

Application Number 07/2016/0782/FUL

ITEM 6

Address AB INBEV UK LIMITED
Cuerdale Lane
Samlesbury
Preston
PR5 0XD

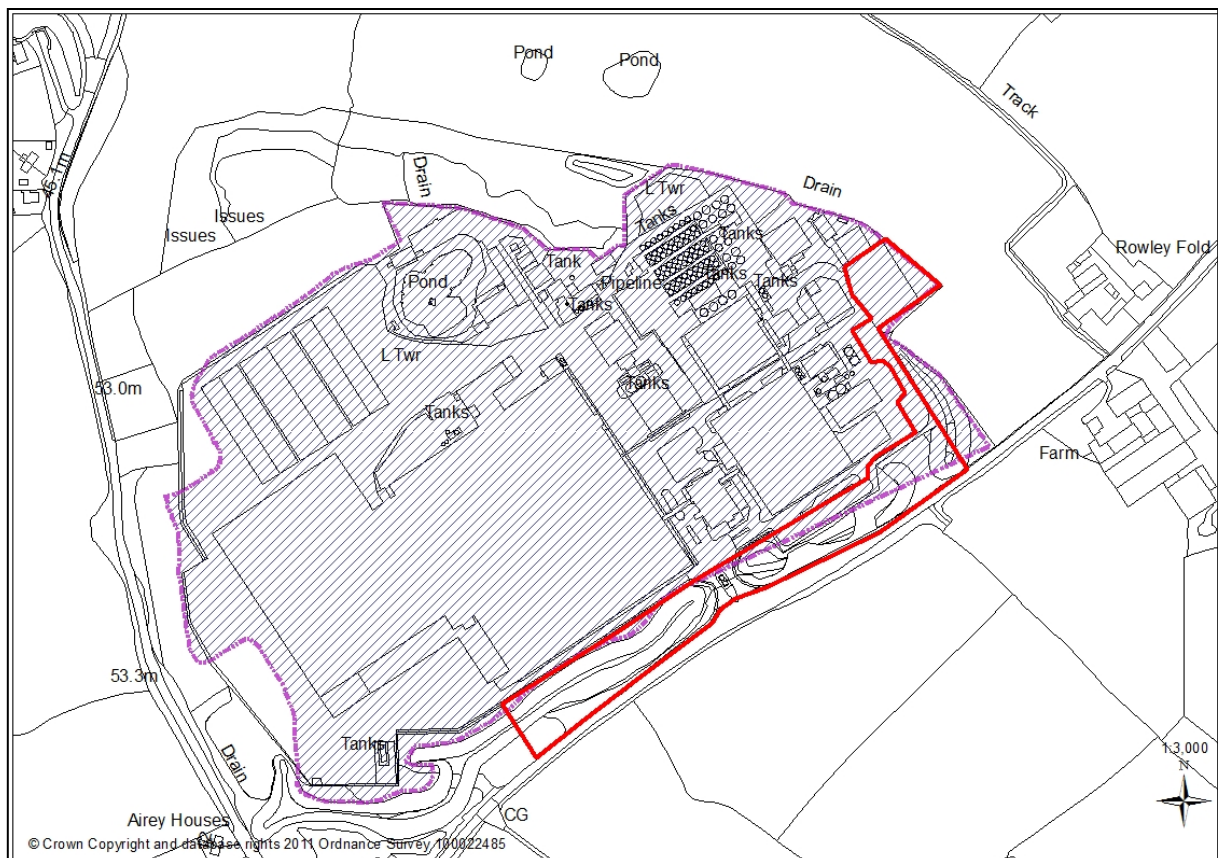
Applicant AB InBev UK Ltd

Agent Mr Dominic Page
No. 1 Marsden Street
Manchester
M2 1HW

Development Construction of an HGV holding area to provide 15 bays including new access off Cuerdale Lane, construction of new point of access off Cuerdale Lane to existing staff car parking, additional car parking and associated works

Officer Recommendation **Approval with Conditions**

Date application valid 27.09.2016
Target Determination Date 27.12.2016
Extension of Time 13.01.2016



1. Report Summary

1.1. AB Inbev ('the brewery') is an established commercial facility (2.25ha) located to the northern side of Cuerdale Lane, Samlesbury. The well screened site is bound on all sides by deep tracts of open land and woodland, and is accessed off Cuerdale Lane via secure, central gatehouse. The application refers in part to two wooded earth mounds and two lay-bys

(acceleration and deceleration lanes) facing Cuerdale Lane within the ownership, but outside of the sites secure perimeter. Other works would be inside the site itself.

