

Planning Committee

Thursday, 14th January, 2021, 6.00 pm

Accessible via Microsoft Teams and YouTube

Agenda

Important information regarding COVID-19

In response to the current government guidance surrounding the COVID-19 pandemic, this meeting will be held virtually.

Committee members must take part remotely via Microsoft Teams with the exception of the Chair and officers, who may take part either from the Civic Centre or remotely.

Elected members not on the committee or members of the public will not be permitted access to the Civic Centre [but may watch the proceedings via a YouTube livestream by clicking here.](#)

[Anyone who wishes to speak on the application contained within this agenda should register by email to \[democraticservices@southribble.gov.uk\]\(mailto:democraticservices@southribble.gov.uk\)](#) for the attention of Charlotte Lynch by noon on Tuesday 12 January.

All registered speakers will be required to dial into the meeting remotely.

- 1 Welcome and Introduction**
- 2 Apologies for Absence**
- 3 Declarations of Interest**

Members are requested to indicate at this stage in the proceedings any items on the agenda in which they intend to declare an interest. Members are reminded that if the interest is a Disclosable Pecuniary Interest (as defined in the Members' Code of Conduct) they must leave the room for the whole of that item. If the interest is not a Disclosable Pecuniary Interest, but is such that a member of the public could reasonably regard it as being so significant that it is likely that it would prejudice their judgment of the public interest (as explained in the Code of Conduct) then they may make representations, but then must leave the meeting for the remainder of the item.

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|--|-------------------|
| 4 Minutes of meeting Thursday, 17 December 2020 of Planning Committee | (Pages 5 - 10) |
| 5 Appeal Decisions | |
| An update will be provided at the meeting. | |
| 6 07/2020/00440/FUL - Land off Carrwood Road, Lostock Hall | (Pages 11 - 38) |
| Report of the Director of Development and Place attached. | |
| 7 07/2020/00946/FUL - Budweiser Brewing Company, Cuerdale Lane, Samlesbury | (Pages 39 - 54) |
| Report of the Director of Development and Place attached. | |
| 8 07/2020/00940/FUL - Tan Y Bryn Farm, Land Lane, Longton | (Pages 55 - 62) |
| Report of the Director of Development and Place attached. | |
| 9 07/2020/00966/HOH - 37 Clifton Avenue, Leyland | (Pages 63 - 66) |
| Report of the Director of Development and Place attached. | |
| 10 07/2020/00881/FUL - Bamber Bridge Leisure Centre | (Pages 67 - 86) |
| Report of the Director of Development and Place attached. | |
| 11 07/2020/00781/OUT - Land to the west of Lancashire Business Park, Centurion Way, Farington | (Pages 87 - 130) |
| Report of the Director of Development and Place attached. | |
| 12 07/2020/00924/FUL - Two Acres, Preston New Road, Samlesbury | (Pages 131 - 142) |
| Report of the Director of Development and Place attached. | |
| 13 07/2020/00860/FUL - 367 Brindle Road, Bamber Bridge | (Pages 143 - 154) |

Report of the Director of Development and Place attached.

14 07/2020/00935/REM - Land off Shaw Brook Road and Altcar Lane, Leyland

(Pages 155 - 168)

Report of the Director of Development and Place attached.

Gary Hall
Chief Executive

Electronic agendas sent to Members of the Planning Committee Councillors Caleb Tomlinson (Chair), Malcolm Donoghue (Vice-Chair), Will Adams, James Flannery, Mary Green, Harry Hancock, Jon Hesketh, Mick Higgins, Christine Melia, Caroline Moon, Phil Smith, Gareth Watson and Barrie Yates

The minutes of this meeting will be available on the internet at www.southribble.gov.uk

Forthcoming Meetings

6.00 pm Thursday, 11 February 2021 - Shield Room, Civic Centre, West Paddock, Leyland PR25 1DH

Procedure of Debate at Planning Committee

Whenever a planning application is dealt with by Planning Committee the Council is keen to allow the local community to participate in the process. The procedure that will ordinarily be followed is that:-

- Up to three members of the public who wish to speak against an application will be allowed to speak. Each will have up to four minutes in which to state their case.
- Up to three members of the public who wish to speak in favour of an application will then be allowed to speak. Again each will have up to four minutes in which to state their case.
- Ward councillors (not on Planning Committee) will then have the opportunity to make representations about the application. Each will have up to four minutes to state their case – whether for or against.
- The applicant/agent will then be invited to speak in support of the application. Ordinarily he/she will have up to four minutes to speak.
- The application will be then be discussed by Committee. At this point members of the public, the applicant and other councillors not on Committee will not be able to speak further.
- Planning Committee will then take a vote on the matter.
- No paperwork, plans or photographs will be allowed to be circulated by the applicant/agent or member of the public at the meeting.

The Chairman of Planning Committee has discretion to vary these rules when dealing with a particular application if he considers it appropriate. Whenever members of the public speak (whether in opposition to a proposal or in favour of it) they should avoid repeating the same points made by other speakers.

Filming/Recording Meetings

The Council will allow any member of the public to take photographs, film, audio-record and report on any Planning Committee meeting. If anyone is intending to record any such meeting (or part of such a meeting) then it would be very helpful if they could give prior notice of their intention to the Council's Democratic Services Team. Ideally 48 hours' notice should be given.

When exercising the rights to record a Planning Committee meeting a member of the public must not in any way be disruptive to that meeting. They must not provide an oral commentary on the meeting whilst it is continuing. If disruption is caused then the Chairman of the meeting may exclude that person from the rest of the meeting.

Members of the public will not be entitled to stay in the meeting if any confidential (exempt) items of business are being discussed.

Full details of planning applications, associated documents including related consultation replies can be found on the Public Access for planning system, searching for the application using the Simple Search box.
<http://publicaccess.southribble.gov.uk/online-applications/>

MINUTES OF PLANNING COMMITTEE

MEETING DATE Thursday, 17 December 2020

MEMBERS PRESENT: Councillors Caleb Tomlinson (Chair), Malcolm Donoghue (Vice-Chair), Will Adams, James Flannery, Mary Green, Harry Hancock, Jon Hesketh, Mick Higgins, Christine Melia, Caroline Moon, Phil Smith, Gareth Watson and Barrie Yates

OFFICERS: Dave Whelan (Shared Services Lead - Legal & Deputy Monitoring Officer), Jonathan Noad (Director of Planning and Property), Catherine Lewis (Development Planning Team Leader), Chris Sowerby (Development Planning Team Leader), Janice Crook (Planning Officer), Debbie Roberts (Planning Officer), Tasneem Safdar (Shared Legal Services Team Leader) and Charlotte Lynch (Democratic and Member Services Officer)

CABINET MEMBERS: Councillor Bill Evans (Cabinet Member (Planning, Regeneration and City Deal))

OTHER MEMBERS AND OFFICERS: Councillor Colin Clark, Councillor Colin Coulton, Councillor Michael Green and Councillor Karen Walton

73 Welcome and Introduction

The Chair, Councillor Caleb Tomlinson, welcomed the committee and members of the public and explained that, due to the COVID-19 pandemic, the meeting was being held over Microsoft Teams and livestreamed to YouTube.

74 Apologies for Absence

None.

75 Declarations of Interest

Councillors Will Adams, James Flannery and Harry Hancock declared personal interests in item 11 – Penwortham Arts Centre, The Venue, Liverpool Road, Penwortham.

76 Minutes of meeting Thursday, 12 November 2020 of Planning Committee

RESOLVED: (Unanimously)

That the minutes of the meeting held on Thursday, 12 November 2020 be signed as a correct record by the Chair.

77 Minutes of meeting Thursday, 10 December 2020 of Planning Committee

This item was withdrawn from the agenda due to the adjournment of the meeting on Thursday, 10 December 2020.

78 Appeal Decisions

There were none to report.

79 07/2020/00505/OUT - Land to the rear of Oakdene, Chain House Lane, Whitestake

Speakers: 4 objectors, Councilor Karen Walton (ward councillor) and Councillor Michael Green (neighbouring ward councillor)

Address: Land to the rear of Oakdene
Chain House Lane
Whitestake

Applicant: Wainhomes (North West) Ltd.

Agent: Mr Stephen Harris
Units 2-4 South Park Court
Hobson Street
Macclesfield
SK11 8BS

Development: Outline permission for up to 100 dwellings with access and associated works.

RESOLVED: (Unanimously)

That the application be refused for the following reasons:

1. the application site is allocated as Safeguarded Land through Policy G3 of the South Ribble Local Plan. The proposal by virtue of its nature, scale and degree of permanence would be contrary to Policy G3 of the South Ribble Local Plan, to which substantial weight should attach. The Council can demonstrate a 5-year housing supply, which should be calculated against the Local Housing Need figure of 191 d/pa. Applying the tilted balance, the proposal does not constitute sustainable development. Material considerations do not justify the conflict with the development plan; and
2. the proposal by virtue of its nature, scale and degree of permanence would be contrary to Policy G3 of the South Ribble Local Plan as the development would harm the ability of the Council to manage the comprehensive development of the area. Therefore, the scheme would not amount to a sustainable form of development.

80 07/2020/00788/FUL - 5 East Square, Longton

Speakers: 1 objector, Councillor Colin Clark (ward councillor) and Councillor Colin Coulton (ward councillor)

Address: 5 East Square
Longton
Lancashire
PR4 5NL

Applicant: Thomas William Banks

Agent: Christopher Warwick
104 Mossy Lea Road
Wrightington
Wigan
WN6 9RD

Development: Erection of 1 No. detached two storey dwellinghouse with access off Long Croft.

RESOLVED: (Unanimously)

That the application be refused for the following reasons:

1. the siting of the proposed dwelling and the relationship of the boundary treatment of the garden areas to Nos. 5 and 6 East Square would appear an incongruous feature in the street scene and, as such, is contrary to Policy G17 of the South Ribble Local Plan; and
2. the scale and siting of the proposed dwelling would have a detrimental impact upon adjacent residential properties by undue loss of private amenity space, privacy, overshadowing and would appear overbearing. As such, the proposal is contrary to Policy G17 of the South Ribble Local Plan.

81 07/2020/00876/HOH - 61 Church Road, Leyland

Speakers: None

Address: 61 Church Road
Leyland
Lancashire
PR25 3AA

Applicant: Janet Clark

Agent: Mr Alex Karanikolas
35 Mayfield Avenue
Adlington
PR6 9QE

Development: Single storey extension to side and single storey link extension to rear and external modifications.

RESOLVED: (For: 12 Against: 1)

That the application be approved subject to conditions outlined in the report.

82 07/2020/00850/COU - 78 Hough Lane, Leyland

Speakers: Representative of the Applicant

Address: 78 Hough Lane
Leyland
Lancashire
PR25 2YB

Applicant: Mr Domenico Chiaramonte – Bella Vieste Ltd.

Development: Change of use from optician shop to a hot food takeaway (Sui Generis).

RESOLVED: (Unanimously)

That the application be approved subject to conditions outlined in the report.

83 07/2020/00853/COU - Penwortham Arts Centre, The Venue, Liverpool Road, Penwortham

Speakers: None

Address: Penwortham Arts Centre
The Venue
Liverpool Road
Penwortham
PR1 9XE

Applicant: Penwortham Town Council

Agent: Steve Caswell
Kingsfold Community Centre Kingsfold
Drive
Penwortham
PR1 9EQ

Development: Retrospective change of use from library to an arts and community use centre (Sui Generis).

An amendment was moved by Councillor Mary Green, seconded by Councillor Barrie Yates, that the application be refused.

A vote on the Substantive Motion was taken and it was subsequently reported that **the Substantive Motion was carried** (For: 8 Against: 4 Abstain: 1) and the application approved subject to conditions outlined in the report.

84 07/2020/00771/FUL - Dunbia Preston Ltd., Church Road, Bamber Bridge

Speakers: None

Address: Dunbia Preston Limited
Church Road
Bamber Bridge
Preston
PR5 6AL

Applicant: Dunbia

Agent: Mr Phil Scrafton
The Tithe Barn
Greenstone Place
Lincoln
LN2 1PP

Development: Erection of 1 no. hide shed.

RESOLVED: (For: 12 Abstain: 1)

That the application be approved subject to conditions outlined in the report.

85 07/2020/00560/VAR - Land at School Lane and Golden Hill Lane, Leyland

Speakers: None

Address: Land at School Lane and Golden Hill Lane
Leyland

Applicant: Aldi Stores Ltd.

Agent: Avison Young
Norfolk House
7 Norfolk Street
Manchester
M2 1DW

Development: Variation of wording of conditions 2 (Approved plans), 7 (Landscaping scheme), 13 (Cycling and motorcycle facilities), 14 (Parking spaces), and 20 (Post-construction review certificate) pursuant to planning permission 07/2018/8309/FUL.

RESOLVED: (For: 12 Against: 1)

That the application be approved subject to conditions outlined in the report.

86 07/2020/00821/HOH - 71 Bristol Avenue, Farington, Leyland

Speakers: None

Address: 71 Bristol Avenue
Farington
PR25 4GD

Applicant: Mr and Mrs Parkinson

Development: Dormer extension to front forming en-suite.

RESOLVED: (Unanimously)

That the application be approved subject to conditions outlined in the report.

Chair

Date

Agenda Item 6

Application Number 07/2020/00440/FUL

Address Land off Carrwood Road, Lostock Hall

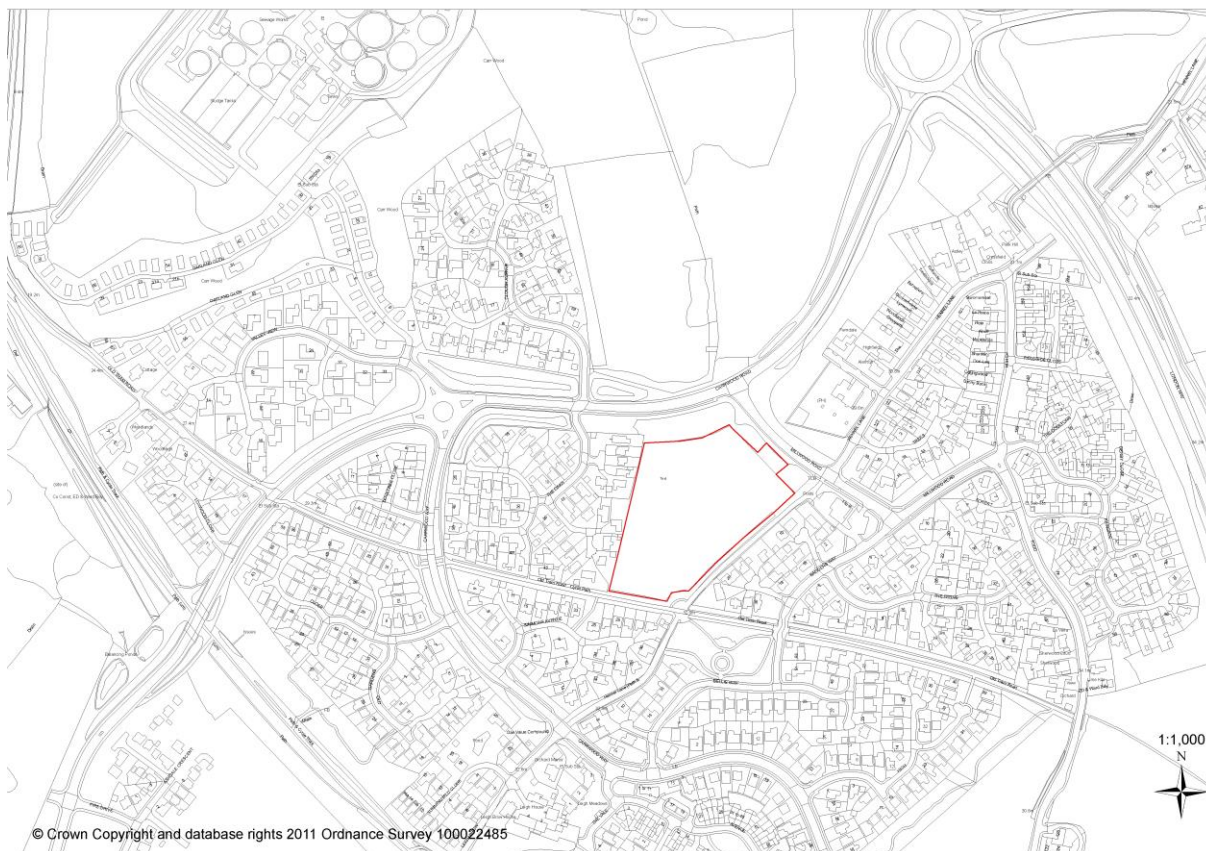
Applicant Lancet Homes

Agent Alec Drake
WSP
8 First Street
Manchester
M15 4GU

Development Residential development for the erection of 61 dwellings with associated works and infrastructure

Officer Recommendation That Members are minded to approve the application, and that the decision is delegated to the Planning Manager in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure a financial contribution towards public open space and on-site affordable housing.

Date application valid 3.6.2020
Target Determination Date 2.9.2020
Extension of Time 21.12.2020



1. Report Summary

1.1. The Carrwood Road site is a 1.8-hectare parcel of land located in Lostock Hall and designated as 'existing built up area' by Policy B1 of the South Ribble Local Plan. To the north are Carrwood Road and a crescent shaped, Council owned (LCC/SRBC) woodland designated as Green Infrastructure by Local Plan Policy G7 and known as 'Walton le Dale County Woodlands'. East is Millwood Road with dwellings addressed on Badgers Way beyond; the Hunters Tavern lies north-east across its own car park. To the south are cycle paths and public right of way 7-2-FP76 which run along Hennel Lane, Old Tram Road, and residential properties, and to the west is residential development addressed as The Oaks. Properties in the area are characterised by a range of styles and types but typically are brick built in 'estate' style arrangements. Access is possible from Millwood Road but otherwise the site is enclosed on all sides by mature woodland; visibility into the site from outside being particularly restricted

1.2. There are no Tree Preservation Orders on or around the site. The area also lies within Flood Zone 1 (least likely to flood) but as the site exceeds 1ha in size a Flood Risk Assessment has been supplied.

1.3. The site was allocated in the 2000 Local Plan for school development, but current Education Authority opinion is that this is not now required; the site was re-allocated in the current Local Plan for development in principle on that basis. There is no other history for the land which is agricultural in nature. The Education Authority has no requirement for financial or other contribution towards school places should permission be granted for this site.

1.4. This application seeks permission in full for 61 dwellings. Of the 61 properties proposed, adopted policy requires 30% of these to be affordable housing in a mix of tenure. As the proposed development would result in a net gain of 5 dwellings or more a public open space contribution is also required. The applicant initially suggested that *'if plan policy requirements for S106 contributions were met in part or full that Carrwood Road scheme would be undeliverable on viability grounds'* but following protracted discussions between the Councils viability assessor and the applicants own, an offer of 20% has been made, in addition to provision of the additional 10% (either as housing stock or financial contribution) via a mechanism to be agreed with the Council. This approach is considered by Officers to be acceptable but can be secured by condition

1.5. Other than garden landscaping public open space has not been provided on site, but a full financial contribution of £122,854 towards off site public open space has also been offered in line with policy requirements.

1.6. It is this Councils opinion that for a development to be considered acceptable it must provide social and environmental benefits. The site is not needed to support the Councils five-year supply but having regard to the following commentary, and to the fact that whilst the site is not an allocated housing site it is within the existing built up area with a presumption towards development, Members must balance the benefits from market and affordable housing provision against the impacts resulting from development.

1.7. When taking into account the existing site boundary screening which would remain, and proposed dwelling placement, the proposed development is not considered to have an undue impact on the amenity of existing neighbouring properties, the character and appearance of the area or highways safety and capacity. Interrelationships between existing and proposed properties also comply with adopted separation guidance and the scheme is compliant with Local Plan Policy B1.

1.8. It is also 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 to allow for the widened access and pedestrian walkway, mitigation in the form of

supplementary tree planting, well designed, effective landscaping and ecological compensation ensures protection of site biodiversity as a whole. In addition, the woodland in the north will not be adversely affected and as such development accords with the requirements of Policy G7 (Green Infrastructure) of the South Ribble Local Plan.

1.9. County Highways have fully assessed the application and have raised no objections to the proposed development in principle, confirming that the proposed use would not impact adversely on highways safety or capacity. Parking provision has been identified in line with Local Plan Policy F1, and vehicle charging points would be secured by condition

1.10. At the time of writing this report, and following full consultation, 27 letters of representation have been made. Late comments will be reported verbally at committee. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition.

1.11. It is therefore recommended that Members be minded to approve the application, and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a legal agreement to secure a financial contribution towards off-site public open space and on-site affordable housing.

2. Application Site and Surrounding Area

2.1. The Carrwood Road site is a 1.8-hectare parcel of land located in Lostock Hall and designated as 'existing built up area' by Policy B1 of the South Ribble Local Plan. To the north are Carrwood Road and a crescent shaped, Council owned (LCC/SRBC) woodland designated as Green Infrastructure by Local Plan Policy G7 and known as 'Walton le Dale County Woodlands'. East is Millwood Road with dwellings addressed on Badgers Way beyond. To the south are cycle paths and public right of way 7-2-FP76 which run along Hennel Lane, Old Tram Road and residential properties, and to the west is a residential development addressed as The Oaks. Properties in the area are characterised by a range of styles and types but typically are brick built in 'estate' style arrangements. The site is accessed from Millbrook Road but otherwise is enclosed on all sides by mature woodland; visibility into the site from outside is particularly restricted

2.2. There are no Tree Preservation Orders on or around the site which lies within Flood Zone 1 (least likely to flood)

3. Site Context / Planning History

3.1. Policy C3 (Community Services: School Sites) of the South Ribble Local Plan 2000 stated that there was a long-standing intention to provide a new primary school in the Walton Park area, but that *'the need for both sites and actual provision is a matter for further discussions with the County Council'*. During preparation of the 2012-2026 Local Plan however, LCC Education decided that there was no longer a need for schools on this site or at Holland House. As such the allocation was changed to its current B1 (existing built up area) status with a presumption towards development; all other considerations being acceptable.

3.2. There is no other planning history on this site

4. Proposal

4.1. The application seeks planning permission for the erection of 61 market and affordable dwellings with associated infrastructure.

4.2. Access to the site would be through the existing opening off Millwood Road in the north-east with some limited removal of existing hedgerow which is set well back from the road to accommodate sightlines. Mitigation for this loss however would be provided as detailed below. Pedestrian access would also be provided from the southern corner onto the junction of Hannel Lane and Old Tram Road.

4.3. Properties are modern, well designed and are expected to be constructed in quality materials to create a sense of place within the site itself, but which respects the wide variety of design seen in the surrounding urban streetscene. Materials suggested are a mix of red brick, with red and grey roof tiles, pale render and black/grey doors, windows and rainwater goods.

4.4. A site layout plan has been submitted which shows two-character areas in coordinating but distinct styles – ‘The Avenue’ (southern part of site) and ‘Shared Surface’ in the north. Overall 13 different but complementary house types are proposed; two and three storey, two to five bedrooomed detached, semi-detached and terraced properties. Dwellings would benefit from rear and front gardens similar to that of surrounding estates. Through site landscaping is proposed but surrounding mature landscaping which screens the site on most sides is also to be retained.

4.5. Parking is provided where possible to the side of dwellings to reduce ‘car-centric’ street scenes, and streets include shared surface (concrete block paving to roads and courtyards) and more traditionally paved highways. The layout includes short cul-de-sac’s but also provides a circulatory route in line with the RTPI requirement for dementia friendly development

4.6. Density proposed is approximately 34 dwellings per hectare – similar to that of adjacent estate developments. Phasing detail for the site has not been provided so it is assumed that the scheme will be built out in one phase.

5. Summary of Supporting Documents

5.1. The application is accompanied by the following:

Proposal drawings

House Type/Garage Plans (MPSL/Lancet Homes)

The Avenue (Prefix 19049/HT/TA..)

- H18 Special (05A) X18 (9, 10 & 11)
- D18 (01) NI-18 (07 & 08)
- D18/E18 (02) N2-18 (12 & 13)
- G18 (01 & 03) NT1 (16, 17 & 18)
- H18 (04) L18 (06)
- NT2 (14 & 15) Garage (19)
- 00A

Shared Surface (Prefix 19049/HT/SS..)

- NT1 (12 & 13) X18 (10 & 11)
- F2,F2, F318 (05 & 06) Garage (14)
- L18 (09) G18 (07)
- D18 (02) B18 (01)
- D18, E18 (03) F2-18 (04)
- H18 Special(08) 00A

- Boundary treatment layouts (19049/06B & 07B: MPSL/Lancet)

- Colour Street scene visualisation (19049/03B (MPSL/Lancet)
- Landscaping plan (748A-03D and 7484/04 Randall Thorpe)
- Location plan (19049/00)
- Materials (19047/05B)
- Planning layout (19049/01 Rev P7: MPSL/Lancet)
- Presentation layout (19049/02 Rev P7: MPSL/Lancet)
- Plot landscaping Sheets 1 & 2 (Lancet Homes)

- Air quality assessment (MCP2312: BWB May 2020)
- Community Infrastructure Levy documentation
- Construction management statement (TDB/01/02 Rev E 28.5.20/Tempus)
- Crime impact statement (APM0104.20.V1: May 2020)
- Design & Access statement (19049/01/DAS May 20: MPSL/Lancet)
- Draft planning statement (WSP/May 2020)
- Drainage strategy (May 2020 Rev A: Tempus)
- Dust Management Strategy (TDB/01/05 6.8.20: Tempus)
- Ecological advice (Bowland BOW17.1061)
- Energy assessment report (04/20/82905/ES1: Stroma)
- Flood risk assessment (3386-FRA Rev B: IGE Consulting)
- Materials schedule (The Avenue & Shared Surface)
- Phase 2 site investigation (70048078-11178(1) WSP)
- Preliminary risk assessment App A (70048078-11113(1) Oct 18 WSP), App B (4.7.20) and D (BGS Logs)
- Transport Statement (J324229 May 20: Mode)
- Tree protection plan (BTC1963 May 20: Bowland)
- Utilities statement (May 20 Rev A: Tempus)
- Viability (Grasscroft May 20)

6. Representations

6.1. Summary of Publicity

6.1.1. Four site notices and a newspaper advertisement have been posted, and 131 neighbouring properties consulted. Ward Councillors Bretherton and Campbell have also been notified.

6.1.2. In addition to pre-application advice, community engagement was undertaken by the applicant prior to submission as follows.

- Engagement with Council officers, residents, ward councillors and South Ribble Borough Council cabinet members.
- Community leaflet drop to approximately 265 properties, ward councillors and cabinet members (July 2016)
- Advert in the Leyland and Chorley Guardian;
- Manned telephone lines to enable those without internet access to engage
- Dedicated website (www.carrwoodroadhomes.co.uk) hosting a virtual public exhibition
- Dedicated phone and e mail addresses

In light of Covid-19 and to allow for the planning process to proceed the consultation strategy was revised. The scheduled hosted preview event with Members was replaced by an online, virtual exhibition (April 2020). A total of 19 responses were received; the majority being constructive with some suggestions for improvement. Many of the potential issues had been anticipated and addressed with the Council as part of the pre-application process. Other comments where relevant have been included in the final scheme.

6.2. Letters of Objection or Support

27 letters of objection and one which simply makes comments have been received. These are summarised as follows:

6.2.1. In Objection

Highways

- Out of date, inaccurate travel statement (May 2020) does not include impact from Cawsey link road
- Public transport is already over subscribed
- Traffic management needed on A6 roundabout at London Way – developer should finance
- Unacceptable increase in traffic on Walton Park
- More traffic to use Leyland Road
- Pedestrian access onto cycle way isn't needed
- Safety risk resulting from moved bus stop
- Lack of cycle paths

Design/Character

- Properties not in keeping with mostly detached properties surrounding
- No need for semi-detached and terraced properties
- Too high a density in relation to surrounding area
- Respondent '*didn't move to Walton Park to back onto semi-detached houses*'
- Lost privacy and view
- No provision for elderly or disabled
- Over development of the area – properties not needed as have a 5 yr supply

Environmental Impact

- Negative environmental impact / loss of wildlife
- Ground investigation report is flawed as it doesn't take into account the former land fill site which wasn't remediated as stated
- History of flooding on site
- Highly valued green space
- Air quality issues
- High Power gas line on Bellis Way will prevent development (*See HSE response at Para 7.5*)
- Trees and shrubbery are outside of the developer's ownership and must be retained
- The area needs to keep its Green Belt – *the site is not Green Belt*

Local Infrastructure

- Lack of schools and doctors – developer should pay for a new school via S106 agreement (*see LCC Education response at Para 7.7*)
- Delay development until new schools/doctors etc are available – *funding of such facilities is generally dependant on development in the area*
- Respondent questions when site was re-allocated from its former school allocation and why there was no public consultation
- Developer should pay for restoration/renovation of Walton Park playground for 25-50 years via S106 route

Other

- Negative social impact
- Evidence refers to properties in Lostock Hall not Walton Park
- Pre application consultation should happen again because of Covid 19
- Development is '*short sighted if only to aid economy*'

- Too great a use of retail and community facilities out of town where local services should be supported
- Loss of open space – site is not allocated for housing
- Lack of publicity
- Deed of covenant exists to retain site for community purposes or as public open space – *the site is private land not public open space*

In Support

- Grateful for tree lined boundaries being retained

6.2.2. *Officer Comment* – Highways, traffic management, schools’ provision and environmental issues have been assessed by the Councils consultees as the experts in their fields (see Section 7 below). A number of resident’s request that the site is retained for development of a school, but the fact remains that LCC Education neither want, nor are willing to pay for a school and without that commitment one cannot be provided.

