping and drainage (Access applied for) and affecting the setting of a Listed Building”

3.2 Whilst site preparation works commenced in respect of the planning permission 07/2017/0211/ORM, the anchor retail operator (Ikea) pulled out of a deal to occupy the site in May 2018. Because of this the planning permission had not been implemented, with the permission expiring in December 2022. Applications to discharge conditions - 07/2018/1239/DIS, 07/2018/9077/DIS, and 07/20190583/DIS and 07/ 2018/0248/DIS were approved.

3.3 Prior to this, in April 2015, a Masterplan for the development of the whole Cuerden Strategic Site was adopted by the Council.

3.4 Lancashire County Council recently considered the following application:

LCC/2022/0044 - Application for Outline Planning Permission (with all matters reserved save for access from the public highway and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage. South Ribble Borough Council were consulted with regard to the application and raised a number of concerns.

3.5 The above application was considered by Lancashire County Council’s Development Control Committee on the 6th December 2023. The application was recommended for approval by officers and the application was subsequently approved at Committee and planning permission was issued on 12.12.2023. It is understood that the application was the subject of third party requests to be Called In for determination by the Secretary of State for Levelling Up, Housing and Communities who considered the request and did not call the application in.

3.6 A separate planning application (07/2023/00251/FUL) was recently approved by Planning Committee (2nd February) for an access off Old School Lane which had been submitted by the same applicant on a separate part of the land covered by Policy C4. The two applications are independent of each other and relate to different parcels of land.

3.7 To the north on Stanifield Lane application LCC/2022/00048– Proposed Cricket Facility Comprising 2 no. Cricket Ovals and associated Pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works (including temporary event overlay facilities on ticketed match days), realignment of Public Right of Way was approved by LCC on 1/3/2023.

4. Proposal

4.1 This application seeks planning permission for the creation of a new vehicular access off Stanifield Lane (A5083).

- 4.2 Whilst the application is for access only it has been designed with the objective of facilitating future development on land owned by Brookhouse. It is important to note that the purpose at this stage is purely to establish the principle of the access and not to consider residential or any other type of development which would be outside of the red line subject of this application.
- 4.3 The application proposes an access into the land to the east of Stanifield Lane. On Stanifield Lane heading north there would be a 2m wide right turn facility with 2 car capacity, allowing for 3.5m wide lanes to be maintained in both a north and south direction. Visibility splays of 2.4 x 47m would be provided to the north and south. Visibility splays can be delivered within the land ownership of the applicant and the adopted highway. Footways along and within the site would be widened to 2 metres in width to the north, and to the south of the access this would be a 3 metre wide combined cycle/footway leading further south to the edge of the site.
- 4.4 The following traffic calming measures are proposed as part of the scheme;
- To the immediate north of the turning lane is a pedestrian refuse crossing point with illuminated keep left bollard. The pedestrian crossing will provide an improved access to the northbound bus stop.
 - To the north and south of the righthand turn lane is red textureflex surfacing to highlight the junction.
 - A gateway feature, including dragons teeth markings to mark speed level changes to 30mph

5. Summary of Supporting Documents

5.1 The application is accompanied by the following documents:

- ☐ Full application forms
- ☐ Site Location Plan
- ☐ Proposed Site Layout Drawing (Access Design)
- ☐ Site Layout and Boundary Treatment Drawing
- ☐ Drawing Swept Path Analysis
- ☐ Arboricultural Assessment
- ☐ Arboricultural Method Statement
- ☐ Ecological Assessment
- ☐ Noise Technical Note
- ☐ Highways Technical Note
- ☐ Construction Management Plan
- ☐ Covering Letter with general planning matters

5.2 Amended and additional Highways information was submitted during the course of the application following extensive discussions with LCC County Highways in the form of a Wider Context Plan, off-site Improvement Scheme and Proposed off-site Highways Mitigation Works.

5.3 The application was originally accompanied by a Certificate B, however following representations of behalf of LCC and Maple Grove Developments, a land registry search was undertaken and whilst Stanifield Lane is an adopted Highway, the applicant was not able to identify the owner of the subsoil under the highway. Therefore, in response to this, a further Notice No. 1 was served on LCC and Certificate C was completed to replace the original Certificate B, and confirmation received that a Notice of the application was published in both the Lancashire Evening News and Preston

Today Newspaper publications on 1.3.2023 in addition to notice being served on an additional required party also on 1.3.2023.