1.2. This application seeks planning permission for a series of works; namely new HGV access and holding area with circulation/ancillary space, realignment of the existing access and new third access to allow for extension and reconfiguration of staff and visitor car parks. Landscaping and accommodating highways works are also included in the scheme.

1.3. The site was formerly allocated under Policy D7 (Major Developed Site; Whitbread Brewery) of the 2000 Local Plan, which pre-dated South Ribble's Green Belt designation. In the current Local Plan it is now designated under Green Belt (Policy G1).

1.4. It is considered that in terms of green belt development, this proposal demonstrates the very special circumstances required of green belt policy – see detailed policy discussion below.

1.5. The proposed development is not considered to have an undue impact on the amenity of neighbouring properties, the character and appearance of the area, and should improve highways safety and the free flow of traffic. It therefore appears to also be compliant with Local Plan Policy G17 (Design for New Development).

1.6. County Highways have fully assessed the application and raise no objections to the proposed development, confirming that development would support highways safety.

1.7. It is the Officers view that proposed development would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of trees is inevitable, mitigation in the form of well designed, effective landscaping and ecological compensation ensures protection of site biodiversity as a whole.

1.8. Following full consultation neighbour representation has not been made. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition.

1.9. On balance, the application is considered compliant with the Central Lancashire Core Strategy, South Ribble Local Plan (policies as identified below) and the National Planning Policy Framework and is therefore recommended for approval subject to imposition of conditions.

2. Application Site and Surrounding Area

2.1. AB Inbev ('the brewery') is a large, established commercial facility located to the northern side of Cuerdale Lane, Samlesbury. The 2.25 hectare site is bound on all sides by deep tracts of open land and woodland, and is accessed off Cuerdale Lane via secure, central gatehouse straddled by two wooded earth mounds which span, and screen the property frontage. Beyond these, and cut into Cuerdale Lane itself are two deep lay-bys; primarily used for safe access/egress, but also as a HGV waiting area prior to entrance into the facility, and to allow continuous use of Cuerdale Lane during peak traffic periods (see commentary below).

2.2. Staff, visitor and contractor vehicles are directed within the site on an easterly circular route towards a series of formal and informal hardstanding's currently used as car park and ad-hoc storage space.

2.3. The site was formerly allocated under Policy D7 (Major Developed Site; Whitbread Brewery) of the 2000 Local Plan, which presumed towards development but pre-dated the Borough's Green Belt designation. In the current Local Plan it is designated as Green Belt (Policy G1), although only a small area (minor eastern woodland facing Cuerdale Lane) sits outside of the brewery's original allocation.

3. Site Context / Planning History

3.1. There are 76 planning applications on the history of this site; none of which are relevant to this application.

4. Proposal

4.1. The application seeks permission for construction of an HGV holding area (south-western side) to provide 15 HGV bays with new access off Cuerdale Lane, third access into, and extension of the existing staff car park (south-east/eastern side) and ancillary works. The main central access is to be retained.

4.2. The scheme also indicates re-arrangement of the gatehouse area. As this would be subject to a future application, and has been included purely to provide context, it has not been considered during determination of this application. Proposed development comprises:

4.3. HGV Holding Area

4.3.1. A new access is proposed approximately 180m to the west of the central entrance, into what would be a new HGV holding area comprising 15 HGV parking spaces in a linear, hatched formation. Circulation space would be included to the north – 7.3m wide, dual entry and access, and south of the spaces, and a vehicle turning circle installed at the eastern end. Visibility splays onto Cuerdale Lane of 2.4m x 120m have been suggested.

4.3.2. Pedestrian routes would skirt the northern dual access and southern side, and a pedestrian crossing installed into the north-eastern corner. When taking into account circulation areas, this part of the scheme has the potential to remove 24 HGV's from the adjacent highway.