6.2.3. A ground survey has been submitted and again assessed by the Councils specialist who recommends precautionary conditions for further mitigation and protection should contamination be found. A number of residents have requested monies from the developer to provide off site benefits via the S106 legal agreement process. The S106 regulations are very clear as to what the Council can and can’t ask for in terms of financial contributions and this has been factored into any ‘ask’ on the back of this proposal. Covenants are a civil matter outside of the planning system

6.2.4. *Covid 19* – representation has been made objecting to pre application consultation / submission at a time when public meetings are not possible. The developer and Council have undertaken full public consultation – as evidenced by the above responses – and planning decisions are being made during this period having regard in the usual way to all the evidence provided, and in line with adopted policy and Government guidance. Refusing to accept planning applications or postponement of decision making is not however an option afforded to the planning system under current legislation

7. Summary of Consultee Responses

7.1. **Cadent Gas** - comments relate to High and Intermediate Pressure Assets and confirms that Cadent Gas has a major accident hazard pipeline (Lostock Hall/New Inns) for which the building proximity distance is 8 metres. There are other restraints imposed on high pressure gas pipelines defined by the HSE which allow them to advise on the acceptability of new developments next to the pipeline; these are controlled through the HSE’s Planning Advice for Developments near Hazardous Installations (PADHI) process. The HSE may wish to apply more stringent criteria for Building Proximity, and Cadent recommended that they are formally consulted. When working in the vicinity of any Cadent Gas pipelines, Cadent safety standards must be strictly adhered to, but from the information provided Cadent are satisfied that proposed works will not directly affect the above pipeline. If the pipeline needs relocating or is found to be different on site however the applicant must contact Cadent Gas.

7.2. **Ecology Consultant** knows of no current reason to contradict the findings of the applicant’s ecological assessment subject to a number of conditions to ensure that implementation of the scheme provides suitable protection, mitigation and enhancement. Accompanying assessments indicate limited ecological constraints to prevent implementation of the proposal, and that the condition of the site has not substantively altered from earlier survey. Surveys for great crested newt were negative and the species does not represent a constraint on development. All other protected species and use of the grassland for nesting birds have been reasonably discounted. Precautionary conditions relating to nesting birds in trees and hedgerows however are felt necessary.

The ecologist appreciates that additional hedgerow has been proposed as a better visual screen; the same applies for native proposed trees adjoining woodland to the north – both of which would be secured by condition. In addition, provision of 6 bird/bat boxes is also requested.

7.3. Environment Agency / Local Lead Flood Authority – the site is within Flood Zone 1 (least likely to flood), but as the site exceeds 1ha in size a flood risk assessment has been provided. The Environment Agency has no comments on this occasion and the Local Lead flood authority has no objection subject to conditions relating to sustainable drainage.

7.4. Environmental Health request conditions are imposed re construction management, lighting and noise, contaminated land, biomass, cycle storage, importation of material and electric vehicle recharge points. A construction management plan has been provided but conditions relating to other matters would be imposed if approved. A second statement has also now been received and conditions relating to dust, construction management and lighting are also satisfied. The same plan suggests operation from 7.30am but this has been reduced to 8am in line with standard conditioning. EH also made comment re: invasive species and groundwater but these are assessed by the Councils ecologist and Environment Agency.

7.5. Health & Safety Executive – pre-application assessment via the HSE website shows that the site is within the consultation zone of a major pipeline. The HSE PADHI website ref HSL-200715164954-95 does not advise against development but does suggest discussion with Cadent Gas as the asset owner (see above)

7.6. Lancashire Constabulary note that the development has been designed in line with Secured by Design principles which is supported by Lancashire Constabulary. A number of other suggestions have also been made but which appear to have been included already.

7.7. Lancashire County Education confirms that an education contribution is not required from this development. If there was an education need a contribution would have been required and details of prospective/existing spend identified. This was not felt necessary on this site regardless of comments made by a number of residents who wish to maintain the site for school development

7.8. Lancashire Fire & Rescue offer generic advice which would be considered by LCC Highways and at construction stage by the building regulations assessor.

7.9. Lancashire County Council Highways notes that the site would be accessed from a new priority junction on Millwood Road; a classified 30mph road with a 2m wide footway running along the site's frontage. Sight lines from the proposed Millwood Road access are acceptable and fully achievable over the existing adopted highway and within the applicant's control. A bus stop (north of proposed access) is to be upgraded and relocated further north outside of visibility splays; this new location is acceptable to LCC Highways. A bus stop is also located to the South East on the opposite side of Millwood Road. As per pre application discussions LCC Highways request that this stop is also upgraded to a 'Quality Stop' standard. Dropped kerbs and tactile paving would need to be provided across the new junction and on Millwood Road to link with the bus stops.

The new access and associated off-site works (pedestrian link, drop crossings and relocation and upgrading of bus stops) must be constructed under S278 legal agreement with LCC. Proposed internal layout (drawing 19049, rev p2, dated 05.06.2019) is agreeable, and proposed parking accords with adopted standards; both are acceptable to LCC Highways.

LCC's five-year personal injury accident data base indicates three slight incidents within the vicinity of the proposed site (at junction of Carrwood Road and Millwood Road). These

incidents follow no pattern and appear to be of a nature that would not be worsened by the proposed development.

The scope of the Transport Statement was agreed in advance with LCC highways and included utilising the agreed North West Preston Strategic Trip Rates. Taking into consideration the information shown within the Transport Statement LCC are of the opinion that the proposed development would not have a severe impact on the surrounding network / junctions. Representation received suggests that the transport assessment is flawed and does not take into account the new link road, but LCC confirm that they have assessed the report on this basis and are satisfied.

In conclusion, LCC Highways have no objections to the planning application and are of the opinion that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site. If approved. LCC request that conditions are included with regards to traffic management, highway improvements and legal agreements. Informative notes for the same are also recommended.

7.10. Lancashire County Council Public Rights of Way notes that a small amount of the red line boundary extends over the public footpath, but accepts that this may be a plotting error, and as plans don't indicate development there, providing work does not encroach on that temporarily or permanently there is no objection

7.11. South Ribble Arborist has no objection to the proposal subject to protection of trees identified for retention. He does have concerns that perimeter trees may have an undue impact upon the amount of available natural light throughout the year, but proposed mitigation planting to offset the widened access is welcomed.

7.12. South Ribble Economic Development confirm that they are happy for pre-commencement Employment Skills detail to be submitted if approved

7.13. South Ribble Strategic Housing acknowledges that all dwellings will meet Nationally Described Space Standards which is supported. Subject to agreement of the Councils viability assessor, Housing would be supportive of 20% on-site affordable housing with a 100% affordable rented tenure scheme as this would meet housing need. Delivering the 70/30 split required by the SPD would bring forward only a small number of shared ownership homes of which we have coming forward in greater numbers on sites elsewhere in the borough. Whilst the 20% is below the policy requirement, it represents a greater quality offer in delivering a 100% affordable rent scheme.

7.14. 20% affordable housing would be provided on site, with the 10% required to make the scheme policy compliant to be agreed by a mechanism to be agreed with the Council. Discussions between the Council, the applicant and land owner as to how this is best achieved are ongoing, but a fully compliant offer is tabled.

7.15. United Utilities have no objection subject to compliance with the approved drainage strategy

8. Material Considerations

8.1. Site Allocation

8.1.1. The site is designated under Policies B1 (Existing Built Up Area – main site) and G7 (Green Infrastructure – northern edge woodland) of the South Ribble Local Plan 2012-2026

8.1.2. Policy B1 allows for redevelopment in allocated areas where proposals comply with local plan requirements relating to access, parking and servicing; would be in keeping with

the character and appearance of the area and would not adversely affect the amenity of nearby residents.

8.1.3. **Policy G7** states that development will only be permitted on such lands where it can be demonstrated that retention of the site is not required to satisfy a recreational need in the local area, and where alternative provision can be implemented within the same or another local site. Development should be sensitive to the area and have no adverse effects on the amenity or nature conservation value of the site.

8.2. Policy Background

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

8.2.1. *National Planning Policy Framework*

8.2.1.1. The NPPF (2019) at Para 11: provides a presumption in favour of sustainable development which for decision making means approving development which accords with the development plan unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the framework as a whole. Other NPPF chapters of interest are:

8.2.1.2. Chapter 5: Delivering a sufficient supply of homes - housing applications should be considered in the context of the presumption in favour of sustainable development. Large scale development should be well located and designed and supported by necessary infrastructure and facilities.

8.2.1.3. Chapter 8: Promoting healthy, safe communities – planning should promote social interaction including opportunities for people to meet e.g. through mixed use development, strong neighbourhood centres, street layouts and pedestrian and cycle connections within and between neighbourhoods. Communities should be safe and accessible and enjoy high quality public space.

8.2.1.4. Chapter 9: Promoting sustainable transport – this encourages opportunities for alternatives to travel by car (cycle, walking, public transport) with development which is close to appropriate facilities and employment options

8.2.1.5. Chapter 11: Making effective use of land – planning should promote the effective use of land in meeting the need for homes whilst safeguarding and improving the environment and living conditions. Decisions should avoid homes being built at low density where there is identified need, and should consider minimum density standards, but development should also reflect that of its surroundings.

8.2.1.6. Chapter 12: Requiring good design attaches great importance to the design of the built environment which contributes positively to making better places for people.

8.2.1.7. Chapter 14: Meeting the challenge of climate change, flooding and coastal change – the planning system supports the transition to a lower carbon future taking account of flood risk and climate change.

8.2.1.8. Chapter 15: Conserving and Enhancing the Natural Environment – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22

8.2.2. *Central Lancashire Core Strategy*

- 8.2.2.1. Policy 1: Locating Growth focusses growth and investment on well-located, brownfield sites within key service and urban areas of the Borough.
- 8.2.2.2. Policy 3: Travel encourages alternative, sustainable travel methods to reduce dependence on motor vehicles.
- 8.2.2.3. Policy 4: Housing Delivery provides for, and manages the delivery of new housing.
- 8.2.2.4. Policy 5: Housing Density aims to secure densities of development in keeping with local areas, and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the area
- 8.2.2.5. Policies 6: Housing Quality and 27: Sustainable Resources and New Development both aim to improve the quality of housing by facilitating higher standards of construction, greater accessibility and ensuring that sustainable resources are incorporated into new development.
- 8.2.2.6. Policy 7: Affordable Housing confirms a target of 30% affordable housing for housing developments of 15 dwellings or more. Specialist housing is exempt from this calculation
- 8.2.2.7. Policy 17: Design of New Buildings requires new development to take account of the character and appearance of the local area.
- 8.2.2.8. Policy 22: Biodiversity & Geodiversity aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area
- 8.2.2.9. Policy 26: Crime & Community Safety seeks to reduce crime levels and improve community safety by encouraging the inclusion of Secured by Design principles in new development.
- 8.2.2.10. Policy 29: Water Management seeks to improve water quality and flood management by appraising, managing and reducing flood risk in all new development.
- 8.2.3. *South Ribble Local Plan*
- 8.2.3.1. In addition to site allocation policies B1 and G7 (above), the following are also pertinent:
- 8.2.3.2. Policy A1: Developer Contributions – new development is expected to contribute towards mitigation of impact upon infrastructure, services and the environment, by way of Section 106 agreement and/or CIL contributions.
- 8.2.3.3. Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.
- 8.2.3.4. Policy G10: Green Infrastructure states that all new residential development resulting in a net gain of 5 dwellings must provide sufficient green infrastructure to meet the recreational needs of the development, in accordance with specific but flexible standards; effectively mirroring Para 73: of the NPPF
- 8.2.3.5. Policy G13: Trees, Woodlands and Development states that development will not be permitted where it affects protected trees and woodland. Where loss of the same is unavoidable however this policy accepts suitable mitigation.

8.2.3.6. Policy G16 –Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site’s importance and the contribution it makes to wider ecological networks.

8.2.3.7. Policy G17: Design Criteria for New Development considers design in general terms, and impact of the development upon highways safety, the extended locale and the natural environment.

8.2.3.8. Chapter J: Tackling Climate Change looks to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

8.2.4. *South Ribble Residential Design SPD* discusses design in very specific terms and is relevant with regards to separation between properties in and beyond the site bounds.

8.2.5. *Central Lancashire Open Space and Playing Pitch SPD* sets out the standards for provision of on and off site public open space and playing pitch provision

8.2.6. *Central Lancashire Affordable Housing SPD* guides on a range of approaches to deliver affordable housing which meets local needs.

8.3. Impact of Development on Neighbouring Properties

8.3.1. The South Ribble Residential Design SPD suggests a minimum of 13m between any habitable first floor window and facing blank wall or gable, and 21m between any directly facing habitable room windows.

8.3.2. The closest residential properties are those in the west, east and south. South east are the rear gardens of properties on Badgers Way. These are between 23m and 28m away and screened by deep woodland/hedgerow which would be retained. South-west are the back gardens of 25-35 Simmons Avenue which would be 29m – 55m distant and again screened by shrubbery.

8.3.3. In the west are properties addressed onto The Oaks. In the main these are spatially compliant but where slightly substandard existing screening or the orientation of proposed and existing properties is such that loss of privacy or overlooking is very unlikely.

8.3.4. Officers are satisfied that the inter-relationships and spatial separation between proposed and existing neighbouring properties accords well to the sentiments of the South Ribble Residential Design Guide SPD, and are protective of residential amenity

8.4. Design, Character & Appearance

8.4.1. Site Allocations Policy G17 (Design Criteria for new development) seeks to ensure new development relates well to neighbouring buildings and the extended locality, that layout, design and landscaping of all elements of the proposal are of a high quality; providing interesting visual environments which respect local character, reflect local distinctiveness, and offer appropriate levels of parking and servicing space in line with Policy F1 (Parking Standards) of the same document. Core Strategy Policy 17 (Design of New Buildings) effectively mirrors these criteria.

8.4.2. In consideration of the above, local distinctiveness and character of the area have been assessed. This part of Lostock Hall is a relatively modern mix of predominantly detached properties in estate style configurations, although semi-detached, terraced and apartment properties are also present in the wider estate. To the centre of the estate is the proposal site; an obvious extension to residential development without detriment to existing housing stock. Existing and suggested screening to the site would ensure that impact by way

of visual intrusion to and from the site would be negligible. The proposed material schedule also ensures that materials relate well to the local area.

8.4.3. Para 72 of the NPPF notes that the supply of large numbers of new homes can often be best achieved through planning for larger scale development – including significant extensions to existing settlements provided they are well located and designed, and supported by the necessary infrastructure and facilities. Policy B1 also acknowledges that the development of sites such as this provide the opportunity to make best use of existing services and utilities.

8.4.4. Whilst in the overall context of Walton Park this proposal is not significant, it is large scale and extends an existing settlement sized area of residential development. Existing infrastructure is present and can be connected to, and there are established community facilities in the area. The principle of development of the site was established by both 2000 (Policy C3: School Sites) and 2012 (Policy B1 with presumption towards development) Local Plans, and although for a different purpose than originally proposed the site was never one suggested for preservation as an open space.

8.4.5. The proposed layout plan demonstrates similar levels of garden space to surrounding residential properties, and that a development of this size can be accommodated on this site without resulting in a detrimental impact on the character and appearance of the area through overdevelopment and intensification of the urban fabric. Woodland to the north and surrounding dense shrubbery also offers a level of visual amenity for residents.

8.4.6. In terms of the detailed design of the development, Para 122 of the NPPF stresses the importance of securing well-designed, attractive and healthy places. The proposal has been designed to respect its surroundings but to introduce a more up to date approach to material use. Having regard to the details provided by Section 4 (above) the proposal is considered policy compliant in design terms

8.4.7. Whilst the proposal is for development of an undeveloped site, this land is not public open space, does not have formal public access and does not otherwise have recreational value. The landowner could at any point restrict access to users of the land but has until now been relaxed about its use. It is acknowledged however that a site such as this, even when private and not accessible for recreational use, does impact on the character of other nearby spaces and public routes. In recognition of this, the proposed landscaping and layout have been designed to relate effectively with the wider area whilst retaining the majority of boundary vegetation; in itself a notable feature.

8.5. Highways Considerations, Suitability of Access and Parking Arrangements

8.5.1. The application is accompanied by Transport Statement (J324229 May 20: Mode) which concludes that the proposal provides access to a range of sustainable transport options (below), and that there are no severe transport impacts resulting from development. See LCC Highways comments in response to this report (above).

8.6. Sustainability

8.6.1. One of the core principles of the NPPF is to ensure developments include opportunities to promote walking, cycling and public transport. It is considered that the proposed layout offers maximum permeability for pedestrians and cyclists; the offer also benefitting from the following:

8.6.2. *Community Facilities* – There are nine high schools within 3 miles of the site and seven primary schools within 1 mile. 3 GP surgeries sit within a one-mile radius, there are 7 dentists a little over a mile away and local shops present on Millwood Road at 0.1-mile

distance. The Capitol Centre is 1.2 miles to the north-west and Preston and Lostock Hall town centres are 2 miles and 1.6 miles respectively away.

8.6.3. *Sustainable Transport Modes* - In order to encourage public transport patronage from the proposed development and make facilities more attractive, both bus stops adjacent to the proposed new access on Millwood Road would be upgraded to Quality Bus standard. A public footpath/cycleway runs on an east-west alignment along the southern boundary of the site and provides for an off-road route into Preston. A proposed link has been shown on the submitted plans running between plots 13 and 14 and this link is acceptable to LCC Highways. Preston, Bamber Bridge and Lostock Hall railway stations are less than 1.5 miles from the site entrance.

8.6.4. *Public Rights of Way* – none within the site but PROW 7-2-FP76 skirts the southern site edge

8.6.5. In terms of being sustainable development this proposal is considered to be more than acceptable.

8.7. Natural Environment, Ecology and Ground Conditions

8.7.1. The application is accompanied by Ecological Assessment (EA) (Bowland BOW17.1061), Tree protection (AIA), boundary treatment and landscape plans (BTC196/3.5.20, 19049/06 & 07 and 748A-03/1 and 2 of 2)

8.7.2. *Trees* – The AIA recommends removal of a moderate group of trees (G1) to construct the new vehicle access, along with a relatively small number of low-quality trees in the same group located in the site boundary in order to construct units 13 and 14 and a pedestrian footpath to connect with the adjacent public footpath. In respect of these projected impacts it is noted that some of the trees in groups G1 and G2 are understood to be under the ownership and management of the South Ribble Borough Council. Although necessary to remove trees in order to develop the site, it is noted that the site landscaping scheme, as prepared by Randall Thorp (drawing no.748A-03/04) provides for 955 new trees and 1916 new shrubs, the delivery of which would increase both species and age diversity within the site boundaries and the neighbouring highway verges and, in turn, adequately compensate for the identified necessary losses. Landscaping would be secured by condition. Both the Councils arborist and ecologist are satisfied with this approach

8.7.3. *Ecology* –The site does not contain any protected species, or habitats of national or local importance, and apart from peripheral woodland is of limited value to wildlife. The report affirms that measures to augment site biodiversity whilst retaining connectivity throughout green infrastructure areas could include suitable landscaping and additional enhancement measures; several of which have been suggested. Conditions to this effect have been included.

8.7.4. The Carrwood Road site is not considered to be a sensitive area in ecological terms and is below the threshold for Environmental Impact Assessment. There are no other features of obvious landscape value on the site

8.7.5. A precautionary contaminated land assessment has been requested by Environmental Health and a condition for the same is recommended should this permission be granted.

8.8. Construction Standards, Water Management and Noise

8.8.1. *Construction Standards*- One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources whilst improving the quality of housing by facilitating higher standards of construction. Conditions to ensure construction standards are considered

appropriate. An Energy Statement supports the confirming that the development will adopt an energy efficient approach. The development will include Solar Photovoltaics (PV) provision in order to exceed the required construction level, whilst other measures such as high efficiency boilers and low energy lighting will also be installed

8.8.2. *Water Management/Utilities* - In addition Core Strategy Policy 29(e) (Water Management) seeks to improve water quality and flood management in areas such as Lostock Hall. There is no existing drainage infrastructure on site, but there is an extensive sewer and surface water drainage network on all sides. The accompanying utilities statement demonstrates the proposals suitability in respect of utilities in accordance with guidance provided by utility providers.

8.8.4. *Noise* - The proposed development will be located within an existing built up area, with significant separation and screening between the site and nearby highways. The proposed residential use is in keeping with the dominant use of the local area and will not generate significant or unusual noise impacts. Notably, proposed homes will be at least 95m away from the nearby public house, with two strands of trees approximately 15m to 20m wide in the intervening space. The existing pub is close to a large number of properties with a much smaller, exposed separation of as little as 20m. It is reasonable therefore to assume that there will be no harmful relationship between the site and this existing business in noise terms, and that for these reasons, the proposed development will have no harmful impact in respect of noise; either generated by the development or from existing noise sources. The amenity of existing and future residents of the site and surrounding area will be protected in this regard.

8.9. Financial Viability Appraisal/Developer Contributions

8.9.1. Local Plan Policy A1 (Developer Contributions) expects that most new development will contribute towards mitigation against impact on infrastructure, services and the environment. Contributions would be secured where appropriate through planning obligations (Section 106 agreement) and/or Community Infrastructure Levy. The NPPF however (Para 34) states that any such contributions should not undermine the deliverability of the plan, and whilst this site is not specifically allocated for housing in the Local Plan it has an in-principle presumption towards development

8.9.2. A financial viability report has been submitted in support of the application and has been assessed by Trebbi; an independent viability consultant appointed by the Council. The report was commissioned to demonstrate that the scheme could not afford to meet all of the planning policy requirements of the development plan i.e. 30% affordable housing and financial contribution towards public open space of £122,854

8.9.3. Para 57 of the National Planning Policy Framework (NPPF) says that *'where up to date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for viability assessment at the application stage'*.

8.9.4. The National Planning Policy Guidance (NPPG) further states that *'to define land value for any viability assessment, a benchmark land value should be established on the basis of the existing land use value of land plus a premium for the landowner' i.e. 'the minimum return a reasonable landowner would be willing to sell land while allowing sufficient contribution to fully comply with policy requirements (Para 013)'*. NPPG in addition (Para 002) says that *'landowners and site purchasers should consider policy requirements when agreeing land transactions'* and that *'abnormal costs including those associated with treatment for contaminated sites or listed buildings, or costs associated with brownfield phased or complex sites should be taken into account when defining the benchmark land value'* (Para 012).

8.9.5. Para 018 of the same guidance thereafter states that *'policy requirements should be clear so that they can be accurately accounted for in the price of the land'* but that *'such policies should not undermine the deliverability of the plan'* (NPPF Para 34). *'Any potential risk is accounted for in the assumed return for developers at the plan making stage. It is the role of developers not plan makers to mitigate these risks, and the costs of compliance with policy requirements should be accounted for in the benchmark land value. Under no circumstances will the price paid for land be relevant justification for failing to accord with relevant policies in the plan'(NPPG 018)*

8.9.6. Grasscroft on behalf of the applicant when initially referring to both a full market housing scheme and that with 30% affordable units found that viability assessment *'clearly demonstrates that viability is a significant issue in the current case and the scheme is at the very margins of viability prior to application of any on site affordable housing or financial contribution. Viability is therefore a material consideration'*

8.9.7. Trebbi however felt that the value of the land had been elevated and the aspirations of both land owner and developer have been set too high. No balance was struck as required by NPPG Para 010 which states that *'in plan making and decision-making viability helps to strike a balance between the aspirations of developers and landowners, in terms of returns against risk, and the aims of the planning system to secure maximum benefits in the public interest through the granting of planning permission'*. Calculations had initially been addressed in such a way that they were not considered compliant with the NPPF but discussions have been ongoing between all parties throughout the planning process and the applicants assessor finally suggested a compromise figure of 15% affordable housing. The applicant has overridden this and made a commercial decision to offer 20% in addition to full public open space and non-negotiable CIL contributions. The remaining 10% would also be provided but discussion as to the mechanism (e.g. housing on or a financial contribution towards off site provision) remains underway. On agreement of that mechanism Officers are satisfied with the approach and in policy terms the offer would therefore be compliant; a decision would not be issued until such time as an appropriate legal agreement has been completed.

8.9.8. NPPF Para's 55 & 56 are clear that planning obligations (contributions) must only be sought where they are necessary to make the development acceptable in planning terms, and that they should be kept to a minimum. It is this Councils opinion – as evidenced by its adopted policy – that in order for a development to be considered acceptable it must provide social and environmental benefits. The Local Plan which has been through a thorough examination process is found sound and as such its contents, while negotiable, are also felt appropriate. The plan has been in existence since 2012 and guidance is well defined in terms of what is and isn't acceptable for a scheme of this nature. Pre-application advice also clearly set out the financial and social obligations of the proposal so that these objectives were clear. The proposal received however contributes towards the Councils five-year housing supply, upkeep of its green spaces and much needed affordable housing.

8.10. Five Year Supply

8.10.1. The NPPF (Para 11) states that applications that accord to an up to date development plan shall be approved without delay unless the application of the NPPF provides clear reason for refusing development, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

8.10.2. Having regard to the Councils housing supply calculations, and housing delivery expectations, your Officers are comfortable that the Council can justify a five-year supply of housing land, and as the site in question is not allocated specifically for housing or included in those calculations it is not needed to support that supply need. Without a full complement of policy compliant obligations there is no reasonable justification for approval of this site.

Subject to the aforementioned mechanism and subsequent legal agreement however, members may decide that the benefits seen from speculative housing development on an unallocated site would significantly and demonstrably outweigh the harm caused by that development. NPPF Para 11 which forms the basis of sustainable development should therefore be given considerable weight in the decision-making process, but it is Officers opinion that the harm is outweighed by the benefits in this case.

8.10.3. *Affordable Housing - Core Strategy Policy 7 (Affordable and Special Needs Housing)* requires that sites of 15 dwellings or more would provide a minimum of 30% on or off-site affordable housing, or where not feasible an off-site contribution towards housing elsewhere.

8.10.4. This application seeks permission in full for 61 dwellings. Of the 61 properties proposed, adopted policy requires 30% of these to be affordable housing in a mix of tenure. As the proposed development would result in a net gain of 5 dwellings or more a public open space contribution is also required. The applicant initially suggested that if plan policy requirements for S106 contributions were met in part or full that Carrwood Road scheme would be undeliverable on viability grounds, but following protracted discussions between the Councils viability assessor and the applicants own, the offer of 20% with the 10% shortfall to be achieved off site is felt by Officers to be acceptable.

8.10.5. *Public Open Space - The NPPF states that 'access to high quality open space makes an important contribution to the health and wellbeing of communities'*. This is supported by Core Strategy Policy 24 (Sport and Recreation) which sets out ways of ensuring that everyone has the opportunity to access good sport, physical activity and recreation facilities. As such, all new residential development resulting in a net gain of 5 dwellings must provide sufficient green infrastructure to meet the recreational needs of the development in accordance with specific but flexible standards laid down in the Central Lancashire Open Space and Playing Pitch SPD. Although the site is surrounded by tracts of woodland in lieu of on-site provision a full off-site open space contribution of £122,854 towards Central park and playing pitches at Vernon Carus has been offered

8.10.6. With regard to on-site provision the applicants statement says *'The proposed development does not include the provision of on-site open space. It is recognised that residential development would typically benefit from on-site open space. However, the excellent availability of local open space and a design and layout which relates very well to these spaces means that there will be suitable access to open space for residents. The NPPF applies great weight to using sites such as this site for new homes, in a way which makes best and most efficient use of the land. In this respect, it would be inefficient to include open space on site and it is likely that if it were included, it would by definition be a very small space and residents would likely prefer existing superior open space provision. Therefore, the balanced consideration is that the development proposals represent the best and most efficient use of land whilst ensuring that residents will have good access to local open space'*.

8.10.7. It is correct that the proposed development will benefit from excellent links to existing local open space and the pedestrian and cycle routes which connect them. Notably, the creation of the pedestrian and cycle connection at the southern edge of the site will provide access to immediately adjacent public space. the more extensive Walton Park and connected green space some 230m to the south. These spaces are connected by a network of off-road routes to Walton-le-Dale, Bamber Bridge and Preston. The fact remains however that all developments need to be policy compliant and off-site contribution ensures that this is the case.