6. Representations

6.1 A site notice has been posted, and neighbouring properties consulted. Two letters of objection were received from neighbouring properties and can be summarised as follows:

- ☐ There is already an industrial park at Leyland Business Park with 2 new build warehouses built in 2021, which remain empty. Therefore another business park would be nonsensical.
- ☐ There are already large HGVs using Centurion Way and Stanifield Lane as an access route to Leyland Business Park, causing vibration issues and congestion.
- ☐ The existing roads do not have the capacity to accommodate an additional business park.
- ☐ There are very few green spaces in the area, having this would spoil the landscape of the area especially when it isn't required.
- ☐ Traffic is a major concern and has been a problem for many years which will be exacerbated to a great degree by the proposed plan.
- ☐ Increase in traffic noise.
- ☐ Wildlife in this immediate area for example there are 30+ different kinds of birds which nest in the trees and hedgerows also bats that roost in very close proximity to the houses, there are also foxes, deer, and hedgehogs etc.

6.2 Separate letters of objection have been received by two different planning consultants on behalf of Lancashire County Council and Maple Grove Developments in relation to the application. These can be summarised as follows:

- The application is not consistent with the approved site wide masterplan (formally adopted for development management purposes by SRBC) both in terms of the locations of the proposed access points or the land uses that the Stanifield Lane access is only sufficient to serve. Residential development is not envisaged by the masterplan in this location and no justification has been provided by the applicant as to why the adopted masterplan should be set aside.
- The application is inconsistent with Policy C4 of the South Ribble Local Plan. Both applications form part of the Cuerden Strategic Site but the applicants fail to justify the proposals against the requirements of Policy C4.

7. Summary of Responses

7.1 **Lancashire County Council Highways** provided initial comments in September 2022 on the application advising that LCC as the Local Highway Authority had concerns of significance and could not support the access arrangements for reasons of insufficient information presented at the time. The access proposal was not considered suitable as originally presented. However, following the submission of further documentation (J326531 TN02 v1.1 Dated 19th July 2023) with limited regard to the transport note dated March 2022 (which was submitted with the planning application) LCC have now confirmed that these previous concerns have been overcome.

7.2 **LCC Highways (14.08.2023)**

'I have considered the impacts of this proposal and can confirm that the concerns which I highlighted in highway statutory comments dated 21st September 2022 have

been somewhat overcome, however does influence and limit what land use and scale of development can safely come forward impacting at this location. I am satisfied that necessary restrictions can be controlled by suitably worded planning conditions. The access proposal also includes some traffic management measures on Stanifield Lane in the vicinity of the access. This proposal now includes mitigation on the A582 on approaches to Stanifield Lane signalised roundabout junction, which are necessary and are sufficient for this proposal. Without this mitigation the Local Highway Authority would oppose this proposal.

For consistency the measures are in line with those required for other development proposals aligning with the committed Cuerden wider site and that which is currently being considered Lancashire Central.'

7.3 In relation to the proposed mitigation measures LCC advise;

The access proposal as indicated in TN02 Fig 2.1 is for a priority junction with some limited (in length and width) right turn storage together with a small traffic island to the north and traffic management to ensure traffic speeds are in line with the speed limit.

The width of the right turn storage is only sufficient to support cars, with larger vehicles impeding the northbound movement and would impact on additional corridor delay. This limitation of the junction influences what land use and scale can be supported. From a network operation perspective minimising delay, regard needs to be had to vehicles turning movements at the junction (and beyond) arriving, departing in both AM and PM peak periods. The land use that is acceptable to the local highway authority with the junction arrangement proposed is housing only.

LCC note that the proposed priority junction is located south of Fowler Lane positioned just south of the change between national speed limit and the 30mph.