4.3.3. An access gate into the operational site is also proposed to the north-western edge of this area but would be for emergency vehicle access only. 3 no: synaptic digital screens/ticket machines would also be installed along the southern boundary, and internal barrier gates 20m inside the proposed main access.

4.4. Staff/Visitor/Contractor Car Park

4.4.1. The proposal involves alterations to, and reconfiguration of existing car park and hardstanding areas to form separate staff and visitor/contractor car parks; the two being segregated by security fencing. Alterations would involve a new access – approx. 120m east of the central entrance, leading to a westerly visitor car park (31 contractor/20 visitor spaces) and separate staff car park (149 spaces) abutting the eastern site boundary.

4.4.2. A gated pedestrian access between the gatehouse and visitor car park would be installed, as would a 'swipe card and barrier' system to the staff car park entrance.

4.4.3. Motorcycle and cycle parking would be relocated to the north-eastern side

4.5. Highways Alterations

4.5.1. Some alterations to the existing access and Cuerdale Lane itself would be required. Existing acceleration and deceleration lanes (lay-bys) would be removed with kerbs aligned to the existing carriageway, and the main entrance would be altered to allow HGV egress only.

4.5.2. In addition, the speed limit on Cuerdale Lane would be reduced from 50mph to 40mph from around the area of the proposed staff entrance in an easterly direction.

4.6. Landscaping

4.6.1. Some re-profiling of earth mounds facing Cuerdale Lane would be required to accommodate the HGV Park and new entrances. As a result some existing trees would need to

be removed (see assessment below). A landscaping scheme has been compiled, but in line with highways safety requirements would be low level shrubbery and native species/wildflower planting, which would not in any way impede upon proposed visibility splays. The scheme however would present a deep, green frontage appropriate to the operational use but in keeping with the extended rural environment. Proposed planting varieties are also those recommended by the applicant's ecologist and arborist.

4.7. Signage

4.7.1. A signage scheme to include both internal and highway signage has been compiled in consultation with the Highways Authority. It is considered in this case that a separate advertisement consent would not be required.

4.8. Lighting:

4.8.1. A lighting scheme to complement existing lighting is proposed as follows:

- 6 no: 10m high (medium level) lighting columns – 3 on each side of the proposed HGV area
- 3 no: 8m lighting columns – 2 no: adjacent to proposed staff parking area and 1 no: adjacent to HGV access on Cuerdale Lane.

5. Summary of Supporting Documents

5.1. The application and scaled plans are accompanied by the following:

- Acoustic Planning Report (Lighthouse Acoustics Ref 0121/APR1 Rev 2: Sept 16)
- Lancashire Constabulary Security & Crime Analysis (17.6.16)
- Indicative Drainage Layout (Waterman Ref 100/A01: Sept 16)
- Ecological Appraisal (Tyler Grange Ref: 10217-R03A-ST-HM: Sept 16)
- Environmental Lighting Report (Waterman Ref WIE11219-100R2.2.1.SB: Sept 16)
- Utility Statement (Arup Ref 229009: 1.8.2016)
- Flood Risk/Drainage Strategy (Waterman WIE11219/A01: Sept 16)
- Planning, Design & Access Statement (Gerald Eve Ref: MC0664: Sept 16)
- Transport Statement (Peter Evans Partnership: Sept 16)
- Ground Investigation Report (Doyle Consultant Engineers Ref JRH16191/20160921: Sept 16)
- Arboricultural Impact Assessment/Method Statement (Tyler Grange Ref 10217-R02B-MR-HB: Sept 16)
- Topographical Survey (Doyle Consulting Engineers Ref 6552/1: Sept 16)
- Landscaping Statement (Tyler Grange Ref 10217-R04A: Aug 16)
- Landscape Strategy (Tyler Grange Ref 10217/PO5: Sept 2016)

6. Representations

6.1. Summary of Publicity

6.1.1. Three site notices and a newspaper advertisement have been posted, and six neighbouring properties consulted. Ward Councillors Yates and Mullineaux have also been notified.

6.2. Letters of Objection or Support

6.2.1. None received

6.3. Town/Parish Council Response

6.3.1. **Samlesbury and Cuerdale Parish Council** have not commented

7. Summary of Responses

7.1. **Environment Agency** have replied but did not wish to be consulted

7.2. **Lancashire Constabulary** have no objection but offers security advice which in the main has already been included in the proposal. They do request however that subsequent applications for the remodelled gatehouse are submitted pre-application for their detailed consideration; this has been added as an informative note.