8.10.8. *Community Infrastructure Levy - CIL* which is non-negotiable is payable on approved properties (discounting apartments and affordable properties) at the current rate of £65 x1.427 per square metre of floor/garage space. Liability has been assumed for the total of

£583,707.22 – calculated on the basis of 61 dwellings but this would be amended to take into account affordable housing provision.

9. Conclusion

9.1. Planning Balance

9.2. Due to the detailed and complex arguments associated with this application, both harm and benefits are summarised below. Due weight can then be applied by Members to the pros and cons in the decision-making process, to determine whether material considerations have been demonstrated in order to depart from the policy requirements of the Local Development Plan.

9.3. Material Considerations In Favour of Development Include:

- Delivery of affordable housing units in an area of need with support from the Council's Strategic Housing officer.
- Considerable CIL contribution to support local infrastructure
- Public open space contribution of £112,130.61
- Contribution towards 5-year housing land supply
- Average density of approximately 34 dwellings per hectare with appropriate spatial separation and access
- Retention of existing trees and shrubbery, and augmentation of the same
- No objection from the Councils statutory consultees
- Well designed, well screened sustainable development which is protective of existing residents and within reach of existing infrastructure
- Ecological mitigation
- Bus stop improvements

9.4. Material Considerations Against Development include:

- Loss of green space may affect the visual character and appearance of the area
- Affordable housing provision to be agreed as detailed below – Officers are satisfied however that this is achievable
- Increased noise and traffic generation

9.5. Members are asked to consider the value of this land locked, green but almost invisible from outside site against the implications and benefits of developing the site for residential purposes.

9.6. Officers believe that it has been demonstrated that the site is not needed to satisfy a recreational need in the local area. The land is private, and whilst the landowner has been relaxed about allowing informal recreational use of the land, he is within his rights to refuse entry. Retention and enhancement of screening habitats on the site for wildlife suggests a scheme which would not detrimentally affect nature conservation value but ensures a well-designed, spatially acceptable development which would offer no less visual amenity than the existing site. For these reasons the proposal is considered to accord with the requirements of Policy G13, 16 and 17 of the South Ribble Local Plan 2012-2026.

9.7. Although not allocated in the local plan for housing, the site is within the existing built up area where Policy B1 offers an in-principle presumption towards development where all other plan policies are complied with. It is considered on that basis that this site would be appropriate for residential use; particularly when taking into account surrounding uses, existing infrastructure and the adjacent highways network. Arguably however the proposal is not needed to support the five-year housing supply target. The scheme submitted for determination is likely to impact visually, but existing and proposed landscaping should prevent this from being excessive. The Councils statutory consultees have appraised the situation and have either recommended conditions to any approval or have no objection. The

proposed affordable housing and public open space requirement of the Core Strategy have been addressed and the pros and con's of affordable housing provision must be given considerable weight in the planning balance. The Councils Housing Officer however supports the affordable offer as a better option for this locality than a higher level of properties but in a different mix

9.8. The proposed development is deemed to be in accordance with relevant policies of the National Planning Policy Framework, Central Lancashire Core Strategy, South Ribble Local Plan 2012, South Ribble Residential Design SPD and Central Lancashire Affordable Housing, Open Space and Playing Pitch SPD's. It is therefore recommended that Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a financial contribution towards off site public open space and details of on-site affordable housing and open space.

RECOMMENDATION:

That Members are minded to approve the application, and that the decision is delegated to the Planning Manager in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure a financial contribution towards public open space and on-site affordable housing.

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 shall not begin until a scheme for the provision of no less than 30% affordable homes or its agreed equivalent to include type, tenure and location on or off the site has been approved in writing by the Local Planning Authority. The affordable housing shall thereafter be provided in accordance with the approved scheme.

REASON: To ensure the provision of affordable housing on-site in accordance with Policy 7 of the Central Lancashire Core Strategy and the Affordable Housing Supplementary Planning Document.

3. The development hereby permitted shall be carried out with reference to the following approved plans and suite of documents:

House Type/Garage Plans (MPSL/Lancet Homes)

The Avenue (Prefix 19049/HT/TA..)

- H18 Special (05A) X18 (9, 10 & 11)
- D18 (01) NI-18 (07 & 08)
- D18/E18 (02) N2-18 (12 & 13)
- G18 (01 & 03) NT1 (16, 17 & 18)
- H18 (04) L18 (06A)
- NT2 (14 & 15) Garage (19)
- 00A

Shared Surface (Prefix 19049/HT/SS..)

- NT1 (12 & 13) X18 (10 & 11)
- F2,F2, F318 (05 & 06) Garage (14)
- L18 (09) G18 (07)
- D18 (02) B18 (01)
- D18, E18 (03) F2-18 (04)

- H18 Special(08) 00A
- Boundary treatment layouts (19049/06D & 07B: MP SL/Lancet)
- Colour Street scene visualisation (19049/03B (MP SL/Lancet)
- Landscaping plan (748A-03D and 7484/A4/04D Randall Thorpe)
- Location plan (19049/00)
- Materials (19047/97/05B)
- Planning layout (19049/01 Rev P7: MP SL/Lancet)
- Presentation layout (19049/02 Rev P7: MP SL/Lancet)
- Plot landscaping Sheets 1 & 2 (Lancet Homes)
- Air quality assessment (MCP2312: BWB May 2020)
- Community Infrastructure Levy documentation
- Construction management statement (TDB/01/02 Rev E 8.8.2020/Tempus)
- Crime impact statement (APM0104.20.V1: May 2020)
- Design & Access statement (19049/03/DAS Sept 20: MP SL/Lancet)
- Planning statement (WSP/May 2020)
- Drainage strategy (May 2020 Rev A: Tempus)
- Dust Management Strategy (TDB/01/05 6.8.20: Tempus)
- Ecological advice note(Bowland BOW17.1061)
- Energy assessment report (04/20/82905/ES1: Stroma)
- Flood risk assessment (3386-FRA Rev B: IGE Consulting)
- Materials schedule (The Avenue & Shared Surface)
- Phase 2 site investigation (70048078-11178(1) WSP)
- Preliminary risk assessment App A (70048078-11113(1) Oct 18 WSP)
- Transport Statement (J324229 May 20: Mode)
- Tree protection plan (BTC1963 May 20: Bowland)
- Utilities statement (May 20 Rev A: Tempus)
- Viability, additional response evidence and final response to Trebbi (Grasscroft)
- Trebbi viability assessment comments
 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

4. No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority and LLFA. Those details shall include

a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawing of the flow control manhole.

b) The drainage scheme should demonstrate that the surface water run-off shall not exceed 10 litres per second. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

c) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).

d) Plan identifying areas contributing to the drainage network

e) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,

f) A plan to show overland flow routes and flood water exceedance routes and flood extents.

- g) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- h) Breakdown of attenuation in pipes and manholes.
- i) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASON: To ensure that the final drainage designs are appropriate following detailed design investigation and to prevent flooding by ensuring a satisfactory storage and/or disposal of surface water from the site, and to reduce the risk of flooding to the proposed development elsewhere and to future users in accordance with Policy 29 in the Central Lancashire Core Strategy

5. Prior to commencement of works on site, details of future employment and skills at the Carrwood Road site as explained by, and in line with the Central Lancashire Employment and Skills SPD and Appendix 1 of the same document shall be submitted to, and approved in writing by the Local Planning Authority. Once approved the assessment shall be adhered to thereafter unless agreed in writing with the Local Planning Authority

REASON: To identify skills shortages, and to ensure that there are the necessary employment and skills opportunities in local areas in accordance with Central Lancashire Core Strategy Policy 15

6. For the full period of construction, facilities shall be available on-site for the cleaning of the wheels of vehicles leaving the site. Such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

REASON: In the interests of highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

7. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.

Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

8. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, a Desk Study shall be undertaken to assess the suitability of the proposed

material to ensure it shall not pose a risk to human health as defined under Part IIA of the Environmental Protection Act 1990. The soil material shall be sampled and analysed by a Competent Person. The details of the sampling regime and analysis shall be submitted to and agreed in writing by the Local Planning Authority prior to the work taking place.

A Verification Report which contains details of sampling methodologies and analysis results and which demonstrates the material does not pose a risk to human health shall be submitted to the Local Planning Authority for approval in writing.

REASON: To confirm before work commences on site that imported sub and/or topsoil will be protective of human health and the environment, and in the interests of residential amenity in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order) no development of the type described in Classes A-H Part 1 of Schedule 2 of that Order shall be undertaken without the express permission of the local planning authority.

REASON: To retain control over future development in the interest of amenity and the character and appearance of the development and to accord with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in South Ribble Local Plan 2012-2026

10. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. Prior to the commencement of construction of the first dwelling details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate

11. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.

12. 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 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 prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

13. 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

14. The approved landscaping scheme shall be implemented in the first planting season following completion of the development or first occupation/use and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - *Trees in Relation to Design, Demolition and Construction - Recommendations*. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. 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, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

15. Should the development not have commenced within 24 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

16. Prior to commencement of piling works, details of piling activity shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 0800 – 17:00 Monday to Friday.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

17. Prior to first occupation of the first dwelling 6 no: bird and/or bat roosting opportunities within the site shall be provided. 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

18. 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 consultation with a qualified ecologist as to the need for a Natural England licence or other precautionary works.

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

19. 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

20. Approved boundary treatments around the site edges shall be installed prior to first occupation of the first dwelling hereby approved. Boundary treatments around each plot shall be erected before first occupation of that plot and retained thereafter. Boundary treatments should be raised from ground level by 0.15 to 0.20 metre or suitably sized gaps should be left at strategic points.

REASON: In order to retain habitat connectivity for Species of Principal Importance, such as amphibians and hedgehogs in line with Local Plan Policy G16 (Biodiversity and Nature Conservation)

21. 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

22. Prior to first occupation of each dwelling hereby approved, waste and refuse storage facilities for that dwelling shall be provided.

REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

23. Prior to first occupation of the dwellings hereby approved, one Electric Vehicle Recharge point shall be provided to all dwellings with one or more off-street parking space/garage space integral to the curtilage of the property.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

23. No part of the development hereby approved shall commence until a scheme for the construction of the site access and associated off site highway improvements (Bus stop relocation, Bus stops upgraded to Quality Bus standard (x2), Footway link, Dropped kerbs and tactile paving provided across Millwood Road to link with the bus stop) has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.

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

24. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 23 has been constructed in accordance with the scheme details.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan

- A1 Developer Contributions
- B1 Existing Built-Up Areas
- F1 Car Parking
- G7 Green Infrastructure Existing Provision
- G10 Green Infrastructure Provision in Residential Developments
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development
- SPD Residential Extensions Supplementary Planning Document
- SPD Open Space and Playing pitch
- SPD1 Affordable Housing (Supplementary Planning Documents)

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 £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

Highways Note: The applicant is advised that the new site access and associated off site highway improvements (Bus stop relocation, Bus stops (x2) upgraded to Quality Bus standard, Footway link, Dropped kerbs and tactile paving provided across the Millwood Road to link with the bus stops), will need to be constructed under a section 278 agreement of the 1980 Highways Act. 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 is advised to contact the Lancashire County Council before works begin on site

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

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.

United Utilities Note 3: The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. We would ask the developer to consider the following drainage options in the following order of priority:

a) An adequate soak away or some other adequate infiltration system (approval must be obtained from local authority/building control/environment agency) or where that is not reasonably practical

b) A watercourse (approval must be obtained from the riparian owner/land drainage authority/environment agency; or where this is not reasonably practicable

c) A sewer (approval must be obtained from United Utilities)

To reduce the volume of surface water drainage from the site we would promote the use of permeable paving on all driveways and other hard standing areas including footpaths and parking areas.

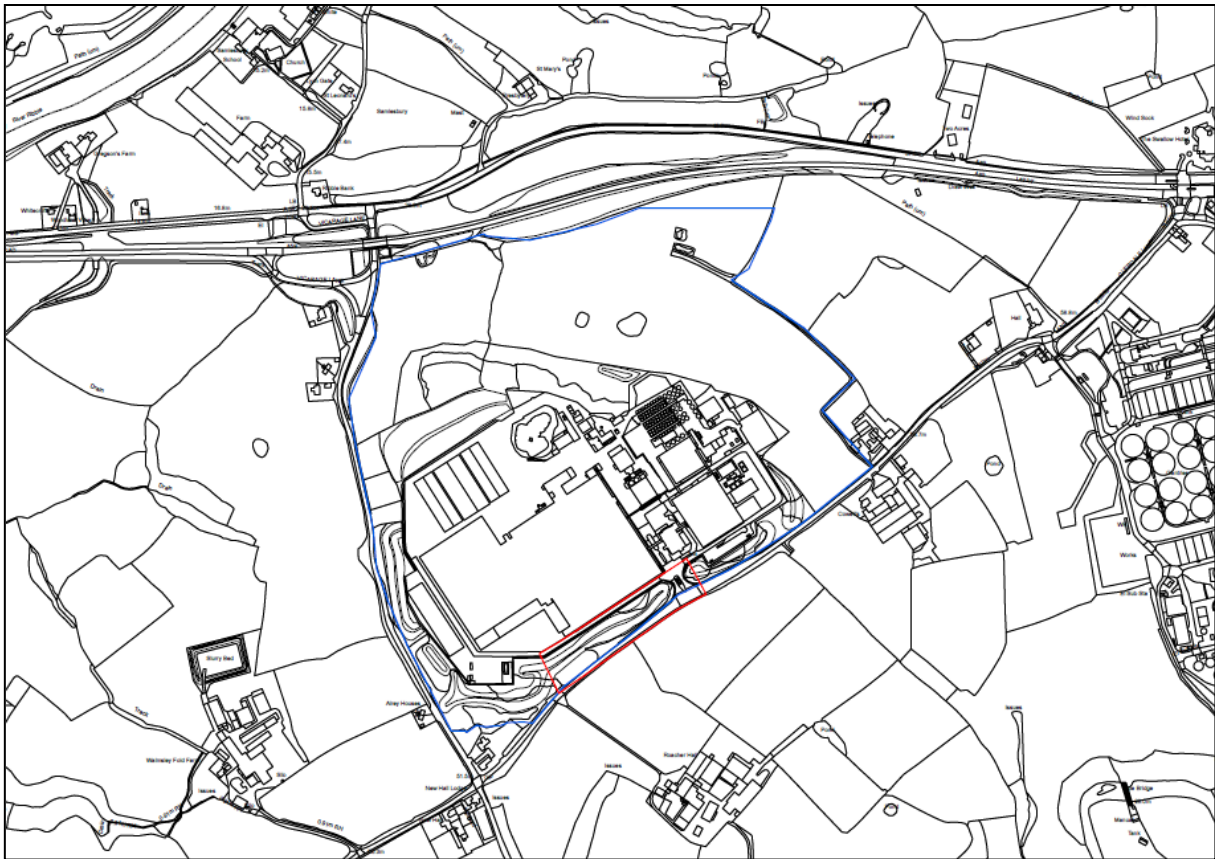
The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, Wild Mammal (Protection) Act 1996 and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species, or to inflict unnecessary suffering to wild animals. The work hereby granted does not override the statutory protection afforded to these species or provide defence against prosecution under this act, and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species

Local Lead Flood Authority Note: For the avoidance of doubt, the LLFA response does not grant the applicant permission to connect to the United Utilities surface water sewer and, once planning permission has been obtained, it does not mean that permission for the new connection will be given. The applicant should obtain permission from United Utilities **before** starting

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Agenda Item 7

Application Number	07/2020/00946/FUL
Applicant	Budweiser Brewing Company Ltd
Address	Ab Inbev UK Ltd Cuerdale Lane Samlesbury Preston Lancashire PR5 0XD
Agent	Mr Dominic Page Gerald Eve LLP 1 Marsden Street Manchester
Development	Construction of HGV self-registration area to provide 15 bays, new access point off Cuerdale Lane, portacabin and registration kiosk, installation of 3 weigh bridges, widening of existing internal site road and associated works.
Officer Recommendation	Approval with Conditions
Date application valid	11.11.2020
Target Determination Date	10.02.2021
Extension of Time	None



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 site's secure perimeter. Other works would be inside the site itself.

1.2. This application seeks planning permission for a series of works; namely new off road, 15 bay HGV self-registration area, new access point, portacabin and registration kiosk, installation of 3 weigh bridges, widening of existing internal site road and associated works. Landscaping and accommodating highways works are also included in the scheme.

1.3. The site is designated in the current Local Plan by Green Belt (Policy G1).

1.4. A similar but more significant scheme was approved in 2016 (2016/0782/FUL) but was not implemented. On the basis that the principle of development has already been

established, and having regard to the accompanying documentation 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; the entrance is 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 acceleration and deceleration lanes, 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.

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 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 employment allocation.

3. Site Context / Planning History

3.1. There are 82 planning applications on the history of this site; the most relevant of which are:

- ☐ 07/2016/0782/FUL – 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. Approved October 2016
- ☐ 07/2017/0863/FUL – Temporary gatehouse. Approved April 2017
- ☐ 07/2020/00865/SCE – Screening opinion for Environmental Impact Assessment in respect of forthcoming proposals. Confirmed November 2020 that EIA is not required.

4. **Proposal**

4.1. The application seeks permission for construction of a heavy goods vehicle (HGV) self-registration area to provide 15 bays, new access point off Cuerdale Lane, portacabin and registration kiosk, installation of 3 weigh bridges, widening of existing internal site road and associated works.

4.2. By way of background the applicants statement notes that *'The brewery experiences a large number of commercial deliveries on a daily basis throughout the year which results in HGVs queuing along Cuerdale Lane before checking in via the security gatehouse to enter the site. The current entrance arrangement (including the deceleration and acceleration lanes) does not include a safe designated waiting area or layby for such vehicles, and accidents and near misses have occurred over recent years around the brewery entrance as a result of other road users attempting to overtake parked HGVs. This current proposal aims to provide sufficient designated parking capacity for HGVs awaiting security clearance to enter the site, with the intention of removing any need to wait on Cuerdale Lane. Therefore, the primary objective for the proposal is to significantly improve safety and functionality of the brewery entrance area for all road users'*.

4.3. HGV Self Registration/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 continue from the access to the northern side – 7m wide, dual entry and exit – to the south of the spaces, with a vehicle turning circle installed at the eastern end for vehicles which have accidentally entered the holding area. Visibility splays onto Cuerdale Lane of 2.4m x 120m have been suggested.

4.3.2. Access from the HGV area into the operational site would be from the north-eastern corner. Digital screens/ticket machines would also be installed along the southern boundary, and internal barrier gates with signals 20m inside the proposed main access. To the south-eastern side of the proposed new access would be a portacabin for inbound ticketing as vehicles arrive into the self-registration area. This would be a single storey, portacabin style unit of approximately 6m x 3m footprint. Pedestrian routes would skirt both northern and southern sides, and a pedestrian crossing installed into the north-eastern corner.

4.3.3. Inside the existing security fence to the north of the proposed HGV registration area would be 2 no: new weighbridges (20m x 4m); this part of the scheme would require widening of the existing road by 7m to provide exit and designated weigh bridge lanes from the existing loading bay. A third weighbridge would be installed within the HGV holding area and a central weighbridge control gatehouse with a 9m x 3.6m footprint would be placed between; egress for all would be from the existing main access off Cuerdale Lane which would remain open for other large vehicles (e.g. tankers), staff and visitors

4.4. Highways Alterations

4.4.1. Some alterations to the existing access and Cuerdale Lane itself would be required. Existing acceleration and deceleration lanes (lay-bys) would become part of the HGV area with kerbs aligned to the existing carriageway, and the main entrance would be widened to provide for better sightlines onto Cuerdale Lane.

4.4.2. The applicants discussions with LCC are that the temporary 30mph limit on Cuerdale Lane may be made permanent, and as there are to be no actual works to the highway itself the road signage scheme approved for the last scheme on the previous 50mph road isn't applicable at this time

4.5. Landscaping and Lighting

4.5.1. Some re-profiling of the existing earth bund facing Cuedale Lane would be required to accommodate the HGV Park and new entrance. As a result, some shrubbery would need to be removed (see assessment below). A landscaping scheme has been compiled, but 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 for the previous scheme.

4.5.2. Medium level lighting columns are proposed to facilitate safe manoeuvring in the HGV check-in area – 3 x 10m high to either side of the HGV area, 2 x 8m high adjacent to staff parking and 1 x 8m adjacent to the HGV access. No new lighting on Cuedale Lane is proposed as part of this application. Lighting levels have been designed to ensure that minimum standards are met but not significantly exceeded; existing and proposed landscaping should also help screen Cuedale Lane. Lighting proposals are relatively modest in scale, and the applicants lighting assessment confirms that they would not add to skyglow or visible light in the surrounding area, and that light spill would be no greater than levels currently experienced.

5. Summary of Supporting Documents

5.3. The application is accompanied by the following:

- Acoustic report (Lighthouse Acoustics Ref 0121/APR1 Rev 3: 20.10.20)
- Phase 1 site appraisal (Y20056 27.10.20 Patrick Parsons)
- Ecological Appraisal (Tyler Grange Ref: 10217-R05A 6.11.20)
- Environmental Lighting Report (Waterman Ref WIE17226-100R2.14)
- Flood Risk/Drainage Strategy (Waterman Nov 20)
- Planning, Design & Access Statement (Gerald Eve Ref: U0114518: 10.11.20)
- Transport Statement (Peter Evans Partnership: Nov 2020)
- Arboricultural Impact Assessment/Method Statement (Tyler Grange 9.11.20)
 - Topographical Survey (Y20056-902 P1 Patrick Parsons)
 - Landscape Strategy (Tyler Grange Ref 10217/P05B))
 - Soft landscaping (P15 Tyler Grange)
- Proposed Plans
 - Existing sections (Y20056-903-P1 (Patrick Parsons)
 - Existing site plan (Y20056-901-P1 (Patrick Parsons)
 - Location plan (Y20056-900 P1 Patrick Parsons)
 - Proposed drainage (Y20056-200 P1 Patrick Parsons)
 - Proposed lighting plan (Y20056-906-P1 Patrick Parsons)
 - Proposed site plan (Y20056-905 P1 Patrick Parsons)
 - Proposed Sections (Y20056-905 P1 Patrick Parsons)

6. Representations

6.3. Summary of Publicity

6.3.1. Site and newspaper notices have been posted, and eighteen neighbouring properties consulted. Ward Councillors Yates and Mullineaux have also been notified.

6.4. Letters of Objection or Support

6.4.1. None received

6.5. Town/Parish Council Response

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

7. Summary of Responses

7.3. **Environment Agency** have no comments to make as the site is in Flood Zone 1 and there are no contamination concerns

7.4. **Lancashire Constabulary** have no objection but offers security advice which in the main has already been included in the proposal. Other recommendations outside of the planning process are added as informative notes

7.5. **Lancashire County Council Highways** note that the information presented within the Transport Statement is not unreasonable, and LCC agree that the proposals would provide improvement to the existing arrangements for HGV movements to and from the site. Proposed access and visibility arrangements are acceptable to LCC but the new access works within the adopted highway will need to be constructed under an appropriate legal agreement. The proposed internal layout is also acceptable. LCC have no objection to the proposal subject to conditions relating to wheel washing and construction management

7.6. **Local Lead Flood Authority** has no objection subject to development in accordance with approved documents and a number of drainage conditions.

7.7. **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.

7.8. **South Ribble's Ecology Consultant** finds no ecological reason to object to the proposal but suggests precautionary conditions should permission be granted. Further information was requested with regards to net biodiversity loss, but following discussions with the applicant's ecologist, it is now accepted that the minor loss of biodiversity will be covered by a large scheme which has been validated but is yet to be determined.

7.9. **South Ribble Environmental Health** has no objection subject to construction management conditions

United Utilities note that the existing infrastructure within the site boundary comprising a rising sewer and pumping station are in private ownership. Conditions regarding drainage are recommended and whilst the applicant has submitted a drainage design drawing they have not confirmed the final point of outfall. This will be necessary before UU agree the drainage strategy.

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: Para 145).

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 Para 146).

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, the bulk of this proposal benefits from exemption by virtue of its status as previously developed land, and that proposed development – the principle for which has already been established - would not impact on Green belt openness more than the current situation . The proposed weigh bridge and road widening to the north of the access would infill an area already in operational use, within the confines of an established site, and although alterations to landscaped bunding are needed to facilitate the wider development, these also are within the operational boundary. The sliver of land outside of the operational area on the Cuerdale Lane frontage is not previously developed, but in Officers opinion it is considered that the applicant can demonstrate the very special circumstances required of green belt policy for this section 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 with appropriate landscaping, and as such are policy compliant by virtue of NPPF Paragraph 146
- ☐ AB 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 the minimum required and are not considered to impact in terms of green belt openness.

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 11: provides a presumption in favour of sustainable economic growth and development .Chapter 6 (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 whilst Para 81 aims to ensure that the planning system does everything it can to support sustainable economic growth.

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 9 (Promoting sustainable transport) states that ‘developments should ‘allow for the efficient delivery of goods, and access by service and emergency vehicles’ ...’in safe accessible locations’ (Para 110) and should ‘provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy (Para 104e). Core Strategy Policy 3 (Travel) also seeks to improve the road network by reducing the need for vehicle journeys and amongst other things reviewing work place parking

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 Chapter 15 (Natural Environment), Core Strategy 29 (Water Management) and Local Plan G16 (Biodiversity/Nature Conservation) 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 should be offered considerable weight in the planning balance.

8.3.1.3. Despite its green belt location, the very special circumstances of this designation where relevant 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 (completed) with erection of 2 no: dwellings (not implemented). 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 has been separately assessed by LCC Highways, whose comments are noted above. In light of these comments 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 HGV waggons off Cuerdale Lane 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). Budweiser confirm however that there has been no material change in traffic movement since 2016 when the earlier scheme was approved

8.3.4. Natural Environment, Ecology and Ground Conditions

8.3.4.1. *Trees* – The Cuerdale Lane frontage is described as being ‘*poor semi-improved grassland, amenity grassland, scrub and hardstanding... with plantation woodland to the west*’ Tree stock ranges from young self-seeded to semi mature specimens, planted at the same time and mostly in good condition. They are a mix of low value (Category C) and Category B (Moderate Value / Quality) boundary trees with no ‘Category A’ (High Value / Quality) specimens, ancient or veteran or trees protected by Tree Preservation Order present. Trees provide limited or transient benefits in the existing site context and may be readily replaced.

8.3.4.2. A small group of trees facing Cuerdale Lane would have to be removed to accommodate development, but the majority of trees surrounding the site would be retained.

8.3.4.3. Mitigation to replace lost trees would be limited in height 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. Mitigation measures have been identified and subject to these being secured by condition these are acceptable to the Councils ecologist.

8.3.5. Drainage, Lighting and Noise

8.3.5.1. *Drainage* - 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. *Lighting* - 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.

8.3.5.3. *Noise* – A noise survey has been undertaken in order to establish whether the proposed development would impact on the wider environment. As assessment of operational activity finds that noise impact would be limited.

8.3.5.4. Contaminated Lane - the risk of significant contamination being present at the site is considered low and as such the risk posed to human health or construction workers is low.