As the existing network does suffer from congestion highway mitigation to Stanifield Lane signalised roundabout needs to be delivered prior to any construction within the site. Any routing to the site by HGV's needs to follow the primary road network, being direct, minimising impacts on the built environment and other locations that suffer from congestion. In addition, the site access, signalised crossing and speed limit changes etc should be delivered post mitigation and prior to construction on site to provide a safe means of access during construction.

Mitigation and Delivery (S278)

The necessary mitigation (delivered through a S278 agreement) to support this application is highlighted within Plans and the technical note within Figure 3.1

- A582 WB towards Stanifield Lane signalised roundabout longer left turn approach lane
- A582 EB towards Stanifield Lane signalised roundabout longer left turn approach lane
- A582 WB exit from Stanifield Lane signalised roundabout longer 2-1 merge
- Traffic calming scheme on Old School Lane and Stoney Lane (as highlighted under the section titled 'Layout')

The highway changes proposed are as per LCC requirements and are in line with the bigger junction changes being considered by the wider Cuerden Central proposal.

- 7.4 The Highway Authority recommended that a number of conditions be applied to any approval. The proposed conditions have been discussed internally, with the applicant and the Council's legal department. Some conditions must be disregarded as they relate specifically to future development of the wider site. Relevant conditions to the access application are recommended below.
- 7.5 **National Highways** National Highways note that there is no development proposal included as part of this planning application, which is a standalone application for alterations to the local highway network managed by Lancashire County Council. As such, National Highways is unable to comment on this application as the proposal is not relevant to the operation of the strategic road network (SRN) and is a matter for the County Council as local highway authority. Consequently, we advise that Lancashire County Council Highways be consulted on the application.
- 7.6 **Arboriculture** - No objections to the development. Vegetation removal should be completed outside of nesting season. It is expected that mitigation planting will be included as part of the previously approved permission.

7.7 **Ecology**- comments awaited.

8. **Policy Background**

South Ribble Local Plan

- 8.1 **Policy C4** - Planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of: a) an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include, employment, industrial and Green Infrastructure uses; b) a phasing and infrastructure delivery schedule; c) an agreed programme of implementation in accordance with the Masterplan and agreed design code. Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan.
- 8.2 **Policy G16: Biodiversity and Nature Conservation** - The Borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks.
- 8.3 **Policy G17: Design Criteria for New Development** - permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other

material considerations which justify the reduction such as proximity to a public car park.

Core Strategy

- 8.4 ***Economic Growth*** - The National Planning Policy Framework includes a presumption in favour of sustainable development. In addition, Core Strategy Policy 1 (Locating Growth) focusses growth and investment in the Key Service Centres and main urban areas of South Ribble; one of which is Lostock Hall. Given the site's location in relation to local facilities, the site is considered to be sustainable. Policy 9 lists Cuerden under criterion (c) ii as 'other major developments for employment' with regionally significant schemes in terms of how economic growth and employment will be provided for across the Region.
- 8.5 ***Policy 17: Design of new buildings***: advises that new buildings and structures will be expected to take account of the character and appearance of the local area and lists criteria (a) – (m) which may be of relevance.

9. Material Considerations

Site Allocation Policy and Principle of Development

- 9.1 The application site is allocated under Policy C4 – Cuerden Strategic Site within South Ribble Local Plan. Policy C4 states that *planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of:*

- a) an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include, employment, industrial and Green Infrastructure uses;*
- b) a phasing and infrastructure delivery schedule;*
- c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.*

Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan.

- 9.2 The first criterion requires there to be a Masterplan for the comprehensive redevelopment of the site. A masterplan for the site was adopted by the Council in April 2015 and provides a framework against which future planning applications can be considered. The Masterplan was developed through discussion with landowners, statutory consultees and other stakeholders and through public consultation. The Masterplan sets out integrated and comprehensive development, outlining key drivers for the site including access and movement, highways improvements, sustainable transport, design principles, green space, viability and relationships to existing residential areas.
- 9.3 The application site and wider area of land within the applicant's ownership is identified by the Masterplan as a "proposed employment area" and whilst LCC Highways advise the access should be restricted to residential use only this is something to be debated in any future application for development on the applicant's land. Whilst a future

residential use may not fully comply with the Masterplan, the approval of the LCC mixed use application represents a material change on circumstances since the adoption of the Masterplan.