7.3. Following detailed discussions with the Highways Authority, **Lancashire County Council Highways** now has no objection to the scheme, proposed road speed reduction or ancillary signage proposals.

7.4. **LCC - Local Lead Flood Authority** has no objection subject to development in accordance with approved documents.

7.5. **South Ribble Arborist** has some concern as to the loss of existing trees which screen the industrial facility from view. He is of the view however that as the site lacks pedestrian frontage, and neighbouring residential properties are limited, that subject to appropriate landscaping, mitigation where possible and tree protection there are no objections on arboricultural grounds.

7.6. **South Ribble's Ecology Consultant** finds no ecological reason to object to the proposal, but suggests precautionary conditions should permission be granted.

7.7. **South Ribble Environmental Health** has no objection due to the sites distance from adjacent properties, and assessment by other drainage bodies.

7.8. **United Utilities** note that a water/trunk main crosses the site, and as access is required to operate and maintain the pipe, development will not be allowed within 5m (2.5m either side of centre pipe line). The applicant was been notified of this and has amended drainage drawings accordingly. UU now have no objection.

8. Material Considerations

8.1. Site Allocation Policy

8.1.1. The site is designated under Policy G1 (Green Belt) of the South Ribble Local Plan 2012-2026

8.1.2. Both the National Planning Policy Framework (NPPF) and Local Plan Policy G1 (Green Belt) state a need for strict development control and a general presumption against inappropriate development in green belt areas unless there are very special circumstances. There are exceptions to this however, one of which is *'limited infilling or partial or complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use which would not have a greater impact on the openness of the green belt'* (Local Plan G1: F / NPPF: 89).

8.1.3. In addition both documents note that *'certain other forms of development are also not inappropriate where they preserve green belt openness including ...engineering operations and local transport infrastructure which demonstrates a need for a green belt location'* (G1:10.29/NPPF 90).

8.1.4. Policy G1 also includes a caveat which states that *'there are a number of major developed employment sites within the green belt. These sites can be developed within their curtilage and... should continue to secure jobs and prosperity'*

8.1.5. It is considered that in terms of green belt development, this proposal demonstrates the very special circumstances required of green belt policy as follows:

- Alterations to areas in the ownership of, but immediately outside the bounds of the secure facility would be limited to low level, engineering and transport infrastructure and as such are policy compliant
- Inbev is an established employment site which should be offered operational protection – proposals are well designed, subject to appropriate landscaping and ensure the longevity of the business
- HGV parking on Cuerdale Lane impacts on the road network, residential amenity and highways safety. By removing vehicles to within the proposed holding area, highways safety – which is considered to take priority over the green belt allocation - would be ensured.
- Low level physical changes are not considered to impact in terms of green belt openness.
- The staff and visitor car park would infill an area already in operational use, within the confines of an established site. Although this area is within the green belt, it is in line with adopted and national policy and as such very special circumstances do not need to be demonstrated.

8.2. Additional Policy Background

Additional policy of marked relevance to this proposal is as follows:

8.2.1. Economic Policy

8.2.1.□.1. The NPPF at Para 14: provides a presumption in favour of sustainable economic growth and development *‘which should be seen as a golden thread running through both plan-making and decision taking’*. Chapter 1 (Building a strong and competitive economy) of the same document commits to securing growth, job creation and prosperity in order to meet the challenge of global competition (Para 18) whilst Para 19 aims to ensure that the planning system does everything it can to support sustainable economic growth which should be afforded significant weight.

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

8.2.2. Highways/Transport Policy

8.2.2.□.1. NPPF Chapter 4 (Promoting sustainable transport) states that *‘developments should be located and designed to accommodate the efficient delivery of goods and services, creating safe and secure road layouts which minimise conflicts between traffic’* (Para 35). Core Strategy Policy 3 (Travel) seeks to improve the road network by reducing the need for vehicle journeys and amongst other things reviewing work place parking, whilst Local Plan Policy F1 (Parking Standards) requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

8.2.3. Design Policy

8.2.3.□.1. Core Strategy Chapter 7 (Requiring Good Design) and Local Plan Policy G17 (Design of New Buildings) both attach great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety.