8.3.5.5. Environmental Health have no objection with regards to lighting, noise or contamination as noted above. Proposed drainage is also considered acceptable

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 has 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 both exemption and very special circumstances do exist, as detailed within 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. 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:
 - o Acoustic report (Lighthouse Acoustics Ref 0121/APR1 Rev 3: 20.10.20)
 - o Phase 1 site appraisal (Y20056 27.10.20 Patrick Parsons)
 - o Ecological Appraisal (Tyler Grange Ref: 10217-R05A 6.11.20)
 - o Environmental Lighting Report (Waterman Ref WIE17226-100R2.14)
 - o Flood Risk/Drainage Strategy (Waterman Nov 20)
 - o Planning, Design & Access Statement (Gerald Eve Ref: U0114518: 10.11.20)
 - o Transport Statement (Peter Evans Partnership: Nov 2020)
 - o Arboricultural Impact Assessment/Method Statement (Tyler Grange 9.11.20)
 - o Topographical Survey (Y20056-902 P1 Patrick Parsons)
 - o Landscape Strategy (Tyler Grange Ref 10217/P05B))
 - o Soft landscaping (P15 Tyler Grange)

Proposed Plans

- o Existing sections (Y20056-903-P1 (Patrick Parsons)
- o Existing site plan (Y20056-901-P1 (Patrick Parsons)
- o Location plan (Y20056-900 P1 Patrick Parsons)
- o Proposed drainage (Y20056-200 P1 Patrick Parsons)
- o Proposed lighting plan (Y20056-906-P1 Patrick Parsons)
- o Proposed site plan (Y20056-905 P1 Patrick Parsons)
- o Proposed Sections (Y20056-905 P1 Patrick Parsons)

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:
 - o proposed suitable times of construction.
 - o parking of vehicles of site operatives and visitors
 - o loading and unloading of plant and materials
 - o storage of plant and materials used in constructing the development
 - o location of site compound
 - o measures to control the emission of dust and dirt during construction
 - o measures to control the emission of noise during construction
 - o details of external lighting to be used during construction
 - o a scheme for recycling/disposing of waste resulting from demolition and construction works
 - o 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. For the full period of construction / site clearance facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

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

5. 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

6. 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

7. The approved landscaping scheme (Tyler Grange Ref10217/P05B) 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

8. Should the development not have commenced within 24 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

9. The proposal shall at all times be undertaken in line with the mitigation proposed by the approved ecology reports

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

10. 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
11. 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
12. Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of invasive plants, as identified under the Wildlife and Countryside Act 1981 shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of invasive plants during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.
REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs
13. 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
14. No development shall commence in any phase until a detailed. Final surface water sustainable drainage scheme for the site has been submitted to, and approved in writing by the local planning authority. The detailed sustainable drainage scheme shall be based upon the site specific floor risk assessment and indicative sustainable drainage submitted, and sustainable drainage principles set out in the National Planning Policy Guidance and DEFRA Technical Standards for Sustainable Drainage Systems, and no surface water shall be allowed to discharge to the public sewer, directly or indirectly

Those details shall include as a minimum:

- a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates with adjacent ground levels. Cross section drawings of flow control manholes, attenuation tank and connection to existing private manhole
- b) Evidence that the existing private surface water sewer has sufficient capacity to take the proposed discharged from the HGV self-registration area
- c) The drainage scheme should demonstrate that the surface water run off and volume shall not exceed the pre-development run off rate. The scheme shall

subsequently be implemented in accordance with the approved details before the development is completed

- d) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100+ climate change)
- e) Plan identifying areas contribution to the drainage network
- f) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourse
- g) A plan to show overland flow routes and water flood exceedance routes and flood events
- h) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltration rates

The scheme shall be implemented in accordance with the approved details prior to first use of the HGV registration area

REASON: To ensure satisfactory drainage facilities are provided to serve the site in accordance with Paragraphs 163 and 165 of the NPPF, Planning Practice Guidance and Defra Technical Standards for sustainable drainage systems.

15. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing with the local planning authority. These details shall include for each phase as a minimum:
- a) measures taken to ensure surface water flows are retained on site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with Lancashire County Council LLFA
 - b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses with reference to published guidance

The development shall be constructed in accordance with the approved details

REASON: To ensure the satisfactory disposal of surface water during each construction phase so that it does not pose an undue flood risk on site or elsewhere, and to ensure that pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies in accordance with Core Strategy Policy 29(Water Management)

16. No building on any phase (or within an agreed implementation schedule) hereby permitted shall be occupied until a verification report and 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 by the local planning authority. The report should demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations) and contain information and evidence (including photographs) of details and locations (including grid references of inlets, outlets and control structures, landscape plans, full as built drawings, information pertinent to the installation of those items identified on the critical drainage assets drawing and the submission of a final 'operation and maintenance manual' for the sustainable drainage system as constructed.

Details of appropriate operational maintenance and access requirements for each sustainable drainage components are to be provided with reference to published guidance, through an Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangement for adoption by an appropriate public body or statutory undertaker and/or management and maintenance by a management company and any means of access for maintenance and easement where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with approved details

REASON: To ensure that flood risks from development to future user of the land and neighbouring land are minimised, together with those risks to controlled water, property and ecological systems, and to ensure the development as constructed is compliant with and subsequently maintained pursuant to Paragraph 165 of the National Planning Policy Framework and Core Strategy Policy 29 Water Management

RELEVANT POLICY

NPPF 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 2012-2026

- 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 £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. Lancashire Constabulary Note:

- o The proposed holding area should be developed in accordance with the requirements of the British Parking Association. Security features should be integrated into the design

- o and the holding area should be covered by monitored CCTV.

- o The new portacabin and the ticket kiosk should be well illuminated, fitted with an intruder attack alarm system and covered by CCTV that is monitored by security staff from the existing security gatehouse.

- o Lancashire Constabulary Designing Out Crime Officers recommend that any commercial new build scheme or refurbishment is undertaken as per the 2015 Secured by Design Commercial Design Guidance document.

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

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.

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 center line of the pipe). If necessary, a diversion will be required at the applicant's expense.

United Utilities Note 4; It is noted that a drainage design drawing has been submitted but this does not confirm the final point of outfall. This will be necessary before United Utilities agree to any drainage strategy/discharge of drainage condition

4. Environmental Health Note: It is recommended that contact details are provided at the front of the construction site and a letter drop is made to all nearby properties containing contact details and informing them of any unusual construction methods e.g. working outside normal construction times, use of piling machines etc., along with timescales for this work. Communication to local residents is key to preventing complaints and preventing issues from escalating early.

Agenda Item 8

Application Number	07/2020/00940/FUL
Address	Tan Y Bryn Farm Land Lane Longton
Applicant	Eleni Murphy
Agent	Lydia Harper PWA Planning Lockside Road Preston PR2 2YS
Development	Formation of 1700m ² , all-weather outdoor equestrian arena
Officer Recommendation	Approval with Conditions
Officer	Debbie Roberts
Date application valid	9.11.20
Target Determination Date	8.2.21
Extension of Time	None



1. Report Summary

1.1. The applicant seeks permission to erect an outdoor arena on land to the centre of the Tan Y Bryn equestrian complex. The proposed facility would provide an all-weather area for the applicants family and equestrian training business, with the schemes size dictated by the level aspired to by the applicant and her students; the existing training arena is inadequate for the business to be able to progress.

1.2. The arena site is remote from neighbouring properties, but in an accessible location where such businesses are typically to be found, and to the centre of an established equestrian facility. Loss of residential or highways amenity as a result of the proposal is considered unlikely. The scheme benefits from exemption as Green Belt development and is felt on balance to be policy compliant,

1.3. In response to publicity representation has not been made. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition

1.4. Having regard to the following commentary, it is recommended that the application should be approved subject to the imposition of conditions

2. Application Site and Surrounding Area

2.1. Tan Y Bryn is an established, well maintained livery yard with associated dwelling located on the eastern side of Land Lane, Longton; a semi-rural location designated as Green Belt by the South Ribble Local Plan.

2.2. The complex comprises Tan Y Bryn (dwelling) which faces Land Lane. To the rear in a fully screened site is a run of storage and stable units with surrounding concrete apron (northern edge), a wooden indoor arena, stables and effluent store (western side) and large central paddocks. A horse box parking area and access track run along the southern edge, whilst a small car park is present to the front of Tan Y Brn itself. Also, on site is a horse showering facility

2.3. Beyond the northern boundary is Peel View (residential) and NWES Trailer Rental Maintenance Depot (large scale commercial). Across Land Lane in the west are 'Winston' and 'Oakfield' (agricultural and residential) but otherwise the area is open and secluded in nature.

2.4. The site is within Flood Zone 1 (least likely to flood). And there are no Tree Preservation Orders associated with the site.

3. Site Context / Planning History

3.1. There are two planning permissions of relevance to this application.

- 07/1989/0483 – 12 loose boxes. Approved August 1989
- 07/1996/0122 – building for breaking in horses. Approved May 1996

4. Proposal

4.1. The applicant is a coach who trains show-jumping horses at Tan-y-Bryn Farm, but also travels the UK training show jumpers (particularly children). Her son has been a member of the British show-jumping team since he was 12 years old and has competed in six European Championships. External arenas are remote from the site, expensive to hire and in high demand; particularly since the Covid outbreak. The proposed arena would enable Mr

Murphy (applicant's son) to train but would also support the applicant's tailored livery and niche, specialist training business – between three and ten horses are stabled on site whilst they received intensive training at any one time.

4.2. As a consequence, the applicant seeks permission for construction of a larger outdoor arena/manège to the site's centre on grassland now used for the same purpose. Outdoor space currently provides for only seasonal use, whilst the existing indoor arena is not of sufficient size to allow for higher standard training, or to attract and retain paying customers at that level.

4.3. The arena would measure 65m x 30m (1,700 sqm). It would be formed on land largely used as a horse paddock (south-eastern corner also hardstanding), would have a 'Propel' (wax and fibre) surface and would be enclosed with a timber post and rail fence to replace existing electric fencing. There would be no flood or other lighting as by evening the working day is finished. Excess surface water if not drained through the arena is likely to run onto remaining paddock space between the house and arena.

5. Summary of Supporting Documents

5.1. The application is accompanied by the following:

Proposal Drawings (FWP Prefix 6624-)

- Location plan (L001)
- Existing site plan (L002)
- Proposal site (L003)
- Fencing details (L004)
- Planning statement (PWA 20-952 19.10.20)

6. Representations

6.1. Summary of Publicity

6.1.1. A site notice has been posted, and eight neighbouring properties consulted. Representation has not been made.

7. Summary of Responses

7.1. **Lancashire County Council Highways** has no objections to the proposal subject to conditions relating to S184 agreement for the track, and to provide details of material for the same

7.2. **Ecology Consultant** - the only ecological issue is the loss of low ecological value grassland. The development will result in the loss of just under 0.17ha of low ecological value grassland, (part of arena will be on what is currently hard standing) to be replaced by a sand-based surface a habitat of negligible ecological value. Given the minor nature of the ecological impact the ecologist is happy for details of soft landscaping to be conditioned.

7.3. **Environmental Health** recommend conditions with regards to construction hours.

8. Material Considerations

8.1. Site Allocation Policy

8.1.1. The site is designated by Policy G1 of the South Ribble Local Plan as a Green Belt site.

8.1.2. In line with the National Planning Policy Framework, planning permission will not be given for the construction of new structures which are considered inappropriate unless the proposal sits within a clearly defined range of exceptions, or the applicant can demonstrate that there are very special circumstances which clearly outweigh the harm caused to the fundamental open nature of the area. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

8.1.3. A number of exceptions however are prescribed by both the NPPF and G1; one of which is *'the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it'*

8.1.4. Also, of relevance are the Central Lancashire Rural Development SPD and Core Strategy Policy 13. One of the fundamental objectives of the Core Strategy is to concentrate the bulk of sustainable development within urban areas in order to restrict encroachment into open countryside. However, the Council does support the economic vitality and viability of rural areas by ensuring that development is appropriate in the countryside. Policy 13 sets out specific ways in which the Council may help to achieve economic and social improvement in rural areas, but states that *'In all cases, proposals will be required to show good siting and design in order to conserve and where possible enhance the character and quality of the landscape without undermining the purposes of the Green Belt...'*, *Development should also be of an appropriate scale and be located where the environment and infrastructure can accommodate the impacts of expansion.*

8.1.5. The applicant has provided evidence to justify why an enlarged arena is required, and it is important that employment opportunities exist in rural areas to ensure that local communities remain vibrant and sustainable. Such areas no longer rely on agriculture as a major source of employment and economic diversity is supported in rural areas where businesses tend to be smaller and home based, but require larger premises rather than land to operate or expand to avoid the need to move longer distances to find suitable premises due to a lack of choice. Subject to visually acceptable design and protection of local amenity Policy 13 would support a proposal such as this

8.1.6. In addition, the Central Lancashire Rural Development SPD acknowledges that equestrian activities are popular forms of recreation in the countryside that fit in well and help diversify rural economies. It is also recognised that there are livery yards within the area which may benefit from further business supporting opportunities. Para 37 of the SPD notes however that new buildings will only be considered favourably if the proposal relates to the site's main use and if the building is essential to the operation of the business.

8.1.7. Local Plan Policy G17 (Design of New Buildings) requires that proposed development respects the character and appearance of the area, protects residential, local and visual amenity and does not cause harm to pedestrian or vehicular safety. The Rural Development SPD in line with this policy states that equestrian development should be designed in traditional materials so as to not harm the landscape character of the surrounding area. It should relate well to landscape features and neighbouring dwellings and should avoid prominent siting, and should not encroach on the open countryside.

8.1.8. This proposal is appropriately designed, would be as low key as possible and would be almost invisible from outside of the level site, yet supports a well-established business to ensure its long-term future. It offers environmental benefits as the applicants clientele and family would travel less with a permanent training base adjacent to livery units, there would be no loss of agricultural or grazing land (horses do not graze as they have a specialist diet), and overall the proposal is felt to be policy compliant.

8.2. Relationship To Neighbours

8.2.1. The closest properties are at least 100m from the site which is screened by its own buildings and hedgerow, and as such impact from lost amenity or privacy is considered unlikely. Traffic to and from the site may increase but the nature of the business is such that traffic movements are expected to be sporadic. LCC Highways have no objection, and upgrade of the existing track would be a positive addition to Land Lane. As a precaution, and to protect residents and road users from the effects of mass access and egress of the site, a condition to prevent large scale equestrian/gymkhana events is felt necessary and reasonable.

8.3. Conclusion and The Planning Balance

8.3.1. The applicant puts forward a scheme which although large, in design terms is policy compliant. It would be remote from the highway and neighbouring dwellings, and in general terms will not result in any loss of general or visual amenity. It would also extend and protect the viability of an existing business in a rural environment in line with farm diversification policy. Traffic generation is not expected to rise to such a level that it would be detrimental to the area, but as the site is a less sustainable location there would be a heavy reliance on vehicles for users of the facility. Arguably however the business does have particular locational requirements which by their nature are less accessible, and it is questionable whether a scheme of this type would fit comfortably in a more accessible urban locality. Existing livery clients are also expected to be the primary users of the new facility.

8.3.2. On balance therefore, and taking into account the weight given to various parts of the proposal it is considered that this proposal is policy compliant and is recommended for approval subject to the 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:
Proposal Drawings (FWP Prefix 6624-)
 - o Location plan (L001)
 - o Existing site plan (L002)
 - o Proposal site (L003)
 - o Fencing details (L004)
 - o Planning statement (PWA 20-952 19.10.20)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. Notwithstanding the Provision of the Town and Country Planning (Use Classes) Order 1987 Paragraph 3(1) or any provision equivalent to this in any statutory instrument revoking and re-enacting this Order, the use of the arena shall be restricted to the use applied for (commercial and private stabling, training and

teaching)unless the prior consent of the Local Planning Authority is obtained. Equestrian events, gymkhanas or other such uses are prohibited.

REASON: So that the Local Planning Authority can retain control over the impact of the development on residential amenity and/or highway safety in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

4. No external flood lighting shall be erected without the prior written approval of the Local Planning Authority.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy

5. Should the development not have commenced within 24 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

6. 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

7. No machinery shall be operated, no process carried out and no deliveries taken at or dispatched from the site during construction, demolition or clearance of the site outside the following times:

0800 hrs to 1800 hrs Monday to Friday

0800 hrs to 1600 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

8. The manège and indoor arena shall only operate between the hours of 6am and 10pm daily unless otherwise agreed in writing with the Local Planning Authority.

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

9. Before the access is used by vehicles in association with the development hereby approved (including any construction or delivery vehicles), that part of the access extending from the highway boundary for a minimum of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements or other approved material.

REASON: To prevent surface material from being carried onto the public highways and causing a potential source of damage to road users, and to protect the amenity of neighbouring residents in accordance with Local Plan Policy G17

10. The proposed access track is not to be utilised until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 184 agreement, under the Highways Act 1980. REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

13 Rural Economy

South Ribble Local Plan

G1 Green Belt

G17 Design Criteria for New Development

Rural Development (Supplementary Planning Documents)

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 £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

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Agenda Item 9

Application Number 07/2020/00996/HOH

Address 37 Clifton Avenue
Leyland
Lancashire
PR25 3ES

Applicant Mr M Tomlinson

Agent Mr Stephen Hunt
63 Anderton Crescent
Buckshaw Village

Development Single storey rear extension.

Officer Recommendation **Approval**

Date application valid 18.11.2020
Target Determination Date 13.1.2021
Extension of Time 18.1.2021

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1. Introduction

1.1 This application comes before Committee as the applicant is a serving Council Member

2. Report Summary

2.1. This application refers to a semi-detached dwelling with existing single storey rear outrigger. The applicant seeks permission to construct a single storey flat roofed extension with central lantern following demolition of the outrigger (see detail below).

2.2. The proposal accords well to adopted local and national policy and guidance, and is recommended for approval subject to conditions

3. Application Site and Surrounding Area

3.1. The application refers to a semi-detached dwelling located at the end of the cul-de-sac that is Clifton Avenue, Leyland; a wholly residential area designated under Policy B1 (Existing Built Up Area) of the South Ribble Local Plan 2012-2026

4. Site History

4.1. There is no history for this site

5. Proposal

5.1. The application proposes erection of single storey rear extension following demolition of a single storey outrigger.

5.2. The structure which would be constructed in materials to match the existing property would be 5.5m wide, projecting from the rear by between 3.4m and 4.2m, and would be 300mm from the common boundary with no: 38 Clifton Avenue. Its flat roof would be a maximum of 3.8m (3.2m eaves with 600mm central lantern). Bi-fold doors would be installed into the rear elevation, 2 narrow windows into the side facing no: 35 and the opposite side elevation would remain blank.

5.3. It should be noted that with only a slight height and depth reduction this extension would not need planning permission, and could be built as permitted development.

6. Representations

6.1. Summary of Publicity

6.1.1. Two neighbouring properties have been consulted.

7. Summary of Responses

7.1. Consultation on this occasion was not felt necessary.

8. Material Considerations

8.1. Relationship to Neighbours

8.1.1. Attached in the south is no: 38 Clifton Avenue which has a deep rear extension of its own but away from the common boundary. The proposed extension would be 300mm from

the boundary with this property at a similar projection to the neighbours own, and would be screened by boundary fencing

8.1.2. Adjacent, and set forward in its own site but at an angled orientation in the north is no: 35.

8.1.3. The proposed extension has been assessed against the spatial separation guidance of the South Ribble Residential Design SPD and is considered acceptable. Impact by virtue of loss of privacy, residential amenity or overlooking to these or any other property is not anticipated

8.1.4. Immediately to the rear is the West Coast Main Line

8.2. Policy/Other Material Considerations

8.2.1. Local Plan 2012-2026 Policy B1 (Existing Built Up Areas) allows for development where it complies to the local plans requirements relating to access, parking and servicing; would be in keeping with the character and appearance of the area, and would not adversely affect the amenity of nearby residents. Policy G17 (Design Criteria for New Development) and the South Ribble Residential Extensions Design SPD echo Policy B1 but in a more prescribed manner.

8.2.2. This proposal, which partially replicates the existing outrigger but in a more modern, yet lower form is not considered to have a detrimental impact in terms of loss of light and residential amenity to the inhabitants of neighbouring properties. In design and material use terms it respects the existing property, and would have little impact upon the character and appearance of the area or wider streetscene

9. CONCLUSION

9.1. For the above reasons it is considered that this proposal accords with the South Ribble Residential Design Guide and the relevant policies of the South Ribble Local Plan 2012-2026, Central Lancashire Core Strategy and National Planning Policy Framework. As such it is recommended for approval with conditions

RECOMMENDATION:

Approval with conditions

RELEVANT POLICY

NPPF National Planning Policy Framework

Local Plan 2012-2026

- G17 Design Criteria for New Development
- F1 Car Parking
- B1 Existing Built-Up Areas

Residential Extensions Supplementary Planning Document

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Application Number 07/2020/00881/FUL

Address Bamber Bridge Leisure Centre
Brindle Road
Bamber Bridge

Applicant Mr Neil Anderson
South Ribble Borough Council
Civic Centre
Leyland PR25 1DH

Agent Mr Dean Woodward
Steve Wells Associates
17-19 Stott Hill
Cathedral Quarter
Bradford BD1 4EH

Development Proposed 2no. full sized sports playing pitches, remodelled skate park, extended car park and detached pavilion

Officer Recommendation **Approval with conditions**

Date application valid 2.11.2020
Target Determination Date 28.12.2020
Extension of Time 15.1.2021



1. Report Summary

1.1. This application seeks permission for redevelopment of Bamber Bridge Leisure Centre. Works would not affect the leisure centre building, but comprise re-modelling of the Brindle Road junction, extension of the car park, new sports pavilion and installation of 2 no: artificial grass pitches (AGP's) with ancillary works. Adult pitches in South Ribble have some availability, but youth and mini-team pitches are at full capacity or oversubscribed. In line with national and county aspirations to promote sports take-up on modern, well designed facilities, this proposal is felt to be acceptable purely from an evidenced need perspective. The planning merits of the wider proposal however, and the justification behind the decision to re-develop this centre as a single sports hub are detailed in full below.

1.2. LCC Highways and Highways England have no objection to the proposal subject to conditions, and comments made by other statutory bodies have been addressed either by amendment or by condition. Tree removal is essential but proposed landscaping is above and beyond that required by adopted policy; allowing for a green but useable site which does not impact on the adjacent motorway and is acceptable to the Councils Arborist and Ecologist. Overall it is felt that the physical, social and mental health benefits seen from the proposed facility far outweigh loss of trees in this case.

1.3. In response to publicity 48 letters of support have been received

1.4. In policy and spatial separation terms the proposal is considered compliant, 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

2. Application Site and Surrounding Area

2.1. Bamber Bridge Leisure Centre is a 2.4ha, Council owned site accessed from, and to the west of Brindle Road, Bamber Bridge. To the centre of the site but completely screened by mature woodland is Withy Grove House care home. Playing fields lie to the south of the leisure centre which has a large car park on the north-eastern side. To the north west is Withy Grove play area (constructed 2008) beyond which is a maintained rugby league pitch. Residential properties address onto Withy Trees Avenue and Close, Hazel Close, Poplar Grove and Grove Street mark the north-west and western site boundaries, and the railway denotes the southern edge.

2.2. Currently playing fields are majority amenity grassland; the proposal site being in informal use for dog walking and general recreation but rarely organised sport. During a site visit (12.11.20) the fields were extremely waterlogged and unsuitable for winter use. Woodland denotes separation of two fields either side of an on-site pond and connects through the western end of the western field to Withy Grove House. There are trees scattered throughout the site and woodland to the eastern side extends upwards to become the embankment of the M6 motorway. A watercourse (Cockshott Brook) skirts the south western boundary, running from a piped culvert beneath the railway.

2.3. There are no cycle routes in the immediate vicinity, but a public right of way (PROW7/2/FP/52) skirts the sites southern boundary on the Leisure Centre side of the railway. The closest Air Quality Management Area is 500m west beyond existing development on Station Road

2.4. The site is designated by Policies G7 (Green Infrastructure) and G12 (Green Corridors/Wedges) of the South Ribble Local Plan.

3. Site Context / Planning History

- 07/1986/0443 – Construction of leisure centre, car park and landscaping. Deemed permission Sept 1986

- 07/1987/0185 – Leisure centre, car park, service road and landscaping. Deemed consent April 1987
- 07/1987/0338 – New equipment/beer store. Approved June 1987
- 07/1990/0620 – Car park extension (county matter). October 1990
- 07/2000/0667 – Siting of storage container. Approved November 2000

4. Proposal

4.1. The application proposes erection of a sports pavilion, artificial grass playing pitches and ancillary works, extension of the car park and re-modelling of the highway junction with Brindle Road.

4.2. *Background Information* - The applicants statement offers the following explanation (summary):

4.3. *'The Central Lancashire Playing Pitch Strategy (PPS) audit reports that there are 244 football teams playing on formal pitches in South Ribble (48 adult, 60 youth and 136 mini-mixed) ... 43% (122) of total provision of community accessible pitches in Central Lancashire are in South Ribble – mostly Leyland and Penwortham (75 pitches), and whilst adult pitches have capacity, youth and mini pitches are at capacity or overplayed. With a projected population growth of 4.6% by 2036 demand will increase, and consultation with South Ribble football clubs notes that aspirational growth of new teams cannot happen without access to more or better facilities.*

4.4. *There are only twelve full sized, APGs in Central Lancashire. The five in South Ribble are all on, or managed by educational sites apart from the Lancashire FA pitch. Of these only two are available for weekend play – Balshaw's is restricted because of neighbour noise issues, and Lancashire FA and Runshaw College are not open at weekend. There are also pitch quality issues on four sites at Penwortham Holme, New Longton and Factory Lane. Five smaller 3G pitches are available at Lancashire FA and the Tennis Centre but these are not enough to affect the shortfall needed of two, 3G pitches'.*

4.5. *Artificial grass pitches (AGP's) – proposed to the south of the sports centre, east of Withy Grove play area and west of the M6 but screened by mature woodland would be 2 no: AGP's which have a combined footprint of 80m x 225m running north to south. Each pitch would be 110m x 72m, divided into two further sections by netting. Pitches would be constructed with macadam stone base, stone subbase and geo-tech membrane topped by artificial grass carpet. Shock pads in at least one of the pitches would meet 'head impact criteria' for contact rugby.*

4.6. To the centre of the pitches would be a storage area, access into the two pitches and a recessed goal store. On the north-western and south-eastern ends would be spectator areas with 1.2m spectator safety rail and 2m fences around goal recesses. Surrounding the whole and accessed via a gate on the western side would be a 4.5m high, green weldmesh fence (1.2m close mesh with 3.3m of more open mesh above)

4.7. Two steel storage containers would be located on the central path between the AGP's within the secure fenced area. These would be 6.1m x 2.4m x 2.4m high, and painted green to minimise visual impact

4.8. Existing grass areas would suffer less from overuse and would remain open for other managed activity, weekend match play and more casual recreation. New pitches would be delivered in Summer 2021 subject to Member approval and successful Football Association funding application.

4.9. Twelve x 15m high floodlights would be installed, to each corner of the two pitches, and to the centre adjacent to proposed storage containers. Each column, apart from those between pitches, would have 2 flat, cowled lamps designed to reduce upward light and overspill. The four

central lights would have three similarly screened lights. Lighting which would extend the playing day during bad weather and winter and has been assessed against Sports England lighting guidance is suggested from 8am to 10pm. This is consistent with other managed sports facilities. A timer would shut lights off at curfew, but low-level lighting would be installed near to the exit, pavilion and car park path to provide safe egress – this would be on a 10-minute timer. Whilst lighting is significant enough to allow the facility to be used fully, lights do in the main face away from residential properties and the motorway. Where this cannot be avoided however, deep spatial separation and mature woodland adequately screens any light overspill to prevent loss of residential amenity or hazard to highway users.

4.10. The site is in Flood Zone 1 and there is little or no risk of flooding from the River Lostock, adjacent Cockshott Brook or other watercourse. Surface water storage proposed for under AGP's would maintain the existing green field rate and is likely to improve isolated pockets of surface water flooding on lower lying areas. Surface water would feed into the existing highway gully drainage systems, and land drains into Cockshott Brook. Petrol interceptors are also proposed to reduce the potential of Cockshott Brook contamination. Foul water from the proposed pavilion would connect to existing infrastructure on Brindle Road.

4.11. *Sports pavilion* – the application also proposes a new, single storey sports pavilion to the south-west of the existing sports centre, and east of Withy Grove play area. The building which would be fully accessible and DDA compliant, would have a footprint of 16m x 26.5m - 30.5m with 4m deep open sided canopy identified as a 'spectator canopy'; this serves both Withy Grove play area and proposed AGP's. The front entrance approach would face the sports centre and car park. Its pitched roof would measure no more than 4.5m with eaves to 3m

4.12. The building would be constructed using buff and grey brick, and coloured steel for the roof. It would have a central entrance section clad in vertical panelling; colour is shown on visualisation as white and grey, but this is to be confirmed. Internally there would be 4 team changing rooms with showers, separate official and disability changing rooms, store, plant and service rooms and a social room with small kitchen.

4.13. The applicant also wishes to install photovoltaic units on the pavilion. This is welcomed, but as details of the specific units are undecided a pre-commencement condition is felt to be the best approach to securing additional 'green' benefits.

4.14. *Skatepark remodelling* – the skatepark stands slightly in the path of the proposed AGP's. It would therefore be remodelled by adding an additional 7m x 7m strip of tarmac to the western side away from proposed pitches.

4.15. *Car park extension & remodelled highways access* – the proposal seeks to improve the geometry and sightlines of the existing road junction with Brindle Road. An extension to the south of the existing car park is also proposed. This would add an additional 77 car spaces (total 206 of which 10 would be disabled spaces) in addition to 2 minibus spaces, 2 coach lay-bys and 12 cycle hoops which would accommodate 24 cycles. This level is considered sufficient to cater for increased demand on the site.

4.16. The applicants transport assessment anticipates an additional 23 two-way winter trips per peak weekday hour. These are likely to be the most intensive movement however as during the spring and summer months users are more likely to walk or cycle to the facility.