- 9.4 Since adoption of the Masterplan, there has now been a subsequent planning application granted by Lancashire County Council which calls into question the comprehensive development of the site. The recently approved application by LCC, reference LCC/2022/0044 relates only to land owned by LCC within the Cuerden Strategic site. There are 3 parcels of Land owned by the current applicant (Brookhouse) which are not included in the LCC application. The approved application was in outline and although there were indicative road links through to the land owned by Brookhouse, there is no guarantee that access to the Brookhouse land will be made available and a ransom situation may arise which will prevent comprehensive development.
- 9.5 The approved Masterplan does not indicate an access from Stanfield Lane to this part of the Cuerden site. However, there will be an additional access from Stanifield Lane further to the north approved by the County Council as part of their outline planning permission but this is within land belong to LCC. Although the recent County Council application showed indicative road links through to the Brookhouse land, this cannot be guaranteed.
- 9.6 This application seeks planning permission solely for the construction of the access, a further planning application will need to be submitted for future development and by approving the submitted application, the Council is not predetermining its future decision making when a subsequent application is made.
- 9.7 The proposed access is considered to be appropriate and would not impact on delivery of the wider Cuerden site.
- 9.8 It is noted that there are objections on behalf of neighbouring landowners, and should a further application come in, all parties will have the opportunity to comment further at that time on the specific application and use which may be proposed.
- 9.9 Whilst it is desirable that the Cuerden site is developed in a comprehensive manner, it is recognised that parcels of the land are within different landownerships and the LCC land now benefits from planning permission whereas the current applicants land was excluded from the LCC scheme. Given the proposed access has been assessed as acceptable by the Highway Authority and will improve the likelihood of delivery of this parcel of land, the principle of the development is considered acceptable.

Impact Upon Neighbouring Properties

- 9.10 The closest properties to the site in terms of potential impact are those properties on the opposite side of the road. There are no dwellings immediately adjacent on the eastern side of the road. Given these are on the opposite side of Stanfield Lane and they do not have any conflict access points, the proposed access will have no significant impact on these properties.
- 9.11 The new junction with its additional spur to the east into the land edged blue, and the introduction of the traffic island, speed reduction measures and further mitigation have been designed to ensure that the development will not have a detrimental impact on highway conditions in the vicinity of the site.

Highways and Access

- 9.12 The Highway Authority has reviewed the application in association with other committed and proposed development in the area, ensuring that all highways advice which has been provided is consistent and not piecemeal in approach should all development come forward. This relates to both the whole Cuerden site and also the new Cricket Pavilion which has commenced construction to the west of Stanfield Lane. The access for the approved new cricket pavilion is positioned to the west of Stanifield Lane to the north of Fowler Lane.
- 9.13 LCC has been heavily involved in overcoming original concerns and following a series of meetings and the provision of further survey information LCC highways have confirmed all issues have been overcome. These discussions resulted in a detailed modelling of the junction and the additional mitigation works outlined in the above proposals section being agreed upon.
- 9.14 A number of conditions recommended by the Highway Authority to ensure the acceptability of the proposal have been included.

Arboricultural Assessment

- 9.15 The Arboricultural Assessment which accompanied the application provided a survey of the wider trees and hedgerows in the vicinity of the site. Four trees (G1, T5, T6 and T7) are proposed to be removed to facilitate the access, these are all Category C trees. A further two trees (T10 & T11) are proposed to be removed due to the condition- which are both Category C trees. It is noted that there is evidence of Ash dieback on trees proposed to be removed and T11 has extensive basal decay and is located within falling distance of the road.
- 9.17 The report indicates that 'crown lifting of T8 will be required for visibility splays from the junction. It is proposed to crown lift this tree to 3m. If the crown lift is undertaken in line with BS3998:2010. Tree work – Recommendations then the proposed works will not adversely affect this tree.' Tree T8 is a Category C Tree.
- 9.18 There are no TPO's on the site and the Council's arboriculturist does not object to the application. As well as the bird nesting condition, a condition is suggested requiring that works are undertaken in line with the submitted Arboricultural Assessment which is included.