8.2.4. Environmental Protection Policy

8.2.4.□.1. NPPF Chapters 11 (Natural Environment), 29 (Water Management) and Local Plan G16 (Biodiversity/Nature Conservation) both seek to conserve and enhance the natural

environment, reduce flood risk and protect site biodiversity; as reflected by Core Strategy Policy 22. In addition Local Plan Policy G13 (Trees, Woodlands and Development) states that development will not be permitted where it affects protected trees and woodland without suitable mitigation.

8.3. Other Material Considerations

8.3.1. Area Character and Economic Protection

8.3.1.□.1. This development proposal relates well to neighbouring buildings and the extended locality, including a high quality design with appropriate landscaping. Retaining the brewery's commercial façade, the scheme when complete would respect local character whilst offering necessary levels of internal parking and servicing space. Alterations to accommodate development are also considered to result in increased highways safety and freer flowing traffic on Cuerdale Lane and beyond.

8.3.1.□.2. Adopted national and local planning policy aims to preserve where practicable existing employment sites, as long as development proposals accord to other planning policy such as that afforded to green belt protection. It is considered that as the industrial facility is well established, provides significant employment and helps to support the local economy, proposed changes which benefit the business's long term future would impact little on the character or amenity of the immediate area.

8.3.1.□.3. Despite its green belt location, the very special circumstances of this designation can be safely demonstrated (see discussion above), and although proposed changes would be significant, they would not be excessive in the context of this large industrial site.

8.3.2. Impact Upon Neighbouring Properties

8.3.2.□.1. The closest residential properties facing the proposal site are Roacher Hall and Cowells Farm (200m and 160m respectively); more than acceptable separation for a scheme of this nature when taking into account existing and proposed landscape screening and the sites current use. There are other properties within similar distance of the site, but these are screened by the brewery buildings and would not be affected.

8.3.2.□.2. Planning permission exists to the west at New Southworth Hall, for restoration of the Grade II listed building to office use, with erection of 2 no: dwellings. Although this would be only 130m adjacent to the site, existing woodland is such that impact by virtue of noise, lighting and traffic generation is considered unlikely.

8.3.3. Highways, Access and Parking

8.3.3.□.1. The applicants Transport Statement (Peter Evans Partnership: Sept 16) has been separately assessed by LCC Highways, whose comments are noted above. In light of these comments however this proposal is considered unlikely to detrimentally impact upon highways safety or capacity.

8.3.3.□.2. The proposal is not expected to increase staff numbers or traffic generation in the short term, but would allow for business growth in the future. The potential for removal of 24 HGV waggons off Cuerdale Lane at any one time offers significant benefits to both highway safety, other users of the road network, commuters and residents of the area; particularly as the transport study records the arrival of 1 HGV every 3 minutes to the site at the busiest time (19 per hour recorded over a 12 hour period).

8.3.4. Natural Environment, Ecology and Ground Conditions

8.3.4.□.1. The application is accompanied by Ecological Assessment (EA - Tyler Grange Ref 10217-R03A-ST-HM: Sept 16) and Arboricultural Impact Assessment/Method Statement (AIA - Tyler Grange Ref 10217-R02BMRHB).

8.3.4.□.2. *Trees* – Trees on site are semi/early mature specimens, and mostly in good condition. Three small groups of trees facing Cuerdale Lane would have to be removed to accommodate development, but it is the Arboriculturalist opinion that this is ‘*unavoidable to achieve the safest and most practical scheme*’. The majority of trees surrounding the site would be retained.

8.3.4.□.3. Mitigation to replace lost trees would be limited in height and variety, but is considered more than acceptable in terms of highways safety and ecological need, and presents a relatively deep, green frontage.

8.3.4.□.4. On balance it is considered that the need for the proposed HGV holding area, and as a consequence improved highways safety far outweighs the loss of existing trees. Conditions however to require landscaping as approved, and to protect retained trees are recommended.