4.17. Development of this site as a playing pitch hub would attract significant funding from the Football Association. The Local Football Facilities Plan (LFFP) which is aligned to the National Football Facilities Strategy (NFFS) provides a 10-year plan to change the landscape of football facilities in England. The NFFS represents a major funding commitment from national partners (Football Association, Premier League and DCMS) to direct £1bn investment into football facilities over the next 10 years; including but not limited to a target of 1000 3G AGP's and 1000 new pavilions in priority areas. The LPPF identifies projects to deliver 2 AGP's in a single hub (this

scheme) and by redevelopment at Lostock Hall Academy. When scored against LFFP and the National Football outcome scores the Bamber bridge scheme ranks very highly.

5. Summary of Supporting Documents

5.1. The application is accompanied by the following:

- Arboricultural Impact Assessment (Pennine)
- Design & Access Statement (October 2020)
- Preliminary Ecological Assessment (Weddle Landscaping Sept 20) and Appendix A
- Great Crested Newt Mitigation Strategy (Whitcher Wildlife: 201083/Rev 1)
- Flood Risk Assessment/Outline Drainage Strategy (Lynas Engineer 20013/LE/ZZ/05/RP/D/0001 28.9.20)
- Floodlight specification sheet (5XA7671C2D1AB (Siteco)
- Lighting Guidance Note 01/20 (Institute of Lighting Professionals)
- Noise Impact Assessment (Apex Acoustics 8477.1 Rev B 24.9.20)
- Pitch Floodlighting Impact Study (Halliday Lighting 1483.22.9.20)
- Supporting Statemen (1483/11.8.20 Phillips Lighting)
- Transport Statement (TPS P1502-20200929)
- Replacement tree planting schedule

- Proposal Drawings – prefix 205-067 / (Steve Wells)
 - o AGP fence construction (1032)
 - o Existing site plan (1001)
 - o Location plan (1000)
 - o Proposed AGP & container elevations (1031)
 - o Proposed car park changes (1036)
 - o Proposed floor plans (1017 & 1018)
 - o Proposed drainage (1003)
 - o Proposed pavilion in context (1034)
 - o Proposed pavilion elevations (1023)
 - o Proposed pavilion sections (1019)
 - o Proposed road entrance design (1030)
 - o Proposed skate park changes (1035)
 - o Site drainage (1003)
 - o Visualisation – proposed pavilion (1025)
 - o Tree planting plan (3026)
- Vertical lux values (HLS 1483: 21.9.20 Halliday lighting)
- Proposed floodlighting (PDFPC3 1483 21.9.20 and HL51438 Rev 5 Halliday Lighting)
- 15m mast foundations (E01 Halliday Lighting)

6. Representations

6.1. Summary of Publicity

6.1.1. Site notices have been posted and 152 neighbouring properties consulted. Ward Councillors Higgins and Melia have also been notified

6.2. 42 letters of support have been received; comments are summarised as:

- The proposal is '*much needed, since the closure of UCLAN pitches children have nowhere to play football in the winter months*'
- Confidence building, physical and mental health benefits,
- Potential for Lostock Hall Football Club to use the site as a base
- Shortfall of good quality, floodlit pitches

- Ability to recruit and retrain is dependent on appropriate facilities
- Some children are from deprived homes and football is their only access to sport
- Proposal would be suitable for all ages and abilities

7. **Summary of Responses**

7.1. South Ribble **Arborist** - a significant number of trees have been identified for removal to facilitate development, and although not subject to preservation orders they remain of value to the local area on an individual or group level, and their loss will require mitigation on site should permission be granted. Whilst most trees for removal are in groups there are a small number of more significant trees identified for removal in and around the vicinity of T26 Oak, which are of greater individual amenity value.

To the eastern boundary is a line of semi-mature trees under the ownership of Highways England which help screen the motorway from the park. Beneath this is SRBC owned woodland. The Councils Arborist had some reservations with regards to leaf fall, proximity to the boundary for maintenance and the proposed location for mitigatory woodland planting.

A revised, and much more substantial planting scheme (heavy standards underpinned with 1000 whips) has since been provided and the Arborist welcomes the additional numbers, new location and replacement with heavy standard trees subject to a five-year replacement and management condition

7.2. **Lancashire County Council Highways** has no objections to the proposed development and is of the opinion that the proposals should have a negligible impact on highway safety and capacity within the immediate vicinity of the site. The proposed car park extension including the cycle stands and pedestrian links as shown within drawing 205-067-1036 is acceptable to LCC highways for the size and nature of this development. As part of the development the applicant is proposing to amend the sites junction with Brindle Road; the layout proposed by drawing 205-067-1030 is acceptable to LCC Highways but will need to be constructed under a S278 legal agreement. Conditions relating to that legal agreement, and construction management are recommended

7.3. **Lancashire Constabulary** suggest minor changes to the proposal, its design and lighting to further prevent opportunities for crime and anti-social behaviour. Comments have been passed to the applicant who points out that in the main these are already part of the proposals technical design. Vehicle and pedestrian access gates are suggested at the main entrance to prevent access during closure, but as an otherwise permeable site with numerous access points this is not felt necessary. CCTV and alarm systems are recommended but as these are outside of the remit of the planning process advice has been added as an informative note.

7.4. The Councils **Ecology Consultant** notes that the site is generally of low ecological value, but that there are potential issues relating to great crested newts, bats, nesting birds, proximity to a watercourse and ecological mitigation for loss of trees.

Great Crested Newts (GCN) - There is one pond adjacent which should gcn be present would trigger the need for a license. Two other ponds present are sufficiently distant that even were gcn present which is unlikely, reasonable avoidance measures would suffice. As the development is dependent on funding that requires permission prior to the next gcn survey season, the ecologist has been in discussion with the developers ecological consultant and has agreed that as the pond is to be retained, it has been isolated from other ponds for some time and the scale of loss of habitat is low, subject to a mitigation strategy based on the assumption that a high population of gcn are present, a precautionary condition to survey new earthworks will be adequate to prevent an offence. There is no reason to believe that should gcn be found, Natural England wouldn't issue a licence. A mitigation strategy which also includes details of roosting and other biodiversity gain has been supplied to the Councils ecologist who is now satisfied

Bats – Three trees just off site were identified as having bat roosting potential but no direct impact is proposed. Proposed floodlighting could however indirectly impact on these trees and other retained trees that provide potential bat foraging and commuting habitat. Of the three trees with bat roosting potential no impact is likely on tree 3. Trees 1 and 2 are however on the edge of the potential impact zone for the floodlighting. The risk is low, given that floodlighting will primarily be used during winter when bats are not active, and would be turned off at 10pm. In addition, there will be clear negative impacts on the motorway embankment plantation, which is already negatively impacted on the motorway side, and with new floodlighting will cease to have any function as a dark corridor when floodlighting is on. The plantation does not however link to either high value foraging habitat or potential roosting sites and again the main impact would be during the winter months. The councils ecologist is therefore satisfied that the impact is not likely to be significant and can be mitigated through additional measures to prevent light spillage on the plantation. A condition relating to floodlighting and its impact on bats is recommended

Precautionary conditions relating to nesting birds, works adjacent to and which might affect the watercourse are also recommended

7.5. Environment Agency – the site is in Flood Zone 1, there is no main river involvement and no contaminated land concerns. As such the EA have no comment to make.

7.6. Environmental Health - Environmental Health suggested that as the Council has declared a climate emergency target and the proposal is a Council scheme, that energy efficient designs could be incorporated into the design. Air and ground source heat pumps were considered but the foundations of the building are not suitable for the ground pumps, and the air pumps would need to be fitted near to the plant room on the front elevation. As these would be large and caged, it is felt that the design of the front elevation would be compromised. As an alternative photovoltaic cell have been offered which would be secured by condition, in addition to the already proposed low energy LED floodlighting, electric vehicle charging points and significant tree planting scheme. The Council is also separately arranging installation of rapid charging vehicle points on the existing section of the car park. Whilst it would seem sensible to have all points together, the power feed for the new ones would be from the proposed pavilion whilst the fast chargers would be fed from the main building; a much more cost-effective option than providing an infrastructure connection.

Conditions relating to construction management, air quality assessment, lighting timers and contaminated land are also recommended

7.7. Highways England have some concerns about the proximity of the proposal to the motorway, possible ball strike and glint/glare from floodlighting affecting drivers, flora and fauna. They are however satisfied that these concerns can be dealt with by the imposition of pre-commencement conditions. For the purposes of their assessment they have assumed that the screening benefit of verge planting is nil as there is no obligation for HE to retain planting in full or part. The fact does remain however that trees and deep shrubbery – some of which are in Council ownership - are present, and do off some screening to and from the site. On the basis however that screen planting is not present conditions are recommended as follows:

Boundary Fencing – HE feels that the 4.5m high boundary fence will not prevent objects from the pitches reaching the motorway. Consequently, fencing in excess of 10m in height is requested along the motorway boundary. Whilst this seems excessive the motorway is set considerably higher than the proposal site and in reality, when set against the backdrop of existing trees would not be as visually impactful as first assumed. Ball strike from such a distance and uphill is also presumed to be negligible, but to prevent this, or any fence structural instability, this, or any alternative proposal would be supported by ball trajectory analysis and installation detail to be presented for technical approval from HE

Site Floodlighting – floodlighting is based on the assumption that boundary planting will remain. HE also notes that this section of the M6 has motorway lighting but is subject to switch-off from

midnight which means that the effect of floodlighting glint / glare would be more distracting. Further assessment is requested to demonstrate to Highways England that floodlighting for both pitches and car parking area would not project light to fall onto the motorway or verge if no boundary planting exists. Members should note however that the proposed use would be restricted to between 8am and 10pm latest which should not conflict with the motorway lighting pattern, and that lighting to the car park which would be inward facing would also benefit from considerable separation by land within the leisure centre curtilage.

Other comments - The northbound M6 verge is protected by a safety barrier vehicle restraint system (VRS) to reduce the risk of errant vehicles reaching the trees within the motorway verge. The VRS at this location has been tested, and whilst there is risk, it is less likely that a car would reach the pitches; the barrier currently in place has been tested to contain and redirect a 1500kg car travelling at 68mph and 20 degrees. By bringing the adjacent land into use however, the risk profile will change and there is a greater likelihood of people being present within the site. HE therefore requests that a risk assessment is carried out under the Road Restraints Risk Assessment Process (RRRAP) to determine whether or not an enhanced level of barrier protection may be required given the change of land use. HE has no objection to the proposals in terms of the impact upon the strategic road network of traffic generated by the development.

Trees – Tree felling may be needed in the area around the motorway boundary. There must be no encroachment onto the motorway to carry out this work which must achieve prior agreement with HE.

Member Note – Should Members not agree with any of the conditions recommended by HE then this Council is obliged to consult the Secretary of State for Transport prior to issuing any decision, in accordance with The Town and Country Planning (Development Affecting Trunk Roads) Direction 2018.

7.8. **Lead Local Flood Authority** has no objection to the proposed development subject to the inclusion of a condition to require final details of sustainable drainage. An informative note relating to discharge into Cockshott Brook is also requested

7.9. **United Utilities** is satisfied with the proposed drainage subject to conditions

7.10. **South Ribble Parks** are satisfied with the Arborists comments

7.11. **Sports England** have no objection subject to pre-commencement submission of construction details for the AGP's and a Community Use Agreement to the Local Planning Authority. Details of the AGP have been provided and are acceptable. Advice however was sought from the Councils Legal Team and it is not possible for the Council to enter into a legal agreement with itself. It is also inadvisable for one directorate to enter into such an agreement with another. As the Council proposes the site for the benefit of the community, and the wording suggested by Sports England implies development by an educational establishment rather than a Council it is felt that a Community Use Agreement is not in this case relevant. A similar scheme has recently been approved by Chorley Borough Council (ref 19/00670/CB3MAJ)but Sports England did not request an agreement and a condition was not imposed to secure one.

8. **Material Considerations**

8.1. **Site Allocation Policy**

8.1.1. The site is designated under policies G7 (Green Infrastructure) and G12 (Green Corridors) of the South Ribble Local Plan

8.1.2. Policy G7 seeks to protect and enhance existing Green Infrastructure. Development will not be permitted in areas allocated by this policy unless alternative provision of similar or better

community facilities can be provided within the locality; or it can be demonstrated that the site is not required to satisfy a local recreational need. Developers should also demonstrate that the schemes public benefits would outweigh any loss of amenity or nature conservation value of the site.

8.1.3. Policy G12 is similar in its approach in that it seeks to protect the existing green corridor network in order to provide a buffer between urban areas. Development which would prejudice the open character and visual amenity of such areas will be restricted unless there are public benefits which outweigh the harm caused.

8.1.4. This proposal provides for an upgrade to existing community facilities to satisfy increasing local recreational need. Although environmental impact is possible, mitigation measures have been provided and can be secured by condition. In this respect Officers are happy that the schemes public benefits would outweigh any loss of conservation value. In terms of G12, whilst development is proposed on site, in the main the green corridor referred to would be retained. Visual amenity is important but loss of view from neighbouring properties would be limited as they are either some distance beyond other structures or to the north-east beyond the main car park. Use of a community space which also retains areas for informal recreation represents the best of both worlds – a fit for purpose, safe modern playing space but with ancillary woodland and open green space for ad hoc use. From a site allocation perspective this proposal is compliant.

8.2. Additional Policy Background

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

8.2.1. *National Planning Policy Framework*

- The NPPF (2019) at Para 11: provides a presumption in favour of sustainable development which for decision making means approving development which accords with the development plan unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the framework as a whole. Other chapters of the NPPF of interest are:
 - Chapter 8: Promoting healthy, safe communities – planning should promote social interaction including opportunities for people to meet who might not otherwise come into contact with each other. Communities should be safe and accessible, enjoy high quality public space, and enable and support healthy lifestyles- for example through provision of green infrastructure, or sports facilities
 - Chapter 9: Promoting sustainable transport – this encourages opportunities for alternatives to travel by car (cycle, walking, public transport) with development which is close to appropriate facilities and employment options
 - Chapter 12: Requiring good design attaches great importance to the design of the built environment which contributes positively to making better places for people.
 - Chapter 14: Meeting the challenge of climate change, flooding and coastal change – the planning system supports the transition to a lower carbon future taking account of flood risk and climate change.
 - Chapter 15: Conserving and Enhancing the Natural Environment – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22

8.2.2. Central Lancashire Core Strategy

- Policy 3: Travel encourages alternative, sustainable travel methods to reduce dependence on motor vehicles.
- Policy 17: Design of New Buildings requires new development to take account of the character and appearance of the local area.
- Policy 22: Biodiversity & Geodiversity aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area
- Policy 26: Crime & Community Safety seeks to reduce crime levels and improve community safety by encouraging the inclusion of Secured by Design principles in new development.
- Policy 27: Sustainable Resources and New Development aims to improve the quality of development by facilitating higher standards of construction, greater accessibility and ensuring that sustainable resources are incorporated into new development.
- Policy 29: Water Management seeks to improve water quality and flood management by appraising, managing and reducing flood risk in all new development.

8.2.3. South Ribble Local Plan

In addition to site allocation policies G7 and G12 (above), the following are also pertinent:

- Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.
- Policy G13: Trees, Woodlands and Development states that development will not be permitted where it affects protected trees and woodland. Where loss of the same is unavoidable however this policy accepts suitable mitigation.
- Policy G16 –Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks.
- Policy G17: Design Criteria for New Development considers design in general terms, and impact of the development upon highways safety, the extended locale and the natural environment.
- Policy H1: Protection of Health, Education and Other Community Services and Facilities_ - development proposing the change of, and/or loss of any premises or land currently or last in community use will only be permitted where it can be demonstrated that these no longer serve the needs of the community in which it is located, or is no longer financially viable and have been demonstrated through a process agreed with the Council
- Chapter J: Tackling Climate Change looks to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

8.2.4. *Central Lancashire Open Space and Playing Pitch SPD* sets out the standards for provision of on and off site public open space and playing pitch provision

8.3. Other Material Considerations

8.3.1. Character and Appearance, and Impact Upon Neighbouring Properties

8.3.1.1. Properties beyond the site in the west and north are around 40m, 150m, 190m and 200m from the highway alterations, car park, pavilion and northern playing field border respectively. Fewer dwellings are present on the north-east boundary, but these are a minimum of 25m – 200m from the same parts of the proposal.

8.3.1.2. The M6 lies east at 25m distance but is well screened by mature woodland, and properties in the south on Brenand, Asland and Savick Closes are 85m away across the railway line. Withy Grove House sits immediately west at around 70m from the AGP's western boundary and 190m from the proposed pavilion. The play area abuts both AGP and pavilion sites, and whilst fencing would be upgraded to this area, they would remain effectively within the same facility

8.3.1.3. It is likely that use of the site and traffic from Brindle Road would increase, but this is expected to be during the day or early evening, and as such loss of privacy, overlooking or general amenity resulting from use, traffic generation to, or lighting of the proposal is not considered to be of a level which would warrant refusal. The benefits of upgraded amenities for both local and more remote consumers however must be given great weight in the planning balance.

8.3.1.4. Trees and some soft landscaping would be removed to make way for the proposal, but these do not screen adjacent properties which are – other than Lancaster and York Cottages – otherwise screened. Lancaster and York Cottages already face the leisure centre and northern section of the car park which would remain unaffected

8.3.1.5. In terms of the proposals design, the pavilion is a modern, well designed but functional unit to the sites centre, and within close proximity of the play area, proposed AGP's and car park. The approach from the car park is visually inviting, but materials are appropriate for such a use and suggest longevity and easy maintenance. The AGP's themselves are typical of similar found throughout the country. Spectator and user safety, and general security have been addressed but in such a way that fencing and storage units are not intrusive or out of keeping with the appearance of a sports complex

8.3.1.6. Overall, the proposal is not considered detrimental to the character and appearance of the area, or the amenity of neighbouring residents.

8.3.2. Natural Environment, Ecology, Noise and Air Quality

8.3.2.1. *Trees* – The applicants Tree Survey notes that of 23 individual trees and 6 groups recorded, 10 trees and 3 groups are proposed for removal as they would be affected by development. One tree is a Class A specimen (higher quality), one tree and one group are Class B (moderate quality) whilst 8 trees and two groups are classified as Group C (low quality of limited amenity value). Five trees are also identified as unsuitable for retention based on their own health but mitigation is suggested and a condition to secure recommended

8.3.2.2. A Tree Protection order covers trees to the south-west of Withy Grove House, but these are separated from proposed playing pitches by an existing path, and are unlikely to be affected; the pitches have been positioned to retain trees where possible.

8.3.2.3. In light of the Councils Arborists comments, subject to conditions proposed tree works are considered acceptable.

8.3.2.4. *Site Ecology* – Site survey finds that there are no invasive species on site and no evidence of protected mammals. The site offers negligible bat roosting opportunities but does have foraging potential and a precautionary bat lighting condition is felt necessary. There are no water voles or reptiles and only common amphibians, but three ponds are present. Two are discounted

as having Great Crested Newt potential but the ecologist notes of the third pond on site that *'it is unlikely that Great Crested Newts are present but cannot be ruled out'* Further mitigatory work is recommended but the Councils ecologist is happy that this may be secured by condition.

8.3.2.5. *Noise* - The accompanying Noise Impact Assessment notes that *'based on current development proposals it is calculated that noise impact guidance criteria are achieved'* and that *'considering the context of the existing acoustic environmental results indicate the likelihood of low impact without implementing noise control measures in alignment with the NPPF'*. Environmental Health has assessed the report and are satisfied although do note that noise from the M6 may be troublesome to users of the pitches

9. Conclusion

9.1. It is clear from the Lancashire FA and Sports England documents that there is support for improved sports facilities. This in turn is evidenced by the Councils own policies which in combination seek to provide improved community facilities within easy reach of users, or which can be accessed by sustainable transport modes. Bus routes are available on Brindle, Station and Collins Roads, and Bamber Bridge railway station is a 15-minute walk away. Provision of new mini-bus and coach parking and upgraded car parking which benefits from electric vehicle charging points however would offer betterment for users who still need to visit in a vehicle. Alterations to the junction would also make things better from a highway's visibility perspective, whilst upgraded playing pitches would allow up and coming teams to take advantage of first-class playing areas designed to current playing and safety standards.

9.2. Some changes to the natural environment are required but overall the physical, social and mental health benefits of the proposal are felt to outweigh this loss which can be adequately mitigated.

9.3. In policy and spatial separation terms the proposal is considered compliant, 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**

POLICY CONSIDERATIONS

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan 2012-2026

- F1 Car Parking
- G7 Green Infrastructure Existing Provision
- G12 Green Corridors/Green Wedges
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development
- H1 Protection of Health, Education and Other Community Services and Facilities

Open Space and Playing Pitch Supplementary Planning Document

RECOMMENDATION

Approval with Conditions

CONDITIONS/REASONS

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:
 - o Arboricultural Impact Assessment (Pennine)
 - o Design & Access Statement (October 2020)
 - o Preliminary Ecological Assessment (Weddle Landscaping Sept 20) and Appendix A
 - o Great Crested Newt Mitigation Strategy (Whitcher Wildlife: 201083/Rev 1)
 - o Flood Risk Assessment/Outline Drainage Strategy (Lynas Engineer 20013/LE/ZZ/05/RP/D/0001 28.9.20)
 - o Floodlight specification sheet (5XA7671C2D1AB (Siteco)
 - o Lighting Guidance Note 01/20 (Institute of Lighting Professionals)
 - o Noise Impact Assessment (Apex Acoustics 8477.1 Rev B 24.9.20)
 - o Pitch Floodlighting Impact Study (Halliday Lighting 1483.22.9.20)
 - o Supporting Statemen (1483/11.8.20 Phillips Lighting)
 - o Transport Statement (TPS P1502-20200929)
 - o Replacement tree planting schedule

 - o Proposal Drawings - prefix 205-067 / Steve Wells)
 - o AGP fence construction (1032)
 - o Existing site plan (1001)
 - o Location plan (1000)
 - o Proposed AGP & container elevations (1031)
 - o Proposed car park changes (1036)
 - o Proposed floor plans (1017 & 1018)
 - o Proposed drainage (1003)
 - o Proposed pavilion in context (1034)
 - o Proposed pavilion elevations (1023)
 - o Proposed pavilion sections (1019)
 - o Proposed road entrance design (1030)
 - o Proposed skate park changes (1035)
 - o Site drainage (1003)
 - o Visualisation - proposed pavilion (1025)
 - o Tree planting plan (3026)
 - o Vertical lux values (HLS 1483: 21.9.20 Halliday lighting)
 - o Proposed floodlighting (PDFPC3 1483 21.9.20 and HL51438 Rev 5 Halliday Lighting)
 - o 15m mast foundations (E01 Halliday Lighting)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 work shall be commenced until satisfactory details of the colour and texture of the facing and roofing materials to be used have been submitted to and approved by the Local Planning Authority.
REASON: To ensure before development commences that materials used will result in the developments satisfactory appearance in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

4. Foul and surface water shall be drained on separate systems.
 REASON: To secure proper drainage and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy with Policy 29 in the Central Lancashire Core Strategy
5. No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority and LLFA.
 Those details shall include:
 Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels and pitch levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manholes and attenuation pond. Sports pitches drainage details plan.
 b) Detailed and cross section drawings of the outfall. Cross section drawings of the watercourse 10m upstream of the outfall and 10m downstream of the outfall are also required with actual water levels.
 c) The drainage scheme should be in accordance with the principles of the Lynas Engineers Bamber Bridge Leisure Centre, Bamber Bridge, South Ribble Flood Risk Assessment and Outline Drainage Strategy ref.20013-LE-ZZ-05-RP-D-0001 revision P02 dated 28th September 2020 and demonstrate that the surface water run-off shall not exceed the greenfield run-off rate calculated using the FEH or ReFH methods. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 d) Sustainable drainage flow calculations (1 in 1, 1 in 30 and 1 in 100 + climate change) with allowance for urban creep.
 e) Plan identifying areas contributing to the drainage network
 f) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,
 g) A plan to show overland flow routes and flood water exceedance routes and flood extents.
 h) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
 i) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable
 The scheme shall be implemented in accordance with the approved details prior to first use of the sports pitches, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.
 REASON: To secure proper drainage and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy with Policy 29 in the Central Lancashire Core Strategy
6. Any construction works associated with the development shall not take place except between the hours of: 0800 hrs to 1800 hrs Monday to Friday and 0800 hrs to 1300 hrs Saturday
 No construction works shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing with the Local Planning Authority
 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

7. Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. The Dust Management Plan shall consist of a suitable risk assessment in line with national guidance.
Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
8. 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. Fencing shall consist of a scaffold framework in accordance with Figure 2 of BS 5837 - 2012 comprising a metal framework. Vertical tubes will be spaced at a maximum interval of 3m. Onto this, weldmesh panels shall be securely fixed with scaffold clamps. Weldmesh panels on rubber or concrete feet should not be used. The site manager or other suitably qualified appointed person will be responsible for inspecting the protective fencing daily; any damage to the fencing or breaches of the fenced area should be rectified immediately. The fencing will remain in place until completion of all site works and then only removed when all site traffic is removed from site.
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 prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026
9. Development and post development planting shall be undertaken in accordance with the recommendations of approved Tree Planting Plan (205-067-3026 Steve Wells), landscaping Schedule and Arboricultural Report/Impact Assessment (Pennine) 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
10. External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within 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 Professionals guidance Bats and Artificial Lighting in the UK 08/18).
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
11. Should the development not have commenced within 24 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

12. Development shall be undertaken in line with the recommendations and reasonable avoidance measures identified by approved Great Crested Newt Strategy 9201083/Rev 1 (Whitcher) and Preliminary Ecological Assessment (Weddle Landscaping Sept 20) and Appendix A
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
13. 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
14. 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
15. No development, site clearance, or earth moving shall take place or material or machinery brought on site until a method statement to protect the pond and brook from accidental spillages, dust and debris, and a statement to demonstrate that there will be no negative impacts on the ecological status/potential of the watercourse resulting from the disposal of surface water post-development submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the Local Planning Authority, and once implemented shall be maintained for the duration of the construction period in accordance with the approved details.
REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy
16. For the full period of construction, facilities shall be available on-site for the cleaning of the wheels of vehicles leaving the site. Such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.
REASON: In the interests of highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026
17. Prior to the commencement of construction, a Construction Traffic Management Plan (CTMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMA shall include and specify the provisions to be made for the following:-
 - o The parking of vehicles of site operatives and visitors;
 - o Loading and unloading of plant and materials used in the demolition / construction of the development;
 - o Storage of such plant and materials;

- o Wheel washing facilities;
- o Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
- o Routes to be used by vehicles carrying plant and materials to and from the site;
- o Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.

18. No part of the development hereby approved shall commence until a scheme for the construction of the amended site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.
Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
19. No part of the development hereby approved shall be utilised until the approved scheme referred to in Condition 18 has been constructed and completed in accordance with the approved scheme details, without prior agreement from the Local Planning Authority.
Reasons: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading.
20. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to achieve a BREEAM rating of 'Very Good' (or where possible in urban areas 'Excellent'. No phase or sub-phase of the development shall commence until a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of 'Very Good' or 'Excellent' has been submitted to and approved by the Local Planning Authority
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
21. Prior to first occupation of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent' has been submitted to and approved by the Local Planning Authority.
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy.
22. Within 12 months of completion of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban area) 'Excellent' has been submitted to and approved in writing by the Local Planning Authority.
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
23. Prior to first commencement of development of the pavilion hereby approved, details of photo voltaic cells to be installed on the roof shall be provided in writing and approved by the local planning authority.
REASON: REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy
24. Prior to first occupation of the development hereby approved, electric vehicle charging points identified on approved plans shall be installed including adequate charging infrastructure and cabling and specifically marked out for the use of Electric Vehicles. Once installed these shall be maintained and retained thereafter unless with the written agreement of the local planning authority.
REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

25. Prior to the first use of the development hereby approved, the vehicle parking and cycle storage facilities identified on approved plans shall be provided in accordance with the approved plan and permanently maintained thereafter.
REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026
26. Prior to the commencement of any works on site an Air Quality Assessment (AQA) shall be carried out and submitted for approval to the Local Planning Authority. Where the ambient air quality will be reduced by the development suitable and appropriate mitigation measures shall be detailed within the assessment.
REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy.
27. That prior to first use of the floodlights hereby approved, the lights shall be fitted with timer controls which shall be maintained and retained thereafter unless agreed in writing with the Local Planning Authority. Lights shall only be used between 08:00 and 22:10 hours (22:00 playing time with 10 minutes egress allowance) on any day, and not at any other time.
REASON: In the interests of the amenity of neighbouring residents in accordance with Local Plan Policy G17
28. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development. Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.
REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026
29. No part of the development hereby approved shall commence until the full design and construction and maintenance details of measures for the safe enclosure of the playing pitches have been submitted to and approved in writing by the local planning authority in consultation with Highways England. This shall include:
 - o Full construction details.
 - o A ball trajectory analysis.
 - o Confirmation of compliance with current departmental standards (as set out Standard CG300 of the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
30. No part of the development shall commence until a scheme to ensure that no lighting from the development shall be directed onto any part of the M6 motorway has been submitted to and approved in writing by the local planning authority in consultation with Highways England.
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026

31. No part of the development hereby approved shall commence unless and until the full design and construction details of any floodlighting column(s) and associated lamp fixings to be located a distance from land in the ownership of Highways England that is less than the total above-ground height of the floodlight installation(s) have been submitted to and approved in writing by the local planning authority in consultation with Highways England. This shall include:
- o Full construction details.
 - o Confirmation of compliance with current departmental standards (as set out Standard CG300 of the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
32. No part of the development shall be brought into use unless and until have been implemented on site in accordance with the written approvals associated with Conditions 29, 30 and 31 of this permission.
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
33. No development shall take place until:
- (a) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the eastern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in consultation with Highways England; and
 - (b) The fence approved by part (a) of this condition has been erected in accordance with the agreed details.
- Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
34. There shall be no connection to the motorway drainage; nor shall any drainage from the site run off onto any part of the motorway.
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
35. No works associated with this development shall take place on land within the ownership of Highways England held under Titles LAN67992 and LAN803718 unless with the approval of Highways England.
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026

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 £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. 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

3. Lancashire Constabulary Note:

- o A recorded HD digital 1080p (as a minimum standard) IP capable colour CCTV system should be installed to BS EN 62676 series. Cameras should aim to capture clear full body and facial images entering or leaving the building and/or site. Any captured images must be clearly marked with the time, date and location, and cameras must not be located where they can be easily disabled or tampered with, or must be housed in a casing to protect them from damage or mounted on dedicated anti-climb 'poles'.