Ecology

- 9.19 A Preliminary Ecological Assessment submitted with the application confirms that there would be no direct or in-direct impacts to designated sites as a result of any proposed development. There is very low risk of individual common amphibians being present within the site during the construction phase and some risk of individual terrestrial mammals. Notwithstanding the low level of risk, a number of precautionary measures are outlined in the report which are considered appropriate to include as a planning condition, as well as a standard condition relating to nesting birds.
- 9.20 The existing hedgerow to be removed is a managed hedgerow considered to be of poor quality, it is maintained in height, has undergone management and has signs of nutrient enrichment.

10. Conclusion

- 10.1 The application relates to an access only and the associated proposed junction works. The principle and detail of any future residential or other development on the wider site within the applicant's ownership would need to be fully considered if an application comes forward on that land in the future.
- 10.2 Highways officers from Lancashire County Council have reviewed the information and a number of conditions are proposed to ensure the proposed new access is delivered without detriment to the highway network. Whilst highways do not object and are content the junction is satisfactory this is on the basis of the junction being for residential use, due to larger vehicles not being able to get up to speed when exiting the junction which may impact upon wider traffic management. As the application is purely for an access, any subsequent use would be assessed if a further application was submitted for the land under the control of Brookfield.
- 10.3 On this basis and having regard to the comments of statutory bodies and the above commentary, it is recommended that the application should be **approved subject to the imposition of conditions.**
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RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwgs

7144-SMR-00-GF0DR-A-2002-S3-P3 (Rev P3) Location Plan (7.02.2023)
J32-6531-PA-008 Rev B Site Layout plan and mitigation works (June 2023)

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.
REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
4. Prior to commencement of the development, a construction phasing plan including any temporary and/or permanent on-site and off-site highways works shall be submitted to and approved in writing by the Local Planning Authority. The agreed phasing plan shall be adhered to in full.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme are acceptable before work commences on site and to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026.

5. No site preparation works (which includes demolition) or construction shall commence until, all off-site works as identified by Condition 4 have been completed.
Reason: In order that the traffic generated by site preparation/demolition or construction does not exacerbate unsatisfactory highway conditions.
6. Construction works shall be undertaken in accordance with the submitted 'Construction Management Plan' Ref BHG/HB dated March 2022.
Reason: To maintain the operation and safety of local streets and the through routes in the area during site preparation and construction and safeguard the amenities of neighbouring properties in accordance Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026
7. Prior to commencement of development, details of a surface water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The development should be undertaken in accordance with the agreed details prior to the access being brought into use.
Reason: In the interest of highway safety to prevent water from discharging onto the public highway.
8. The development shall be carried out in complete accordance with the precautionary working measures in section 6.5 of the Preliminary Ecological Appraisal by Envance (February 2022).
REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
9. The development shall be carried out in complete accordance with the Arboricultural Method Statement by Envance Report No: LTM0446.MS.Stanifield.01dated (February 2022).
REASON: To prevent damage to trees/hedgerows during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

NPPF National Planning Policy Framework

POLC4 Cuerden Strategic Site

POLG17 Design Criteria for New Development

Note:

1. 1. Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant must seek and implement ecological advice should they find or suspect that the proposals will impact on protected species.

2. a. The grant of planning permission does not entitle a developer to obstruct any highway/right of way and any proposed stopping-up or diversion of an adopted public highway or right of way should be the subject of an Order under the appropriate Act.

b. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the highway department in the first instance to ascertain the details of such an agreement and the information to be provided.

3. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species. The work hereby granted does not override the statutory protection afforded to these species and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species

4. Any development bridge/retaining wall or other highway related structures over or adjacent to the public highway, requires approval by Lancashire County Council and subject to a technical approval procedure. The technical approval requires that all the County Council's costs in relation to the approval are to be reimbursed by the developer.

2. This planning permission only approves a proposed vehicular access and grant of the permission does not imply that the Local Planning Authority has determined to be acceptable any particular type or scale of development which may use the access in the future. The form of development for which this access is to be utilised and any adjustments which may be required to the access in that connection will be for subsequent determination in connection with that separate application for planning permission.