8.3.4.□.5. *Ecology* –The extended Phase 1 ecology survey notes that there is no evidence of invasive or protected species on the site. Woodland and adjacent green space offers only site value, and development in the main is considered unlikely to result in adverse ecological impact. Three ponds within 300m, but outside of the site were also assessed, but as these are regularly mown and disconnected from the proposal site, use by newts and amphibians is likely to be limited.

8.3.4.□.6. As retained woodland has the potential to be used for bat and bird foraging, precautionary conditions, Reasonable Avoidance Measures (standard practice) and installation of bird and bat boxes (eight and five respectively) are recommended.

8.3.4.□.7. Ecology and Arboricultural Assessments have been separately assessed by the Council (see comments above).

8.3.5. *Drainage, Lighting and Noise*

8.3.5.□.1. Assessment of the site has been made by the Local Lead Flood Risk Authority whose comments are noted above. The applicants flood risk and drainage strategy suggests that there is no risk of flooding from artificial sources resulting from this development. It does however recommend that sustainable drainage is incorporated into the site, and that a suitable maintenance schedule is secured by condition. Foul drainage is not required on this occasion.

8.3.5.□.2. Proposed lighting has been designed to complement the existing, and to take into account ecological requirements i.e. reduced light spill and directional needs and impact upon the adjacent highway and rural locale. Current and proposed landscaping, woodland and earthworks would further screen adjacent areas from excessive light spillage, and as such the scheme is considered to be appropriate in this location. Similarly the proposal site is considered to be low impact in terms of noise resulting from operational activity.

8.3.5.□.3. Environmental Health have no objection with regards to lighting and noise as noted above.

9. Conclusion

9.1. AB Inbev (‘the brewery’) is an established, but well screened commercial facility located to the northern side of Cuerdale Lane, Samlesbury; a semi-rural open area with only sporadically placed neighbours of adequate spatial separation. Although the facility is designated under Local Plan Policy G1 as green belt, it enjoyed for many years allocation as an employment site.

9.2. Green Belt policy seeks to protect green belt lands from inappropriate development, but includes exceptions to the rule, or where the applicant can demonstrate that very special circumstances exist to allow for non-conforming development. It is considered that these very special circumstances do exist, as detailed within section 8.1 of this report.

9.3. The proposed development would not have an undue impact on the amenity of neighbouring properties, the character and appearance, water management or nature conservation of the area, and is expected to improve highways safety and the free flow of traffic. It has been fully assessed by the Councils statutory consultees as acceptable subject to conditions.

9.4. Neighbour representation has not been made in support of, or objecting to the proposal.

9.5. On balance, and taking into account the above discussion, it is considered that this application is considered compliant with the Central Lancashire Core Strategy, South Ribble Local Plan (policies as identified below) and the National Planning Policy Framework and is therefore recommended for **approval subject to imposition of conditions**.

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 following approved plans and suite of documents:
 - Acoustic Planning Report (Lighthouse Acoustics Ref 0121/APR1 Rev 2: Sept 16)
 - Lancashire Constabulary Security & Crime Analysis (17.6.16)
 - Indicative Drainage Layout (Waterman Ref 100/A01: Sept 16)
 - Ecological Appraisal (Tyler Grange Ref: 10217-R03A-ST-HM: Sept 16)
 - Environmental Lighting Report (Waterman Ref WIE11219-100R2.2.1.SB: Sept 16)
 - Utility Statement (Arup Ref 229009: 1.8.2016)
 - Flood Risk/Drainage Strategy (Waterman WIE11219/100-R-1-1-1-FRA: Sept 16)
 - Planning, Design & Access Statement (Gerald Eve Ref: MC0664: Sept 16)
 - Transport Statement (Peter Evans Partnership: Sept 16)
 - Ground Investigation Report (Doyle Consultant Engineers Ref JRH16191/20160921: Sept 16)
 - Arboricultural Impact Assessment/Method Statement (Tyler Grange Ref 10217-R02B-MR-HB: Sept 16)
 - Topographical Survey (Doyle Consulting Engineers Ref 6552/1: Sept 16)
 - Landscaping Statement (Tyler Grange Ref 10217-R04A: Aug 16)
 - Landscape Strategy (Tyler Grange Ref 10217/PO5: Sept 2016)
 - Proposed scheme overview (Peter Evans Appendix 4: Sept 16)
 - Proposed HGV Arrangement (Peter Evans Appendix 5: Sept 16)
 - Proposed Staff Visitor Arrangements (Peter Evans Appendix 6: Sept 16)
 - Proposed HGV Access (Peter Evans Appendix 7.1: Sept 16)
 - Site Location Plan (Patrick Parsons Ref H16191-900 Rev P2: Sept 16)
 - Proposed Site Sections (Patrick Parsons Ref H16191-902 Rev P2: Sept 16)
 - Topographical - Site Entrance Remodelling (Patrick Parsons Ref H16191-903 Rev P1: Sept 16)
 - Site Entrance Site Plan (Patrick Parsons Ref H16191-901 Rev P3: Sept 16)
 - Site Overview (Peter Evans Ref 2457.06A)
 - Traffic Management Plan (Peter Evans Ref 2457.05C)
 - Signage (Peter Evans Ref 2457.08A)
 - Storage Drawings (Patrick Parson Ref H16191-201P1, 202P1,203P1 and 204P1)