- o Where onsite CCTV recording equipment is utilised, it must be stored in a secure and alarmed room within a lockable steel cabinet to LPS 1175 SR1 or STS 202 BR1. Ideally, this room should have solid walls and no windows, and only be accessed by authorised trained staff in system use and image retrieval.

- o Recorded data should be stored for a 30-day period, before deletion and where not required for evidential purposes. The CCTV system must comply with the principles of the General Data Protection Regulation (GDPR) 2018, in conjunction with the Data Protection Act 2018, and be registered with the Information Commissioner's Office.

- o The building should have a bespoke wireless or hardwired and monitored Intruder Alarm system installed to EN50131 (Grade 1-4) and comply with the National Police Chiefs Council Policy 'Guidelines on Police Requirements and Response to Security Systems'. The alarm installation company should be certified by the National Security Inspectorate (NSI) or Security Systems Alarm Inspection Board (SSAIB)

- o As a minimum, all external door sets and those high-risk internal doors e.g. storerooms housing valuable items, CCTV equipment or cash etc. should be certified to LPS 1175 issue 8, SR2: PAS24:2016; STS 201 or STS 202: Issue 3, BR2 or other equivalent/higher security standard. Glazing must include one pane of laminated glass that is securely fixed in accordance with the manufacturer's instructions and certified to BS EN 356 2000 rating P1A.

- o Ground floor and other easily accessible windows should also meet the requirements of LPS 1175 issue 7/8, PAS 24:2016 (or equivalent/higher security standard), incorporate laminated glazing and be fitted with 'restrictors' . Roller shutters should comply with security certification to LPS 1175: Issue 7/8 Security Rating 1, as a minimum standard.

- o Any waste bin stores should be well lit, have a lockable lid and be secured to reduce the risk of arson and nuisance especially those with wheels that can be used as climbing aids. Any boundary treatments to the bin's store/service areas should allow some natural surveillance into these areas to reduce the risk of them being targeted for burglary, damage and nuisance. These areas should also be covered by the CCTV system.

- o Emergency exit doors can be vulnerable to intruder attack and vandalism and should be free from external hardware and kept clear at all times. They should be illuminated to promote natural surveillance and be linked into the intruder alarm system to deter crime and anti-social behaviour.

4. Lead Local Flood Authority Note - For the avoidance of doubt, this response does not grant the applicant permission to connect to Cockshott Brook and, once planning permission has been obtained, it does not mean that land drainage consent will be given. The applicant should obtain Land Drainage Consent from Lancashire County Council before starting any works on site.

5. Highways England Informative: The applicant should contact Highways England (HE) to arrange a pre-start site inspection to agree the state of HE's assets and alignment of the new fence as specified in the list of conditions.

No part of the M6 motorway shall be closed to traffic in connection with the proposed development

Application Number 07/2020/00781/OUT

Address Land West Of Lancashire Business Park
Centurion Way
Farington
Preston
PR26 6TS

Applicant Caddick Developments Ltd

Agent Mr Nick Pleasant
Park House
Park Square West
Leeds
LS1 2PW

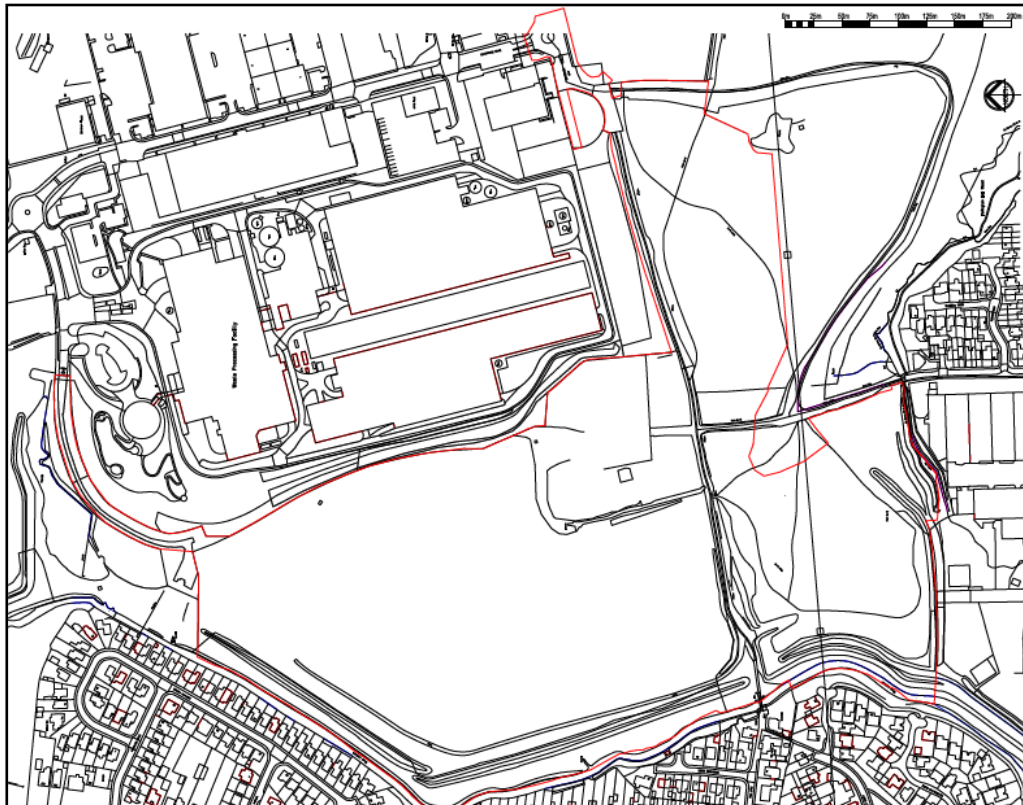
Development Outline planning application (all matters reserved apart from access from the public highway) for up to 612,500sqft (56,904sqm) of light industrial (E(g) Use), general industrial (B2 Use), storage and distribution (B8 Use) and ancillary office (E(g) Use) floorspace

Officer Recommendation **Approval with Conditions**

Officer Name **Mrs Janice Crook**

Date application valid 22.09.2020
Target Determination Date 17.02.2021
Extension of Time 18.01.2021

Location Plan



1. Report Summary

1.1 The application is for a substantial employment generating development on land allocated under Local Plan Policy E1 as Employment Site (g). The application is in outline with only the means of access applied for, although an illustrative Masterplan has been submitted to demonstrate how the site could be developed. A Buildings Heights Plan and Parameters Plan have also been submitted. Although a largely speculative development, the applicants have indicated that there are businesses already lined up to occupy the resultant premises, hence the size and height of the development proposal indicated on the submitted Building Heights Plan.

1.2 A number of objections have been received from residents in the area, raising concerns in respect of flooding, noise, the size and scale of the development, traffic generation, lack of infrastructure and loss of green open space. However, it is considered that, with the inclusion of suitably worded conditions as requested by statutory consultees, as follows, the issues raised by residents can be addressed.

1.3 County Highways have considered both the present and proposed traffic networks which are influenced by the proposed development and raise no objections. They consider the proposed access arrangements acceptable in principle, although they request that a number of conditions are imposed.

1.4 Environmental Health have raised concerns in terms of noise due to the proximity of residential properties and request a condition be imposed to ensure that, as part of the reserve matters application, an acoustic assessment of the potential impacts be undertaken and submitted.

1.5 In terms of Air Quality, Environmental Health request a condition to ensure that the development is carried out in accordance with the Air Quality Assessment and the Addendum Note submitted in December 2020. The mitigation measures will then need to be fully implemented during the development and in accordance with those documents.

1.6 In terms of flood risk, The Environment Agency has objected, indicating that their objection could be overcome with the submission of a revised Flood Risk Assessment (FTA) and supporting plans which satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

1.7 The Lead Local Flood Authority also require the submission of a revised FRA and final details of the design and implementation of an appropriate surface water sustainable drainage scheme but have requested a condition be imposed to secure the submission rather than requiring this prior to determination. Given this is an outline application, this approach is considered appropriate.

The application is recommended for approval subject to the imposition of conditions.

Site and Surrounding Area

The application relates to the allocated Employment Site, Site g: Farington Hall Estate, West of Lancashire Business Park, Farington. The Farington Hall Estate site measures approximately 21 ha and is roughly 'L' shaped. The site is a derelict brownfield site and contaminated, having been used as a landfill site for inert foundry waste. The land is relatively flat and featureless scrubland with areas of trees, including a number of trees protected by Tree Preservation Orders.

An earth bund visually separates the site from the adjacent River Lostock to the western boundary. Residential properties are located to the east, beyond the River Lostock and also

to the south-east. To the north-east and east is the Lancashire Waste Technology Park and the Lancashire Business Park beyond with the Leyland Truck factory to the north. Further commercial and industrial uses are to the south-west within the Tomlinson Road Industrial Estate.

1.8 There is an area of woodland at Farington Hall Wood to the southern boundary with the land to the west, formerly part of the Farington Hall Estate, is a residential development site, currently under construction, accessed off Grasmere Avenue.

1.9 Within the application site is the site of the former Lower Farington Hall and associated buildings and moat which is located towards the eastern boundary and may be of archaeological interest.

1.10 The site is in private ownership but due to its lack of perimeter fencing, has been accessed by the public as informal amenity space. A public right of way crosses the centre of the site, running from east to west from the adjacent residential development to Centurion Way.

1.11 The site is in a highly sustainable location within walking distance of residential areas in Leyland, Farington and Farington Moss. There are nearby bus stops served by local bus routes and Leyland railway station is within walking distance. Leyland town centre is approximately 900m to the south-east. The main M6 / M65 junction is approximately 2 miles to the north-west.

2. Planning History

07/1979/1138 Tipping of Factory and Foundry Waste – Approved 30.01.1980

07/2019/12549/SCE Request for Screening Opinion (Environmental Impact Assessment) Regulations (2017) – EIA not required

07/2020/00672/SCE Proposed employment use led development at Farington Hall Estate – EIA not required

07/2020/00782/SCE Request for a Screening Opinion for Proposed employment use led development at Farington Hall Estate, Farington – EIA not required

3. Proposal

3.1 The application is in outline with all matters reserved apart from the access from the public highway. The proposal is for up to 56,904 sq mtrs of light industrial use (Use Class E(g)), general industrial use (Use Class B2), storage and distribution (Use Class B8) and ancillary office floorspace (Use Class E(g)).

3.2 The proposal is for two vehicular access points to the site to connect to Centurion Way to the south-east of the site and to Enterprise Drive to the north of the site.

4. Supporting Documents

4.1 The application is supported by a suite of comprehensive technical documents. These include:

- Application forms and certificates;
- Community Infrastructure Levy Form;
- Planning Statement (including delivery, economic, regeneration, & skills);
- Statement of Community Involvement;

- Design & Access Statement;
- Transport Statement (including Framework Travel Plan);
- Air Quality Assessment;
- Landscape & Visual Assessment;
- BREEAM Pre-Assessment;
- Combined Geo-Environmental Desk Study & Ground Investigation Report;
- Flood Risk Assessment & Drainage Statement;
- Heritage Statement;
- Archaeological Evaluation;
- Archaeological WSI;
- Ecology Assessment;
- Arboricultural Appraisal;
- Air Quality Assessment;
- Noise Assessment; and
- Public Rights of Way Statement.
- Site Location Plan (including existing site plan);
- Indicative Proposed Masterplan;
- Proposed Parameters Plan;
- Proposed Building Heights Plan; and
- Proposed Access Plan.

5. Summary of Publicity

5.1 Four hundred and forty-one neighbour notification letters were sent out, nine site notices posted in the area and a press notice published with 23 letters of representation being received, objecting to the proposals on the following grounds:

5.2 Flooding and Drainage

A big flooding problem on the river Lostock

Proposal will result in a rise in the river level

Changes from grass to hard surfaces will increase run off during rainy periods

Banking at side of river may be compromised reducing stability of river bank

Houses at end of Bispham Avenue have flooding twice since waste plant was built

who is going to maintain all these ponds in the future?

Cumulative impact with this development adding to all the other house building etc on this catchment is visibly accelerating the rise in river level in a short time

5.3 Residential Amenity/Design and Appearance

Impact on quality of residential areas and homes

View will be even more unsightly than the current view of the recycling plant

Proposed buildings will adversely affect the tranquil surroundings of the area

House prices, homes will lose their value as they already have since the waste plant was built

The size and location from my home will undoubtedly impact the quality of both mine and multiple neighbour's homes.

Reduction in quality of life

Loss of views

concerned with the lack of detailed information for a development which could impact severely on the quality of our lives

little detail as to the end users/specific use of the units

The sheer size of this development would be a big concern especially for those living at the access point to the site

5.4 Noise and Light Pollution

Intention to operate 7 days a week, 24 hours a day
Large building proposed directly opposite home with 14 trucks delivering every hour
Already endure noise from current buildings located further away, this will make it unacceptable
Vehicle movements and plant and machinery will be far about the noise assessment
At the moment reversing vehicles can be heard from early morning, any increase in noise would be unacceptable
The noise assessment states noise will be minimal, but the amount of vehicle movements, plant and machinery will result in noise far above the assessment
Noise sensitive receptors ESR number 5
There is a measurement of 50 metres from Brookside close I am sure my property will be under 50 m from the buildings proposed.
With distribution centres planned, operational hours will introduce lighting on the car parks etc.

5.5 Traffic

A582 already has severe problems at certain times of the day and extra traffic will add to this congestion

Road layout cannot cope with any more traffic

Waste Plant

you promised me the waste plant would not smell and that promise was not upheld, so I'm not sure I would believe any promises you made this time.

We endured the nightmare of the Waste Plant, the promises made by LCC and the contractors to reduce odours, lighting, noise etc. only to be proved right in that it was a very bad move to build so near to an established residential area and currently more or less mothballed at considerable expense to all!

5.6 Wildlife

There is also a lot of wildlife on the land

Site has foxes, stoat, owls, pheasant, kingfisher, woodpecker and many birds of prey, when this land is developed, these will just disappear

5.7 Other Matters

That land is used by the residents in Farington Moss and the wider area for dog walking, horse trekking, cycling, walking and exercise

Route is important for the health and wellbeing of residents

There are plenty of industrial units and shops around and about that are empty. Given the current climate probably many more will become vacant over the coming months.

House value is likely to reduce, the value of our house reduced when the waste plant was built, and this proposal will make it even worse.

Over the last few years the green areas of Farington Moss have been completely taken over for development.

5.8 A letter was also received from a planning consultant on behalf of a client with significant commercial property interests in central Preston. Their client does not object to the principle of the proposed development but, if planning permission is granted, considers it should be subject to condition restricting Class E use to the Class E(g) sub-category within Class E of the Use Classes Order. Class E(g) relates to employment use and covers the following:

- (i) an office to carry out any operational or administrative functions;
- (ii) the research and development of products or processes; and
- (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

5.9 Without such controls, by way of a restrictive condition, a grant of planning permission could allow for the future introduction of main town centre uses, which also fall within Class E, in an out-of-centre location.

5.10 Community Consultation

5.11 Prior to submission of this application, the applicant undertook a consultation exercise with the local community. The public consultation was undertaken through the delivery of 1,500 leaflets to local residents and businesses in August 2020 which provided details of the development and contact details for the project team. Separate ward councillor engagement was also undertaken in August and September 2020. These measures gave residents, businesses, and local stakeholders an opportunity to make comments.

5.12 A Statement of Community Consultation has been submitted with this application which reports that the key themes within the responses were:

- Principle of development on a perceived 'greenfield' site;
- Loss of land used for informal recreation and dog walking;
- Sustainability credentials;
- Loss of trees;
- Visual impact;
- Ecological effects;
- Highways effects;
- Light pollution;
- Noise effects;
- Air quality effects; and
- Increased potential for risk of flooding

6. Summary of Consultations

6.1 **Environmental Health** comment that, in terms of noise, the submitted report identifies likely adverse impacts from the development in terms of traffic generation, deliveries and plant. As such, a condition is required, to ensure that, as part of the reserve matters application, a full acoustic assessment of the potential impact be undertaken and submitted. The assessment shall include a consideration of all external plant, deliveries and all associated equipment (ie, fork lift trucks), traffic generation and sound breakout from the proposed units.

6.2 In terms of Air Quality, the submitted assessment considers impacts from the construction phase and operational phase of the development and offers some mitigation measures, but these lack sufficient detail and further work will be required in order to make this development acceptable. Therefore, a condition is required to ensure that, as part of the reserve matters application, a further Air Quality Assessment (AQA) shall be carried out and submitted. However, following a meeting with Environmental Health which resulted in the submission of an emissions assessment which follows the Council's Low Emissions and Air Quality Draft Planning Advise Note, Environmental Health confirmed they have no further comments.

6.3 In terms of contaminated land, the recommendations within the submitted Desk Study report must be followed and mitigation measures undertaken. Therefore, a condition is required to ensure this.

6.4 **County Highways** have no objections to the application in principle. However, they request that the conditions are imposed to ensure the submission of a Construction Traffic Management Plan (CTMA); that the new estate road for the development is constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any

development takes place within the site; that a scheme for the future management and maintenance of the proposed streets within the development is submitted and that the Travel Plan Framework (dated August 2020) must be implemented in full in accordance with the timetable.

6.5 County Highways also advise that the granting of planning permission does not authorise any stopping up; closure; obstruction or diversion of a Public Right of Way, without the appropriate order.

6.6 **Public Right of Way Team** advise that 7-4-FP7 between the river Lostock and Wheelton Lane along with the existing walked line that continues eastwards to Centurion Way from the point of footpath 7-4-FP7 are two very important links that form part of the proposed Leyland Loop.

6.7 The PROW statement indicates the development has been designed with PROW in mind and seeks to improve and enhance their usage and safety. However, the PROW Team consider this is not reflected in the Masterplan as it omits to provide a suitable alternative line for 7-4-FP7, shown as being obstructed by a new building.

6.8 The Masterplan was updated to demonstrate an alternative line and the PROW Team confirmed they were satisfied that provision is being allowed for the realignment (subject to a Diversion Order) of 7-4-FP7 but the provision of a shared use path between Mill Lane and both Centurion Way and Wheelton Lane requires 7-4-FP7 and the continuation of 7-4-FP7 to Centurion Way to be legally recorded as either a Bridleway or Cycleway. Therefore, the width of the path is to be a minimum of 3meters. Due to the importance of this route it is requested that the path be lit and the surface blacktop.

6.9 The PROW statement also indicates there is an intention to create a new north-south link from footpath 7-4-FP7 into the development which then will link into the spine road and onwards to the north. This intended link should be included in the Masterplan as it is not understood how this will be achieved within the redline of the application.

6.10 **SRBC Regeneration Team** comment that the Green Links Strategy is a corporate priority for South Ribble. The Strategy seeks to develop safe sustainable links between residential areas, employment centres, green spaces and public amenities. Further the Strategy will provide leisure opportunities which improve residents' health and wellbeing.

6.11 A key component of this in the Leyland area is the 'Leyland Loop' which is being developed in partnership with LCC. As partners, they fully support the comments submitted by LCC's PROW officer.

6.12 **United Utilities** confirm the proposals are acceptable in principle, but request condition is imposed to ensure that the drainage for the development is carried out in accordance with the principles set out in the submitted Flood Risk Assessment. Additionally, United Utilities require a condition to ensure that foul and surface water is drained on separate systems.

6.13 United Utilities also advise that, without effective management and maintenance, sustainable drainage systems can fail or become ineffective and therefore advise that a condition should be imposed requiring the submission of a sustainable drainage management and maintenance plan for the lifetime of the development.

6.14 In terms of water supply, United Utilities advise that, for larger premises or developments of more than one property, including multiple connections, where additional infrastructure is required, a water network behaviour/demand modelling exercise would be required to determine the network reinforcements required to support the proposed development.

6.15 Finally, United Utilities advise that a public sewer crosses this site and they may not permit building over it as they require an access strip width of six metres, three metres either side of the centre line of the sewer. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with them

6.16 **Local Lead Flood Authority (LLFA)** has no objection to the proposed development subject to the inclusion of a condition in respect of the submission of a final Sustainable Drainage scheme which includes a revised flood risk assessment that includes the flood risk from the three surface water culverts which cross the site; a final sustainable drainage layout plan appropriately labelled to include all pipe/structure references etc; the drainage scheme should demonstrate that the surface water run-off shall not exceed the greenfield run-off rate; sustainable drainage flow calculations; a plan identifying areas contributing to the drainage network; measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; a plan to show overland flow routes and flood water exceedance routes and flood extents; a breakdown of attenuation in pipes, manholes and attenuation ponds; details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development.

6.17 The LLFA also require an informative note to be placed on the decision notice advising that this does not grant of permission to connect to the River Lostock and, once planning permission has been obtained, it does not mean that an environmental permit will be given. The applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site.

6.18 **Environment Agency** reviewed the submitted the Flood Risk Assessment in so far as it relates to their remit. Initially, the EA objected to the proposed development on flood risk grounds, due to the absence of an adequate flood risk assessment and provided detailed comments which are reported more fully in the Drainage and Flood Risk section of this report. The EA also advised that the applicant could overcome the objection by submitting a revised FRA and supporting plans which address the deficiencies they highlighted. In particular, the FRA must satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

6.19 The applicant was advised of the EA's comments and an updated FRA was submitted and this was also considered by the EA. They advised that Watercourse 1 (M6 to Stanifield Lane) runs through the site in a culvert and appears to be the principle source of flood risk to the proposed development. The FRA still does not acknowledge this watercourse, which is a designated Main River and therefore no assessment has been made of the flood risk from this watercourse to the site.

6.20 As such the EA's objection remained as they consider that the revised FRA fails to consider:

- The flood risk posed by Watercourse 1(M6 to Stanifield Lane) which runs through the site in culvert and appears to be the principle source of flood risk to the proposed development.
- Safe access and egress – the site access road is located in Flood Zone 3. Modelled data available from the EA would provide on-site flood levels to inform the FRA.
- Flood risk elsewhere (raising ground levels within Q100 CC allowances without compensatory storage)
- The need to demonstrate that works within 8 metres of a Main river will not affect the stability of the bank or culvert and that EA access to the Main Rivers will not be hindered.

6.21 This is discussed fully in the Drainage and Flood Risk section of this report.

6.22 **Greater Manchester Ecology Unit (GMEU)** considered the submitted Ecological Assessment by Urban Green dated September 2020 and recognise that the report concludes that the site supports a number of features of value to biodiversity, as follows:

- Biological Heritage Site – River Lostock (BHS 52SW05)
- Loss of 3 on-site ponds
- Bat roost potential in trees
- Bat roost foraging
- Invasive Non-Native Species including Japanese knotweed, Himalayan balsam and variegated yellow archangel
- Badger with evidence off and on-site
- Water vole on River Lostock, which forms western boundary of site

6.23 In terms of the Indicative Layout, GMEU strongly suggest that the Council seeks to achieve a 20m buffer along the whole of the river corridor to the western boundary of the site, rather than the proposed 10m to the except River Lostock BHS.

6.24 In respect of Biodiversity, GMEU are satisfied with the report and its recommendations and that no further information or surveys are required. The report's recommendations at section 5 and 6 along with the Biodiversity Net Gain calculations should be adhered to and implemented by the use of appropriately worded conditions in relation to compensation for the loss of 3 ponds; a design which accommodate biodiversity net gain in linear features such as hedgerows; that the Biodiversity Net Gain Calculation can be achieved on site; Lighting design of the scheme; The submission and implementation of a CEMP (Construction Environmental Management Plan); Pond removal and Reasonable Avoidance Measures for amphibians; Pre-commencement survey for signs and evidence of new Badger setts; Pre-commencement survey of river corridor for evidence of water vole; Vegetation clearance programme; LEMP to be produced to manage the site for the period of Biodiversity Net Gain; no vegetation clearance during the bird breeding season; and a Control and Eradication Method Statement for INNS (Invasive Non-Native Species).

6.25 **Arboriculturist** raises no objections but requires conditions be imposed in respect of the submission of a landscaping plan detailing new tree planting and tree pit creation specifications; an arboricultural impact assessment and arboricultural method statement, including details of protective fencing to be erected; that existing ground levels should be retained within the RPA and excavated by hand; that all newly planted trees should be replaced on a like for like basis for a minimum of five years should they fail; that no machinery, tools and equipment should be stored within the RPA of any trees on site and that any non-facilitation works to protected trees on site should be applied for as standard.

6.26 **Lancashire County Council Archaeology** advised that they cannot fully assess the archaeological implications of the proposed development without the results of trial excavation works, although, at present, it seems unlikely that any remains in the areas currently proposed for development would need to be preserved in situ at the expense of development. Archaeology therefore wish to reserve final comment and recommendations for mitigation works until the results of the exploratory work are available. However, given that the layout of the development has been reserved, Archaeology consider it acceptable to impose a condition requiring the results to be submitted at reserved matters stage.

6.27 **Investment and Skills Team Manager** confirms that the development of new employment premises in this location will help to attract investment and jobs and the Team support this application for the new commercial premises and welcome the opportunity to bring new jobs into South Ribble. However, an Employment and Skills Plan will be required both to outline the potential jobs required at construction phase and, for subsequent applications, for the occupiers of the new commercial premises. This can be secured by condition.

6.28 **Farington Parish Council** do not object but raise concerns about traffic, flooding, odour issues and light pollution that may cause problems and nuisance to local residents close to the entrance of the site on Bispham Avenue. The Parish Council hope that if this application is approved, then suitable mitigation measures will be put in place to minimise the detrimental effect on local residents.

6.29 **Lancashire Fire and Rescue** had not responded at the time of compiling this report.

7. **Policy Background**

7.1 **Central Lancashire Core Strategy**

7.2 **Policy 2: Infrastructure**

Work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions, having taken account of other likely funding sources. If a funding shortfall in needed infrastructure provision is identified, secure, through developer contributions, that new development meets the on and off-site infrastructure requirements necessary to support development and mitigate any impact of that development on existing community interests as determined by the local planning authority. In such circumstances developer contributions in the form of actual provision of infrastructure, works or facilities and/or financial contributions will be sought through one off negotiations and/or by applying a levy as appropriate. This will ensure that all such development makes an appropriate and reasonable contribution to the costs of provision after taking account of economic viability considerations.

The levy to be charged on a specific development will take account of cases where actual provision of infrastructure, works or facilities normally covered by the levy is provided as part of the development proposals.

The local planning authorities will set broad priorities on the provision of infrastructure, which will be linked directly to the commencement and phasing of Development. This will ensure that appropriate enabling infrastructure is delivered in line with future growth, although some monies will be specifically collected and spent on the provision of more localised infrastructure. The infrastructure provision will be coordinated and delivered in partnership with other authorities and agencies.

7.3 **Policy 3: Travel**

The best approach to planning for travel will involve a series of measures, including a) Reducing the need to travel; (b) Improving pedestrian facilities; (c) Improving opportunities for cycling; (d) Improving public transport; (e) Enabling travellers to change their mode of travel on trips; (f) Encouraging car sharing; (g) Managing car use; (h) Improving the road network; and (i) Enabling the use of alternative fuels for transport purposes

7.4 **Policy 9: Economic Growth and Employment** seeks to identify 454 hectares of land for employment development between 2010 and 2026. At criterion (c) it advises that other major developments for employment will be located in the Preston/South Ribble urban area, Leyland and Farington, and Chorley.