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

3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- proposed suitable times of construction.
 - parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - location of site compound
 - suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
 - measures to control the emission of dust and dirt during construction
 - measures to control the emission of noise during construction
 - details of external lighting to be used during construction
 - a scheme for recycling/disposing of waste resulting from demolition and construction works
 - anticipated delivery times

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

4. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Protection Plan which has been agreed by the local planning authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the local planning authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASON: To ensure before commencement of works on site that there shall be no damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

5. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.

REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

6. The approved landscaping scheme (Tyler Grange Ref 10217-R04A: Aug 16 and PO5: Sept 2016) shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest. The approved scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the local planning authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the local planning authority. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan 2012-2026

7. Should the development not have commenced within 12 months of the date of this permission, a re-survey be carried out to establish whether bats or other protected species are present at the site shall be undertaken by a suitably qualified person or organisation. In the event of the survey confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.
REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
8. Eight bat and five bird roosting opportunities shall be provided within the site prior to first use of the facility hereby approved, and in accordance with the details provided in the approved Ecological Appraisal (Tyler Grange Ref: 10217-R03A-ST-HM: Sept 16)
Once installed these shall be maintained and retained thereafter.
REASON: To ensure adequate provision is made for these protected species in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
9. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until Natural England has been contacted regarding the need for a licence.
REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
10. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.
REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy
11. External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within and surrounding the site, or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009).
REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
12. Cycling and Motorcycle facilities to be provided in accordance with the approved scheme shall be provided before first use of the staff car park hereby approved and permanently maintained thereafter.
Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.
13. Drainage for the development hereby approved shall be carried out in accordance with the principles set out in the approved Flood Risk Assessment Flood Risk/Drainage Strategy (Waterman WIE11219/100-R-1-1-1-FRA: Sept 16). Any variation to the discharge of foul water shall be agreed in writing with the Local Planning Authority in consultation with United Utilities prior to commencement of development. The

development shall then be completed in accordance with the approved details and retained therein.

REASON To ensure that management arrangements are in place for the sustainable drainage system in order to manage flood risk and pollution during the lifetime of the development in accordance with Policy 29 in the Central Lancashire Core Strategy

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

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

South Ribble Local Plan

- E2 Protection of Employment Areas and Sites
- F1 Car Parking
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Note:

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £97. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk
2. Lancashire Constabulary Note: Lancashire Constabulary request that they are involved in pre-application discussions prior to submission of the proposal for the remodelled security gatehouse.
3. United Utilities Note 1: Not all public sewers are shown on the statutory utility records. The applicant should be made aware that the proposed development may fall within the required access strip of a public sewer and make contact with a Building Control body at an early stage. South Ribble Building Control can be contacted on 01772 625420
4. United Utilities Note 2: A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Please contact UU on 0845 7462200 regarding water mains/public sewers or 0870 7510101 to access a fully supported mapping service. It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development.
5. United Utilities Note 3: A water main/trunk main crosses the site, and as United Utilities need access for maintaining and operating it, development will not be permitted in close proximity to the main. An access strip of no less than 5m (2.5m minimum either side of the centre line of the pipe). If necessary, a diversion will be required at the applicant's expense.