7.5 **Policy 10: Employment Premises and Sites**

All existing employment premises and sites last used for employment will be protected for employment use. There will be a presumption that 'Best Urban' and 'Good Urban' sites will be retained for B use class employment use. Proposals on all employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under the following criteria:

- (a) there would not be an unacceptable reduction on the type, quality or quantity of employment land supply;
- (b) the provision and need for the proposed use;
- (c) the relative suitability of the site for employment and for the alternative use;

- (d) the location of the site and its relationship to other uses;
- (e) whether the ability to accommodate smaller scale requirements would be compromised;
- (f) there would be a net improvement in amenity.

Any proposals for housing use on all employment sites/premises will need to accommodate criteria (a)-(f) above and also be subject to:

- (g) convincing evidence of lack of demand through a rigorous and active 12 month marketing period for employment re-use and employment redevelopment;
- (h) an assessment of the viability of employment development including employment re-use and employment redevelopment.

7.6 Policy 15: Skills and Economic Inclusion

Improve Skills and Economic Inclusion by:

- (a) Working with existing and incoming employers to identify skills shortages.
- (b) Liaising with colleges, training agencies and major local employers to develop courses and life-long learning and increase access to training, particularly in local communities that are the most deprived in this respect.
- (c) Encouraging knowledge based businesses and creative industries associated with the University of Central Lancashire to enable graduate retention.

7.7 Policy 16: Heritage Assets

Protect and seek opportunities to enhance the historic environment, heritage assets and their settings by:

- a) Safeguarding heritage assets from inappropriate development that would cause harm to their significances.
- b) Supporting development or other initiatives where they protect and enhance the local character, setting, management and historic significance of heritage assets, with particular support for initiatives that will improve any assets that are recognised as being in poor condition, or at risk.
- c) Identifying and adopting a local list of heritage assets for each Authority.

7.8 Policy 17: Design of New Buildings

The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:

- (a) siting, layout, massing, scale, design, materials, building to plot ratio and landscaping.
- (b) safeguarding and enhancing the built and historic environment.
- (c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.
- (d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.
- (e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.
- (f) minimising opportunity for crime, and maximising natural surveillance.
- (g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm.
- (h) including public art in appropriate circumstances.
- (i) demonstrating, through the Design and Access Statement, the appropriateness of the proposal.
- (j) making provision for the needs of special groups in the community such as the elderly and those with disabilities.
- (k) promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and
- (l) achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments.
- (m) ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.

7.9 Policy 21: Landscape Character Areas

New Development will be required to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.

7.10 Policy 22: Biodiversity and Geodiversity

Conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area, through the following measures:

- (a) Promoting the conservation and enhancement of biological diversity, having particular regard to the favourable condition, restoration and re-establishment of priority habitats and species populations;
- (b) Seeking opportunities to conserve, enhance and expand ecological networks;
- (c) Safeguarding geological assets that are of strategic and local importance.

7.11 Policy 27: Sustainable Resources and New Developments

Incorporate sustainable resources into new development through the following measures:

All new dwellings will be required to meet Level 3 (or where economically viable, Level 4) of the Code for Sustainable Homes. This minimum requirement will increase to Level 4 from January 2013 and Level 6 from January 2016. Minimum energy efficiency standards for all other new buildings will be 'Very Good' (or where possible, in urban areas, 'Excellent') according to the Building Research Establishment's Environmental Assessment Method (BREEAM). Subject to other planning policies, planning permission for new built development will only be granted on proposals for 5 or more dwellings or non-residential units of 500 sq metres or more floorspace where all of the following criteria are satisfied:

- (a) Evidence is set out to demonstrate that the design, orientation and layout of the building minimises energy use, maximises energy efficiency and is flexible enough to withstand climate change;
- (b) Prior to the implementation of zero carbon building through the Code for Sustainable Homes for dwellings or BREEAM for other buildings, either additional building fabric insulation measures, or appropriate decentralised, renewable or low carbon energy sources are installed and implemented to reduce the carbon dioxide emissions of predicted energy use by at least 15%;
- (c) Appropriate storage space is to be provided for recyclable waste materials and composting;
- (d) If the proposed development lies within a nationally designated area, such as a Conservation Area or affects a Listed Building, it will be expected to satisfy the requirements of the policy through sensitive design unless it can be demonstrated that complying with the criteria in the policy, and the specific requirements applying to the Code for Sustainable Homes and BREEAM, would have an unacceptable adverse effect on the character or appearance of the historic or natural environment. The integration of the principles above into other types of development will also be encouraged.

7.12 Policy 29: Water Management

Improve water quality, water management and reduce the risk of flooding by:

- (a) Minimising the use of potable mains water in new developments;
- (b) Working with the regional water company and other partners to promote investment in sewage water treatment works to reduce the risk of river pollution from sewage discharges;
- (c) Working with farmers to reduce run-off polluted with agricultural residues into watercourses;
- (d) Appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas particularly in Croston, Penwortham, Walton-le-Dale and southwest Preston;
- (e) Pursuing opportunities to improve the sewer infrastructure, particularly in Grimsargh, Walton-le-Dale and Euxton, due to the risk of sewer flooding;
- (f) Managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity;

- (g) Encouraging the adoption of Sustainable Drainage Systems;
- (h) Seeking to maximise the potential of Green Infrastructure to contribute to flood relief.

7.13 **Policy 30: Air Quality**

Improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.

7.14 **South Ribble Local Plan**

7.15 **Policy E1: Allocation of Employment Land** for the provision of new employment uses to meet the borough's employment land supply from 2010/11 to 2025/26 in line with Core Strategy Policies 9 and 10 and to ensure a range of local job opportunities:

7.16 **Site g: Farington Hall Estate, West of Lancashire Business Park, Farington**

The Farington Hall Estate site, measuring 22.2 ha is identified for comprehensive redevelopment. It lies immediately west of the Waste Technology Park on Lancashire Business Park and is owned by Brackenhurst Properties. Brackenhurst Properties are looking at the redevelopment of the land for a mixture of employment and residential uses. Negotiations have also taken place between the developer and the owners of Lancashire Business Park over the access to the employment site from Centurion Way. The County Council – the Highways Authority – does not support a route running through the site and would wish to see traffic movements controlled. There are two potential access points, one from the north and one from the south. If controlled, by means of a barrier, there could be a route to the employment site through Lancashire Business Park. This site has been split into two sites to enable separate parts of the site to be allocated for both employment and housing.

A Design Code has also been prepared for the site by the developer, which was subject to a public consultation programme in 2009 and was received positively by local residents and elected Members. The Design Code, which involved the development of the site for economic uses, includes the provision of a substantial and continuous landscaped open space area, including new footpaths and cycleway access throughout the site.

Much of the site is relatively flat and featureless and the Design Code highlights the retention of as many of the landscape features as possible within the redevelopment proposals. The site of Lower Farington Hall is within the designated area and may be of archaeological interest. Its retention has been accounted for in the Design Code and the layout plans for the site. The area of woodland at Farington Hall Wood, on the southern boundary and the land to the west of the proposed housing west of Grasmere Avenue, which is subject to Policy HP1(c): "Allocation of Housing Land site" of the South Ribble Local Plan (2000), is to be enhanced and protected as an amenity in the Design Code.

The site is derelict and potentially contaminated, having been used as a landfill site for inert foundry waste, and it needs to be remediated and reclaimed before it can be developed for employment use.

7.17 **Policy G8: Green Infrastructure and Networks – Future Provision**

All developments should provide:

- a) Appropriate landscape enhancements;
- b) Conservation of important environmental assets, natural resources, biodiversity and geodiversity;
- c) For the long-term use and management of these areas; and
- d) Access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities.

7.18 **Policy G12: Green Corridors/Green Wedges**

New development should provide new green corridors to the existing/neighbouring communities and built-up area. Green corridors can be in the form of linear areas of Green Infrastructure, such as footpaths and cycleways, with the appropriate landscaping features such as trees, hedges and woodland.

7.19 **Policy G13: Trees, Woodlands and Development**

- a) Planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are:
 - i Protected by a Tree Preservation Order (TPO);
 - ii Ancient Woodlands including individual ancient and veteran trees and those defined in Natural England's inventory of ancient woodlands;
 - iii In a Conservation Area; or
 - iv Within a recognised Nature Conservation Site.
- b) There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site;
- c) Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost;
- d) Tree survey information should be submitted with all planning applications, where trees are present on site. The tree survey information should include protection, mitigation and management measures;
- e) Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.

7.20 **Policy G14: Unstable or Contaminated Land**

There will be a presumption in favour of the redevelopment of previously developed land. Previously developed land can be unstable and subject to contamination. However, development will be encouraged on unstable or contaminated brownfield land subject to the following:

- a) Applicants will be required to provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards;
- b) Development should not have an adverse impact on the stability of surrounding areas;
- c) Applicants should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on (amongst other things) local amenities and conservation interests of the development and any remedial measures.

7.21 **Policy G15: Derelict Land Reclamation**

Development will be encouraged on derelict land where the reclamation of land is required and appropriate. Schemes on derelict sites should:

- a) Provide employment and residential land in the urban areas thereby reducing pressure on greenfield sites;
- b) Maintain and improve the environment and include landscape enhancement measures.

7.22 **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:

Regard will be had to:

- Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar, Special Protection Areas, Special Areas of Conservation, national nature reserves, Sites of Special Scientific Interest and Biological Heritage Sites, Geological Heritage Sites, Local Nature Reserves, wildlife corridors together with any ecological network approved by the Council;
- Protecting, safeguarding and enhancing habitats for European, nationally and locally important species;

- When considering applications for planning permission, protecting, conserving and enhancing the borough's ecological network and providing links to the network from and/or through a proposed development site.

In addition, development should have regard to the provisions set out below:

- a) The need to minimise impacts on biodiversity and providing net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately mitigated and/or, as a last resort, compensated;
- b) The need to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations;
- c) Where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, planning applications must be accompanied by a survey undertaken by an appropriate qualified professional;
- d) Where the benefits for development in social or economic terms are considered to outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation of an equal or greater area will be required through planning conditions and/or planning obligations.

7.23 **Policy G17: Design Criteria for New Development**

Planning permission will be granted for new development, including extensions and free standing structures, provided that, where relevant to the development:

- a) 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, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect;
- b) 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;
- c) 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. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard;
- d) The proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and
- e) The proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

8. **Material Considerations**

8.1 **Background/Principle of Development**

8.1.1 The site is allocated under Policy E1 in the South Ribble Local Plan for employment use as site g). The justification to Policy E1 advises that the sites allocated as new employment sites ensure that there are the necessary employment and skills opportunities in local areas. These sites have been allocated based on their appropriate and sustainable locations.

8.1.2 Within the description of Site g) in the Local Plan, it refers to the site having been split into two sites to enable separate parts of the site to be allocated for both employment and housing. The housing element is allocated under Policy D1 Site L: Land West of Grasmere Avenue, Farington. The Policy advises that the residential development would be expected to act as an enabling development to assist the delivery of the adjoining employment allocation. Planning consent was granted for the construction of 160 dwellings on Site L and development is well underway. As part of the planning permission, a Section 106 was entered into to secure a commuted sum of £454,400.00 *“to be expended on measures which facilitate the development and use of the Employment Land for purposes which are likely to result in the growth of employment prospects within the South Ribble area such measures may include but are not limited to the provision of infrastructure access roadways footpaths sewers drains telecommunications equipment the provision of utilities and civil engineering works”*

8.1.3 Development proposals for the site have been subject to formal pre-application discussions between the applicant, the local planning authority and highways authority, along with local community consultation. The proposals have also been subject to Environmental Impact Assessment ‘Screening’ which confirmed the proposals are not EIA development for the purposes of the relevant legislation.

8.2 Access

8.2.1 The application is in outline with the means of access being the only matter applied for. The proposal is for two vehicular access points to the site to connect to Centurion Way to the south-east of the site and to Enterprise Drive to the north of the site. The access road will comprise of a 7.3 metre wide road with a 2 metre wide footpath on one side and a 3 metre wide footpath/cycleway on the other.

8.2.2 A Transport Assessment has been produced by Croft Eddisons which considers the accesses to the site, including pedestrian and cycle access and the accesses are shown on the submitted plan Dwg 2371-F01 Rev J.

8.2.3 County Highways have considered the proposed accesses and recognise that the masterplan proposes that the site will be split into two areas, the Northern section and the Southern section, and comment as follows:

8.2.4 **The Northern section** of the site would be accessed from an extension to Sustainability Way. Sustainability Way is a privately maintained two way single carriageway with a width of 7.3m. Sustainability Way connects to the wider network via a roundabout with Enterprise Drive. The submitted 'Proposed Access Points' drawing (2371-F01 Rev J) and Transport Assessment indicate that the proposed extension to Sustainability Way will have a road width of 7.3m with 0.6m widening on the bend. A 2m wide footway and 3m wide shared pedestrian/cycleway have also been indicated along the full length of the extension into the site. This proposed layout is acceptable to LCC Highways.

8.2.5 However, since County Highways response, the northern access was revised following further technical refinement work and clarification on the location of existing services/utilities. The applicant also reviewed the access alignment overall and made other necessary improvements. The applicant advised that the principle remained the same but, in terms of the detail, they are now proposing a single 3m shared pedestrian and cycle facility along the western side of the access. The change has come about due to the presence of utilities and services along the eastern edge of the road and changes in levels and made ground in that area of the site.

8.2.6 County Highways were re-consulted and confirmed that the amended accesses as shown within drawing 2371-F01 rev J are acceptable.

8.2.7 **The Southern section** of the site would be accessed from the existing Centurion Way/Enterprise Drive 3 arm roundabout. The 3 arm roundabout and adjacent roads are privately maintained.

8.2.8 The submitted 'Proposed Access Points' drawing (2371-F01 Rev J) and Transport Assessment indicate that the proposed extension to Centurion Way into the site will have a road width of 7.3m. A 2m wide footway on the southern side and a 3m wide shared pedestrian/cycleway on the northern side have also been indicated along the length of the extension into the site.

8.2.9 The submitted plan also indicates that the two existing highway connections to the west of the existing roundabout will be amended as part of the scheme, including a right turn facility and a new priority junction.

8.2.10 The proposed access and layout for the southern access is also acceptable to LCC Highways. However, LCC Highways have confirmed that both new access roads would not be considered for adoption by them as they would not connect to an existing adopted highway. Both Sustainability Way and Centurion Way are currently privately maintained roads.

8.3 **Internal Layout**

8.3.1 As this application is in outline with all matters reserved apart from access, the proposed site masterplan is only indicative. LCC Highways initially highlighted concerns regarding the lack of an access road all the way through the site as they considered it had implications for emergency access if one of the access points was to become blocked. To address this concern an emergency route should be provided between the two areas.

8.3.2 In response to LCC Highways comments, the applicant has advised that a planning condition can be used to ensure the roads are provided to LCC standards and managed thereafter to give certainty that the estate roads will be properly constructed and maintained, albeit not adopted.

8.3.3 In respect of the through route and emergency access, the Masterplan has been amended to show how the two sections can be linked and LCC Highways have confirmed they are acceptable.

8.4 **Highway Implications**

8.4.1 The Transport Assessment by Croft Eddisons considers the existing site, the Local Highway Network and the Baseline Transport Data. It then considers the accesses to the site, including pedestrian and cycle access and the site's accessibility by public transport. The Transport Assessment also includes a number of documents as appendices. These are listed below:

Appendix 1 Travel Plan Framework

Appendix 2 Traffic Count Data

Appendix 3 TRICS Output – Employment Development

Appendix 4 Junctions 9 Output – Enterprise Drive/Centurion Way Junction

Appendix 5 Junctions 9 Output – Enterprise Drive/Sustainability Way Junction

Appendix 6 Junctions 9 Output – A582 Farington Road/Croston Road/Centurion Way Junction

Appendix 7 LINSIG Output – A582 Farington Road/Watkin Lane/Lostock Road Junction

Appendix 8 LINSIG Output – A5083 Stanifield Lane/Centurion Way/Stanley Road

Appendix 9 PICADY Output – Centurion Way/Wheelton Lane Junction

Appendix 10 A582 Dualling Traffic Figures

Appendix 11 Accident Data

8.4.2 Overall, the Transport Assessment concludes that the proposals for an employment development will provide a sustainable development in transport terms, highlighting the following points:

- The proposed development will be accessed by a safe and efficient vehicular access arrangements.
- The proposed development complies with local, regional and national planning policy.
- The site is allocated within the South Ribble Local Plan for Employment development.
- The proposed development benefits from being accessible on foot with the existing area providing access to the surrounding areas of Leyland, Farington and Lostock Hall.
- The site is accessible by bus with bus services providing access to local destinations including Preston city centre.
- A Framework Travel Plan will be implemented to encourage the use of non-car modes. The robust traffic impact analysis of the proposed development without the A582 dualling has concluded that the proposed development will have a minimal impact on the operation of the local highway network.
- The assessments of the impact of the proposals on the highway network with the provision of the A582 dualling has concluded that the proposed development will have a minimal impact on operation of the local highway network. It should be noted that the proposed development can be accommodated on the local highway network without requiring the A582 dualling or improvements at the A582 Farington Road/Centurion Way/Croston Road roundabout.

8.4.3 LCC Highways advise that the information presented within the Transport Assessment is not unreasonable. It is important to note that given the site is allocated within the adopted South Ribble Local Plan for employment use, consideration to the traffic impact of the allocation has already been considered.

8.4.4 The Transport Assessment has presented accident data using the Crashmap website. This approach is acceptable to LCC Highways. On investigation of all the details presented, the number of incidents recorded follow no pattern with regards to positioning or time and appear to be of a nature that would not be worsened by the proposed development.

8.5 Travel Plan

8.5.1 LCC Highways advised that the submitted Travel Plan Framework meets their submission criteria for an Interim Travel Plan. They advise that it is important that the Interim Travel Plan is adhered to and a Full Travel Plan is developed and implemented in line with the agreed timescales.

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

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

8.5.3 LCC Highways has recently reviewed its guidance regarding Travel Plans and is recommending that all developments that are required to produce a Travel Plan should be asked for a Section 106 contribution. On a development of this size LCC Highways would

normally request a section 106 contribution of £24,000 to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years. However, the applicant has advised that they are aware of LCC's service but there is relevant case law that standard travel plan fees should not normally be imposed. The applicant has confirmed they will take on the Travel Plan Co-Ordinator responsibility meaning there is no requirement for LCC to monitor. The Travel Plan includes a range of measures to increase sustainability, and it would be monitored for at least the initial 5 years as a typical monitoring period.

8.6 Public Rights of Way

8.6.1 A Public Rights of Way Statement has been submitted in support of this application which advises that the site contains two formal Public Rights of Way, Footpath 7-4-FP7 which follows the line of the former Mill Lane, from east to west across the central part of the site; and Footpath 7-1-FP24 which runs north to south in the southern area of the site, linking footpath 7-4-FP7 with adjacent residential areas to the south. The PROWs are general footpaths which enable access into and across the site for general use. Within the site, the PROWs are dirt footpaths with some areas of hardstanding. The rights of way are poorly lit and do not encourage use outside of daytime hours. There is the potential for the PROWs within the site to be upgraded and enhanced with improved surfaces and more accessible routes. This includes improvements such as:

- Additional planting along the Public Rights of Way;
- Overall improvements to the Public Rights of Way surfaces;
- Improvements to the drainage across the site, meaning waterlogging which affects the accessibility of the site is mitigated;
- An ecological enhancement area in the south west corner of the site, which will improve the recreational space and accessibility in this area;
- New lighting within the development which will enhance the safety and accessibility of the area in the evening and night-time; and
- Creation of natural surveillance through the delivery of development in an area which is otherwise poorly lit and unwelcoming outside of daylight hours.

8.6.2 The PROW Statement has been considered by Lancashire County Council's PROW Team who commented that the footpaths are two very important links that form part of the proposed Leyland Loop, a joint partnership between LCC and South Ribble to improve sustainable transport links within the borough between residential areas, local shops, services, schools, employment sites and the neighbouring districts of Preston and Chorley.

8.6.3 Paragraph 3.4 states, *'In addition to the improved public rights of way, there is an intention to create a new north / south link from Footpath 7-4-FP7 into the development site which then links into the development spine road for onward access to the north'*. This intended link should be included within the masterplan as it is not understood how this will be achieved within the redline of the application. Any proposed diversion outside of the redline will be subject to a S106 Agreement request from LCC's PROW to allow the creation of a 3m wide surfaced path and the status of footpath 7-4-FP7 upgraded to bridleway. The S106 requests will also apply to the upgrade of footpath 7-4-FP24 between the development and Hall Lane.

8.6.4 All existing public rights of way that pass through the site should be a minimum width of 3m and upgraded to provide shared use for pedestrians and cyclists. The minimum width of 3meters and shared use for pedestrians and cyclists should be extended to incorporate the existing walked line that continues eastwards to Centurion Way from the point footpath 7-4-FP7 veers south east to Wheelton Lane.

8.6.5 Initially, the PROW Team advised that, although 2.8 of the Public Rights of Way Statement states, *'The proposed development has been designed with the Public Rights of Way in mind and seeks to improve and enhance their usage and safety which in turn improves accessibility in this part of Leyland and Farington.'* However, this is not reflected in

the Masterplan as it omits to provide a suitable alternative line for 7-4-FP7, shown as being obstructed by a new building.

8.6.6 The Council's Regeneration Team also raised the issue of the 'Leyland Loop', commenting that the Green links strategy is a corporate priority for South Ribble. The strategy seeks to develop safe sustainable links between residential areas, employment centres, green spaces and public amenities. Further the strategy will provide leisure opportunities which improve residents' health and wellbeing.

8.6.7 A key component of this in the Leyland area is the 'Leyland loop' which is a 16km orbital route to serve residents and visitors alike with a fully accessible, legible route taking in parks and green spaces with spurs into adjoining areas such as Moss Side, Farrington and eventually links to the Town Centre and railway station.

8.6.8 The provision for this crucial section of the Leyland loop is of extreme importance for the success of the Leyland Loop linking existing cycleways from Mill Lane and the River Lostock through to Centurion Way and Wheelton Lane.

8.6.9 The matters were raised with the applicant who submitted an updated Masterplan to demonstrate how the footpath could be diverted and also to show a 3m wide blacktop surfaced footpath/cycleway

8.6.10 In more general terms, the PROW Team also advised the following:

Diversion/temporary closure

- Any permanent diversion will need to be certified and in place prior to any works commencing on a public right of way – failure to do so would result in enforcement action being taken.
- If the planning application is successful and construction work is likely to cause a health and safety issue to the public a temporary closure notice should be applied for and in place prior to work commencing – failure to do so would result in enforcement action being taken. Public rights of way cannot be used to store materials/vehicles during construction.

Landscaping

- Any landscaping should be 3 metres away from any public right of way to protect the route from overgrowth or undergrowth to avoid future maintenance issues or trip/falling hazards to the public.

Ground level/drainage

- Any changes in ground level should not be higher than a public right of way and there should be adequate drainage to ensure any surface water does not drain onto the Right of Way causing the route to flood.

Fencing

- PROW should not be enclosed by close boarded fencing to both sides; this creates an uninviting route which is difficult to maintain and unwelcoming to users. Enclosed paths are normally less visible from adjacent land and natural surveillance is less likely from overlooking properties, Acute changes of direction in a path should be avoided so that no intimidating blind spots are created.

8.7 Air Quality

8.7.1 An Air Quality Assessment report has been submitted in support of this application which includes:

- Baseline Evaluation – Assessment of existing air quality in the local area;
- Construction Phase Assessment – Identification and assessment of potential air quality impacts and effects associated with the construction phase of the Proposed Development,

primarily dust impacts and suspended particulate matter with an aerodynamic diameter of less than 10 micrometres (PM10);

- Operational Phase Assessment, to consider the air quality impacts associated with the Proposed Development on the existing environment; and
- Mitigation Measures – Identification of appropriate mitigation measures for incorporation within the ‘design’ based upon the above proposed scope.

8.7.2 The report concludes that it is not considered that air quality represents a material constraint to the development proposal, explaining that qualitative assessment of the potential dust impacts during the construction of the development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be ‘not significant’. All dust impacts are considered to be temporary and short-term in nature. Due to the low additional number of HGV trips anticipated during the construction phase of the development, there is predicted to result in an ‘insignificant’ effect on air quality from road vehicle emissions. Furthermore, emissions from plant / NRMM on-site is predicted to result in a ‘not significant’ impact on air quality. Additional development trips arising during the operational phase of the development in the 2023 opening year are predicted to result in a negligible impact on annual mean NO₂ and PM₁₀ concentrations at all considered sensitive receptors, with a maximum absolute predicted change in annual mean NO₂ and PM₁₀ concentrations of +0.68µg/m³ and +0.17µg/m³, respectively. There is no predicted risk of exceedance of the 1-hour mean NO₂ or 24-hour mean PM₁₀ AQALs as a result of the development proposals. As such, the overall effect arising from change in operational phase trips is considered to be ‘not significant’.

8.7.3 The Air Quality Assessment report has been considered by Environmental Health who advised that the AQA consultant contacted them and information was provided over the preferred methodology for undertaking an assessment of the impacts from the development on the local air quality, although this assessment has not been undertaken. The submitted assessment considers impacts from the construction phase and operational phase of the development and offers some mitigation measures. These lack sufficient detail and further work will be required in order to make this development acceptable.

8.7.4 Utilising the Council’s preferred methodology the development will fall into a category which would require an emissions assessment and further mitigation measures beyond those identified as basic mitigation measures. Some of these have been identified with the submitted report but further detail will be required. The applicant therefore submitted the required Emissions Assessment and Environmental Health confirmed that had no comments to add but indicated that during their meeting the energy efficiency of the proposed units was also discussed. This information should be provided so it can be considered alongside this emissions assessment.

8.7.5 Therefore, conditions are required to ensure that details of the energy efficiency of the units is provided and the AQA updated in line with the agreed methodology and any necessary mitigation measures should be detailed within the assessment.

8.8 Residential Amenity

8.8.1 There are residential properties to the west on Bispham Avenue, Riverside, Brookside Close, Mill Lane, Meadowland Close and Morley Croft to the west which are all on the opposite side of the River Lostock. There are new properties on the Grasmere Avenue development site, currently under construction to the east. To the south are residential properties on Hall Lane, Bluebell Wood and Summerfield.

8.8.2 A number of objections have been received from neighbouring residents in terms of impact on their residential amenity. Comments received include concerns over the size of the proposed buildings and their proximity to residential properties, particularly as there is little information on how the development will look and details of the end users of the units.

8.8.3 As already highlighted, this is an outline application with all matters reserved other than the means of access. Should outline planning permission be granted, the Reserved Matters application would need to provide the detailed design of the buildings. However, as part of this outline submission, a Design and Access Statement has been submitted together with an indicative masterplan, maximum building height plan and parameters plan.

8.8.4 The building heights plan broadly indicates the suitable areas for potential larger structures and features such as specialist plant and equipment. Given the proximity of a number of tall chimneys on the adjacent site at Global Renewables, building heights on the application site increase towards the eastern boundary.

8.8.5 The Parameter Plan provides a generous buffer along the western boundary and the existing vegetation provides screening between the application site and residential properties to the west. Reduced building height and the provision of additional bunding and planting, particularly along the north-west boundary, will serve to provide additional screening.

8.8.6 Other comments received from residents concerned that homes will lose their value as they already have since the waste plant was built; that the view will be even more unsightly than the current view of the recycling plant and loss of view are not materials planning considerations and therefore cannot be taken into account.

8.8.7 In terms of other impacts on residential amenity, these are considered in more detail below.

8.9 Noise and Disturbance

8.9.1 A Noise Impact Assessment has been submitted which advises that a baseline noise survey was undertaken in accordance with current standards and guidance. The noise impact assessment considers the potential noise impact of the proposed development at existing noise sensitive receptors in the vicinity of the site. The noise assessment includes consideration of noise from deliveries, proposed fixed plant noise sources and development generated road traffic.

8.9.2 The results of the noise impact assessment indicate that mitigation is required to reduce noise associated with HGV deliveries at nearby existing sensitive receptors. Careful consideration should therefore be given to the layout of the site, with delivery areas located on the screened side of the units and/or placing barriers around service yard areas. In addition, a barrier is required adjacent to the northern access road, to reduce the noise impact associated with vehicles accessing the site. It is widely accepted that a barrier which removes line of sight between the source and receiver will attenuate the noise source by approximately 10dB. Therefore, with appropriate mitigation in place the resultant impact will be low, and the development could operate without a restriction on hours. In addition, appropriate noise limits have been determined to be achieved by fixed plant items associated with the proposed development.

8.9.2 The assessment of the potential noise impact from development generated traffic indicates that for the vast majority of road links assessed in 2023, the predicted increase is up to +2.5dB which in accordance with DMRB is likely to result in a minor, adverse impact during the daytime as a result of the additional road traffic in the short term.

8.9.3 At the worst affected receptors, there is likely to be, a moderate adverse effect from this noise. It is understood that the scheme will benefit from a travel plan, that will encourage the reduction of single occupancy trips, where possible.

8.9.5 Based on the results of the assessment, and with appropriate mitigation measures in place, it is considered that noise need not be a determining factor in granting outline planning permission for the proposed scheme. However, the proposed mitigation are in outline only

as the final location and operation of each unit is unknown. Mitigation measure can be confirmed at the detailed design stage when further information is known.

8.9.6 To mitigate noise from HGV movements and deliveries during the daytime on a weekend, and a night-time on a weekday and weekend period, buildings could be orientated to ensure delivery areas are located on the screened side of buildings. Alternatively, a close-boarded fence, located around delivery areas would be required. It is widely accepted that a barrier which removes line of sight between the source and receiver will attenuate the noise source by approximately 10dB. The barrier would need to remove line of sight at first floor windows.

8.9.7 Where a significant adverse impact has been predicted, and/or night-time operations are proposed, careful consideration will need to be given to the final layout of the units, with service yard areas located on the screened side of the buildings, where possible.

8.9.8 It is considered that with appropriate mitigation in place, the resultant impacts will be low, and the development could operate without a restriction on hours. The exact requirement and details of any mitigation measures can be confirmed at the detailed design stage, once further details are known.

8.9.10 In terms of noise from Fixed Plant, noise level limits have been derived at the nearest noise sensitive receptors. Provided that these limits are achieved, a low impact is predicted. Therefore, no further consideration of mitigation measures is warranted at this time.

8.9.11 In terms of noise from the Northern Access Road, based on the current available traffic data, noise from road traffic on the access road is predicted to be above recommended guideline levels at nearby receptors. It is therefore recommended that a barrier is located adjacent to the access road, between receptors to the west and the access road.

8.9.12 With a 4m high barrier in place, the noise level in gardens is predicted to be 50dB LAeq,16h which is in line with the lower guideline value recommended in BS8233 and WHO. The predicted noise level at the first floor façade is 49dB LAeq,16h, which results in an internal level of 34dB LAeq,T assuming a partially opened window. This meets the internal daytime criteria of 35dB LAeq,16h in accordance with BS8233. It is therefore considered that with the appropriate mitigation in place, noise levels from the access road are unlikely to cause a significant impact at nearby receptors. The extent and final height of any barrier should be confirmed at the detailed design stage once further detail is known and following any revisions to the traffic data.

8.9.13 In terms of Road Traffic Noise generated from the development, the assessment of the potential noise impact from development generated road traffic indicates that a major impact may be experienced on a small number of links, however these links are away from existing receptors and therefore the impact is considered to be acceptable.

8.9.14 The Noise Assessment Report has been considered by Environmental Health who advise that the submitted report identifies a likely adverse impact from the development in terms of traffic generation, deliveries and potentially plant. No consideration of break out noise has been made from the proposed units, and the delivery noise has been based on assumed numbers for each unit although the final use of the development is unknown. No consideration of the use of forklift trucks has been undertaken, given the size of the units it is considered reasonable that at least some of the deliveries would be utilising forklift trucks. As such a condition would be required to ensure a full acoustic assessment of the potential impact is undertaken and submitted at Reserved Matters stage.

8.10 Drainage and Flood Risk

8.10.1 A Drainage and Flood Risk Statement was submitted which concludes that the site is at low risk of flooding from river or sea. Other sources of flooding have been assessed and

the risk of flooding from these sources are also considered to be low. The water displacement for the area of Flood Zone 2 is expected to be picked up by the surface water attenuated provided towards the south-western boundary.

8.10.2 The document was considered by United Utilities who confirm the proposals are acceptable in principle, but request condition is imposed to ensure that the drainage for the development is carried out in accordance with the principles set out in the Flood Risk Assessment. Additionally, United Utilities require a condition to ensure that foul and surface water is drained on separate systems.

8.10.3 United Utilities also advise that, without effective management and maintenance, sustainable drainage systems can fail or become ineffective and therefore advise that a condition should be imposed requiring the submission of a sustainable drainage management and maintenance plan for the lifetime of the development.

8.10.4 In terms of water supply, United Utilities advise that, for larger premises or developments of more than one property, including multiple connections, where additional infrastructure is required, a water network behaviour/demand modelling exercise would be required to determine the network reinforcements required to support the proposed development.

8.10.5 Finally, United Utilities advise that a public sewer crosses this site and they may not permit building over it as they require an access strip width of six metres, three metres either side of the centre line of the sewer. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with them

8.10.6 In terms of the hierarchy of drainage options in the National Planning Practice Guidance, where the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

8.10.7 The FRA concludes that the disposal of surface water by infiltration methods, is proven to be unachievable, therefore the second consideration should be to discharge to watercourse, the most logical point of discharge is to the river Lostock on the western boundary of the site. The discharge will be restricted based on an agreement with the LLFA.

8.10.8 The proposed development plateau works will direct surface water flows for impermeable areas to positively drained systems via a system of channel drainage, kerb drains, petrol separators and gullies. The surface water flow will be directed south to be attenuated and filtered through the ecology and attenuation basins prior to been control released via a hydrobrake to the river Lostock at a discharge rate agreed with the LLFA.

8.10.9 The LLFA have no objections to the proposed development providing a condition is imposed to ensure that no development commences until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted. The details of the scheme should include the following:

- a) A revised flood risk assessment that includes the flood risk from the three surface water culverts which cross the site from east to west. Calculations are also required detailing how the loss of a flood zone 2 storage area near the eastern boundary has been taken into account in the design of the attenuation ponds.
- b) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan

appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manhole, attenuation ponds (1 in 30 year and 1/100 year + climate change water levels should be shown) and attenuation pond inlets/outlets. Detailed drawings of outfall into River Lostock.

c) The drainage scheme should demonstrate that the surface water run-off shall not exceed the greenfield run-off rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

d) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).

e) Plan identifying areas contributing to the drainage network

f) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,

g) A plan to show overland flow routes and flood water exceedance routes and flood extents.

h) Breakdown of attenuation in pipes, manholes and attenuation ponds.

i) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable

8.10.10 The agreed scheme should then be implemented prior to the first occupation of any of the units or on completion of the development, whichever is the sooner and shall then be retained, managed and maintained

8.10.11 The LLFA also advise that their response does not grant the applicant permission to connect to the River Lostock and, once planning permission has been obtained, it does not mean that an environmental permit will be given. Therefore, the applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site. This can be included as an informative note of the decision notice.

8.10.12 The Environment Agency reviewed the submitted the Flood Risk Assessment and initially objected to the proposed development on flood risk grounds and provided detailed comments and their reasons for the objection. The EA also advised on what was required to overcome the objection by the submission of a revised FRA and supporting plans which address the deficiencies they highlighted. Essentially, the FRA must satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

8.10.13 A revised Flood Risk Assessment was then submitted, and the EA considered this updated document. They advised that the FRA has made an assessment of flood risk to the site from the River Lostock, located along the western boundary. However, Watercourse 1 (M6 to Stanifield Lane) runs through the site in culvert and appears to be the principle source of flood risk to the proposed development. The FRA still does not acknowledge this watercourse, which is a designated Main River. No assessment has been made of the flood risk from this watercourse to the site. The Environment Agency holds modelled data for this watercourse, including blockage scenarios and recommends that the applicant submits a request for an up to date Product 4 flood risk information package which is applicable to the whole development site to inform the FRA.

8.10.14 The EA acknowledge that the proposed built development is located within Flood Zone 1 and partly within Flood Zone 2. However, the revised FRA states that the development platform will be raised above the 'Flood Zone 2 levels'. It is not clear what

this level is. It must be demonstrated that the proposed development does not increase flood risk elsewhere. As the proposals are to raise development levels on site, it should be demonstrated that no ground raising occurs within the Q100 flood extent, with an allowance for climate change.

8.10.15 The objection by the EA remains as the FRA fails to consider:

Objection 1. The flood risk posed by Watercourse 1 (M6 to Stanifield Lane) which runs through the site in culvert and appears to be the principle source of flood risk to the proposed development.

Objection 2. Safe access and egress – the site access road is located in Flood Zone 3. Modelled data available from us would provide on-site flood levels to inform the FRA.

Objection 3. Flood risk elsewhere (raising ground levels within Q100 CC allowances without compensatory storage)

Objection 4. The need to demonstrate that works within 8 metres of a Main river will not affect the stability of the bank or culvert and that EA access to the Main Rivers will not be hindered.

8.10.16 However, the EA advise that the applicant can overcome the objection by submitting a revised FRA and supporting plans which address the deficiencies highlighted above. The FRA must satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

8.10.17 The applicants have advised that they are continuing to seek engagement with the Environment Agency in order to address their four points of objection as a matter of urgency. The main delay is the EA providing their additional 'Product 4' data that was not included in their previous data release to the applicant's consultants. The applicant considers that the 4 concerns raised by the EA are related to detailed design matters which can be addressed through planning conditions to be discharged as part of the Reserved Matters submission. However, in order to provide further comfort, they are also proposing two additional conditions which respond directly to two of the EA's objections (objections 1 and 4), as set out below:

Objection 1: Risk posed by Watercourse 1 (culvert)

This can be addressed through a suitable worded planning condition:

'Prior to commencement of development a scheme shall be submitted to the local planning authority for approval in writing that includes detailed design analysis of a blockage event in Watercourse 1 (M6 to Stansfield Lane), based on the latest modelled flood data for this blockage event. The design shall demonstrate that any overland flood event flows are maintained towards and can discharge into the River Lostock without adversely impacting on the properties within the proposed development or flow towards or impact on adjoining sites. The development shall be undertaken in accordance with the approved details.'

Objection 2: safe access and exit in the event of a flood

The flood risk concerns relate to the southern access road only. The proposed emergency access route, as demonstrated on the amended Masterplan, between the northern and southern parcels of land will allow for safe egress from the site were the southern access to be blocked. The FRA will be updated to ensure the EA is fully aware of the emergency access.

Objection 3: flood risk elsewhere as a result of a potential lack of compensatory storage

The exact compensatory storage will not be known until the detailed design stage as that is when the finalised levels and ground works will be set. This level of detail is not

typically known at outline planning application stage. The FRA maintains a commitment to providing sufficient compensatory storage and to not increase flood risk elsewhere, and the detailed design will include a finalised drainage strategy that can be secured through a standard planning condition.

Objection 4: works within 8m of a main river

As with objection 3, this level of detail is rarely known at Outline planning application stage but would be robustly dealt with during detailed design and Reserved Matters. However, to provide the EA with comfort on the issue, the applicant suggests the following condition:

'Prior to any development within 8m of a main river details shall be submitted to the local planning authority for approval in writing of the proposed works, inclusive of all proposed finished levels, construction arrangements and method statements for the construction. The development shall be undertaken in accordance with the approved details'

8.10.18 In summary, given that the LLFA require the revised FRA to be secured by planning condition, not prior to determination of this outline approval and that the applicant has suggested robust conditions to resolve the outstanding issues with the EA at Reserved Matters stage once the detailed design of the site is known, it is officer's view that this is the most appropriate route to take.

8.11 Contaminated Land

8.11.1 A Geoenvironmental Desk Study and Ground Investigation Report by JPG dated December 2018 has been submitted. The scope of works for the desk study included the following:

- Site inspection and description.
- Review of any previous reports provided.
- Review of contemporary and historical Ordnance Survey publications.
- Consultations with regulatory authorities where appropriate.
- Review of geological publications (including hydrology, hydrogeology and soil survey publications where appropriate).
- Obtain a Coal Authority Mining Report, if required.
- Review of the radon status of the site.
- An environmental database search; and,
- Outline environmental risk assessment.
- The scope of the ground investigation was designed based on the illustrative layout

8.11.2 The report identifies that, based on the history of the site, the following potential sources of contamination may be present:

- Made ground associated with structures (i.e. Lower Farington Hall, Mill and Farm),
- The infilled Lower Farington Mill ponds and the refuse tip/heap; and,
- Hazardous gases associated with the made ground.

8.11.3 Potential contaminants, associated with the above sources which could be present on the site include metals, metalloids and their compounds; inorganic compounds; organic compounds; asbestos; and hazardous ground gases.

8.11.4 An intrusive ground investigation was then undertaken to provide information on the general ground, groundwater and hazardous gas conditions at the site.

8.11.5 The report then provides mitigation measures at section 9.13 in respect of construction and maintenance workers; future site users and materials for disposal off-site.

8.11.6 Environmental Health have considered the Ground Investigation and Desk Study Report and confirm that the recommendations within the report must be followed and the mitigation measures undertaken. Therefore, they request that a condition is imposed requiring the submission of a remediation statement detailing the recommendations and remedial measures to be implemented within the site. On completion of the development and remedial works, the developer should then submit written confirmation, in the form of a verification report, to confirm that all works have been completed in accordance with the agreed Remediation Statement.

8.11.7 Finally, Environmental Health require full details of the gas protection measures and therefore request a condition that, as part of the reserve matters application details are provided and once approved, installation is undertaken by an appropriately competent person. The installation of any barriers shall be subject to a further validation test to ensure their integrity prior to the completion of the works on site.

8.12 Biodiversity and Geodiversity

8.12.1 An Ecological Assessment together with a Biodiversity Net Gain Calculation have been submitted which considers the River Lostock Biological Heritage Site (BHS); Habitat loss and planting; Badger; Roosting Bats; Nesting Birds; Great Crested Newts and other Amphibians; Hedgehog and Invasive Plant Species.

8.12.2 Mitigation measures contained within the report include the following:

River Lostock BHS – a minimum buffer of 20m from the proposed development and BHS; pollution control measures; production of a CEMP and External Lighting Scheme

Habitat and Flora – protection measures of retained woodland and trees; removal of on-site ponds under supervision of an ecologist; compensatory habitat creation; production of a AIA, CEMP, LEMP; eradication of non-native invasive species;

Fauna: Badger– implementatin of suitable protection measures prior to and during construction

Common Amphibians – Removal on on-site point under supervision of an ecologis; removal of suitable habitats under supervision of ecologist

Bats - Removal of tres with low bat roosting potential; lighting mitigation measures to be completed during the construction and operational phase

Breeding Birds – Removal of vegetation outside of breeding season or, if not possible, ecologist to complete nestig bird checks within 48 hours of vegetation clearance; compensatory habitats and breeding opportunities; production of a bird box plan

Hedgehog - Protection measures to be followed throughout the construction phase of the development

8.12.3 Greater Manchester Ecology Unit (GMEU) have considered the Ecological Assessment; the Biodiversity Net Gain Calculation and the Indicative Masterplan. In respect of the Baseline Surveys, GMEU consider the report appears to have used reasonable effort to survey the habitats on site and make an assessment of their suitability to support protected Species of Principal Importance. The surveys were conducted between April and September 2019 and are now over one year old. However, in relation to this outline application, it is not considered to be a constraint on the assessment and does not invalidate its findings.

8.12.4 GMEU advise that the report concluded that the site supports a number of features of value to biodiversity:

- Biological Heritage Site – River Lostock (BHS 52SW05)
- Loss of 3 on-site ponds
- Bat roost potential in trees
- Bat roost foraging
- Invasive Non-Native Species including Japanese knotweed, Himalayan balsam and variegated yellow archangel
- Badger with evidence off and on-site

- Water vole on River Lostock, which forms western boundary of site

8.12.5 GMEU confirm there is no reason to contradict the findings and where species and/or species groups are not mentioned, sufficient survey and discussion has been provided to reasonably discount them.

8.12.6 In terms of the indicative layout, GMEU strongly suggest that the Council seeks to achieve a 20m buffer along the whole of the river corridor to the western boundary of the site, as rivers provide important ecological connectivity across the County. This is reflected by the River Lostock being identified as a Wildlife Corridor in Policy G16 and it clearly forms part of the borough's coherent ecological network. Additionally, the Design Code for the site indicates that both landscape features and recreational access are of importance at this site. Local Plan policy E1 site g) at para 8.21 states: "... *the provision of a substantial and continuous landscaped open space area..... and highlights the retention of as many of the landscape features as possible within the redevelopment proposals*". Therefore, GMEU suggest a condition should be imposed to identify the retention of the river corridor buffer its agreed width for the avoidance of future doubt at the Reserved Matters stage.

8.12.7 In terms of the evaluation of recreational usage, GMEU recognise that the report identifies significant public usage on the site which is crossed by a number of Public Rights of Way (PRoW). The report indicates that the proposal will not result in an increase in recreational pressure on the site. However, it is important to note that the implementation of the proposal will result in a significant decrease in the available area accessible to the public. Recreational issues are not strictly within the remit of GMEU except where they intersect with biodiversity and ANGSt (Accessible Natural Greenspace Standard). In this case, GMEU suggest that the presence and the usage of both the PRoW and informal access across the site is not well accommodated within the indicative layout. This is particularly apparent at the eastern edge of the site where the PRoW enters adjacent areas, which are also subject to approved planning proposals. Therefore, GMEU suggest that, at Reserved Matters stage, this issue is considered more fully within the development of the wider scheme.

8.12.8 In general, GMEU confirm they are satisfied with the report and its recommendations and that no further information or surveys are required. However, the report's recommendations at section 5 and 6 along with the Biodiversity Net Gain calculations should be adhered and implemented by the use of appropriately worded conditions in relation to: Compensation for the loss of 3 ponds; Design to accommodate habitat net gain and net gain in linear features (eg, hedgerow); that the Biodiversity Net Gain Calculation indicators can be achieved on site; Lighting design of the scheme; The submission and implementation of a CEMP (Construction Environmental Management Plan); Pond removal and Reasonable Avoidance Measures for amphibians; Pre-commencement survey for signs and evidence of new Badger setts; Pre-commencement survey of river corridor for evidence of water vole; Vegetation clearance programme; LEMP to be produced to manage the site for the period of Biodiversity Net Gain; no vegetation clearance during the bird breeding season; and a Control and Eradication Method Statement for INNS (Invasive Non-Native Species).

8.13 Arboriculture

8.13.1 A Preliminary Arboricultural Assessment (PAA) dated September 2020 has been submitted which identifies that there are Tree Preservation Orders in place throughout the site. The locations of these TPO's has been plotted within the Tree Constraints plans that have been submitted. The PAA advises that a number of trees will need to be removed to facilitate the proposed development, as follows:

- 1 category A tree (T80),
- 4 category B trees (T26, T34, T35, T38),
- 1 category B group (G43),
- parts of 4 further category B groups (G22, G42, G20, G79),
- 4 category C trees (T23, T36, T39, T40),

6 category C groups (G19, G33, G71, G62, G102, G89) and parts of 2 further category C groups (G83, G57).

8.13.2 The PAA advises that trees T48, T94, T91 and G77 are classed as category U and are recommended for removal regardless of any development; Although the removal of T80 is regrettable, the layout was designed to maintain as many high category trees as possible and therefore all other category A trees on site will be retained; B category trees T26, T34, T35, and T38 require removal to allow for the construction of an internal road and path network or internal hardstanding.

8.13.3 The two more central groups to be removed, or part removed, G42 and G43, are classified as category B due to their collective groupings although many of the trees would be a category C if surveyed individually due to their poor quality and condition. G43 is all willow species that are already in maturity and therefore have limited remaining life contributions, with many already declining and falling apart. This is also the case for many trees of this species within G42. The southern section of G42 is to be retained, maintaining the treeline screen along the existing public footpath. The design approach for these proposals was to retain as many trees as possible. The high percentage of poor-quality trees in groups G42 and G43 makes their removal favourable to enable the retention of better, and a higher quantity of trees in other areas of the site, particularly the south west parcel.

8.13.4 The further removal of parts of B category groups, G22, G20 and G79 will be kept to the minimum and only trees on the edges of these groups will be removed to allow for hardstanding or the siting of buildings. The majority of these 3 groups will be retained.

8.13.5 All further trees to be removed are classified as category C which should not be a constraint to development. It should be noted that some tree removals/works are also required to make public footpaths safe and accessible, enhancing the public usage of the site.

8.13.6 At this stage only tree removals have been identified and a full Arboricultural impact assessment will be required to assess any special mitigation and protection measures required for the trees to be retained.

8.13.7 The PAA and the plans have been considered by the Council's Arboriculturist who raised no objections but requires a number of conditions be imposed. These are to ensure that an Arboricultural impact assessment and Arboricultural method statement are submitted prior to commencement of any development; that a landscaping plan detailing new tree planting and tree pit creation specification be submitted; that protective fencing be erected in accordance Figure 2 of BS 5837 – 2012 comprising a metal framework. Vertical tubes will be spaced at a maximum interval of 3m. Onto this, weldmesh panels shall be securely fixed with scaffold clamps. Weldmesh panels on rubber or concrete feet should not be used. The site manager or other suitably qualified appointed person will be responsible for inspecting the protective fencing daily; any damage to the fencing or breaches of the fenced area should be rectified immediately. The fencing will remain in place until completion of all site works and then only removed when all site traffic is removed from site; that clearly legible weatherproof signage, stating "Protected Trees – Exclusion Zone" shall be attached to the fencing 1.5m from the ground, facing out of the Tree Protection Zone located at regular intervals along the fence line; that any permission for access into the RPA should be agreed in writing with the local authority prior to entry; that existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent dessication. Wrapping should be removed prior to backfilling. Roots smaller than 25mm diameter should be pruned with a suitable sharp tool. Roots over 25mm diameter should only be removed following consultation with an arboricultural consultant. Prior to backfilling roots should be surrounded with topsoil or sharp-sand or inert granular fill before the soil is replaced; that all newly planted trees should have a replacement condition attached for

replanting on a like for like basis for a minimum of five years; that no machinery, tools and equipment should be stored within the RPA of any trees on site; and that any non-facilitation works to protected trees on site should be applied for as standard.

8.14 Visual Impacts

8.14.1 A Landscape and Visual Appraisal has been submitted which includes a Landscape Baseline; Visual Baseline; Design Parameters / Landscape Strategy / Building Heights and an Appraisal of Landscape and Visual Effects. The document advises that the landform within the site is generally flat, with a slight rise to a high point in the site's north-eastern corner. The proposed development will comprise of Industrial units, open space, tree and shrub planting and parking.

8.14.2 There are a number of visual receptors close to the site, with views of the proposed development in the western area of the northern parcel anticipated to be available for residents from Fylde Avenue, Thornton Drive and Bispham Avenue. There will be a change to the character and amenity of the views, where the development will either form a new element in the view or will bring development forward in the view. The document advises that these changes are not anticipated to be significant, particularly given that views are currently available of the industrial buildings in the Lancashire Business Park, specifically the built form and chimneys of the recycling centre.

8.14.3 Longer distance views are anticipated from a small number of locations, particularly of the proposed taller structures. However, this will be seen in context with the existing industrial structures present within the Lancashire Business Park, with effects therefore anticipated to be minor.

8.14.4 The Site is largely well contained in views from the wider landscape due to extensive existing tree belts and residential built form to the west and industrial built form to the east. It therefore forms a discrete parcel of land which is influenced by the existing residential edges along Bispham Avenue, Riverside Drive and Brookside Close and the industrial edge of Lancashire Business Park.

8.14.5 The document concludes that effects on visual receptors will diminish over time as planting within the green infrastructure areas matures

8.15 Landscaping

8.15.1 The submitted Landscape and Visual Appraisal document advises that the proposed development has been laid out to largely retain the existing landscape features including mature boundary trees and shrubs and those along the existing footpath routes. All boundary planting will be enhanced with additional tree planting and native shrubs where appropriate.

8.15.2 Proposed mitigation includes the continuation of the existing bunding, along with infill and supplementary tree and shrub planting, along the full length of the western boundary to ensure that a robust and elevated visual screen exists which will improve as the planting matures in time. This will be beneficial as screening for residents along Bispham Avenue and residents of Croston Road, Thornton Drive, Fylde Avenue and Riverside Avenue where views are available towards the site. Mitigation planting along the western boundary will have the added effect of screening views towards both the proposed development, and existing views towards the Global Renewables building within Lancashire Business Park.

8.15.3 In summary, the Landscape and Visual Appraisal considers that site has an existing relationship with the industrial area within the Lancashire Business Park and that on balance the proposed development will, whilst wholly replacing portions of the landscape character at the site level, sit within the existing retained landscape character elements. Whilst some adverse landscape and visual effects will arise from the proposed development as it emerges, the development of this land forms a discrete expansion to the existing industrial estate and is visually well contained.

8.15.4 The Appraisal concludes that the landscape and visual effects are limited to the application site and local level receptors only immediately adjacent to the site. The effects will reduce over time as planting matures. New tree planting and a vegetation strategy are to be considered for long term replacement and reinforcement of existing green infrastructure networks, ensuring the longevity and vigour of the existing vegetation is maintained on site.

8.16 Heritage

8.16.1 Within the application site is the site of the former Farington Hall and therefore the application is accompanied by Heritage Statement, Archaeological Desk-Based Assessment and a Written Scheme of Investigation for an archaeological evaluation of the site, by Salford Archaeology. The documents have been considered by Lancashire Archaeology Unit who advise that The Heritage Statement summarises part of the Desk-Based Assessment, omitting reference to the potential for buried remains to concentrate on standing buildings and a small selection of other surface features. The impact on buried remains is considered in the Desk Based Assessment and further investigation is proposed in the revised Written Scheme of Investigation, but it would have been preferred that a short section on this aspect of the site was also included in the Heritage Statement.

8.16.2 LCC Archaeology would be happy for the proposed works set out in the WSI to be undertaken and, indeed, consider that it would be difficult for an informed decision to be made without it.

8.16.3 The also advise that it should be noted that the borehole logs provided with the application (geo-environmental report, JPG Group, Dec. 2018) state that there are significant depths of made ground, composed of 'Foundry Waste', deposited across the site. As such it seems improbable that any archaeological remote sensing techniques would be particularly successful here.

8.16.4 Furthermore, the depth and make-up of the made ground will impact the foundation design of the proposed new buildings, and no doubt this will be considered by the developers when detailed designs are being drawn up. LCC Archaeology advise that this will also impact the archaeological investigation set out in the WSI, and this has been discussed with Salford Archaeology and the trench array adjusted, but it may still be necessary for some of these to be 'stepped out' for safe excavation if significant depths of dumping are encountered.

8.16.5 As indicated above, LCC Archaeology cannot fully assess the archaeological implications of the proposed development without the results of the trial excavation works. However, at present it is unlikely that any remains in the areas currently proposed for development would need to be preserved in situ at the expense of development. They therefore reserve final comment and the making any recommendations for mitigation works until the results of the exploratory work are available. This can be secured by condition requiring the submission of the trial excavation works at Reserved Matters stage and LCC Archaeology have confirmed they are happy with this approach.

8.17 Sustainability

8.17.1 A Sustainability Statement dated 16 September 2020 has been submitted which provides an assessment of the BREEAM requirements within Core Strategy Policy 27: Sustainable Resource and New Developments. Policy 27 requires a minimum standard of BREEAM Very Good for all new buildings.

8.17.2 Following a desktop BREEAM pre-assessment, it was concluded that 58.74% of credits could be targeted which exceeds the 55% threshold to achieve a BREEAM New Construction 2018 Industrial Shell and the 'Very Good' rating.

8.17.3 This demonstrates the project can meet the requirements of Policy 27 for a BREEAM rating of Very Good with a buffer of credits. The BREEAM assessment will be continually

monitored throughout the detailed design and construction of the proposed scheme to ensure the Very Good rating can be achieved.

8.17.4 However, it must be noted that the requirement of Policy 27 is that the minimum energy efficiency standards for new buildings is 'Very Good' **or where possible, in urban areas, 'Excellent'**. The application site is within the main urban area and therefore it is considered that the development should strive to achieve the 'Excellent' level. The standard BREEAM conditions can therefore be imposed to ensure this.

9. Conclusion

9.1 This outline application is for a substantial business development on an allocated employment site which is well related to existing employment sites. Although in outline with just the means of access applied for, the proposals as indicated on the illustrative Masterplan, includes pedestrian and cycle links, public rights of way enhancements, Biodiversity net gain, and landscaping which are all considered to be beneficial to the area.

9.2 A number of objections have been received in respect of issues of flooding, noise, the size and scale of the development, traffic generation, lack of infrastructure and loss of green open space. These matters have also been raised by consultees and a number of conditions have been requested to ensure the development does not create any detrimental impact on residential amenity

9.3 Although there is an outstanding objection by the Environment Agency, they have clearly indicated what is necessary for them to withdraw their objection. The applicant has been working with the Environment Agency to address these matters and has confirmed they are making good progress. However, in order to progress this application, conditions have been suggested by the applicant to ensure that, at Reserved Matters stage, all concerns are fully resolved. This is considered an appropriate and consistent approach, particularly as the LLFA have requested a condition for an updated FRA to be submitted, rather than require its prior to determination.

9.4 The applicants have advised that Reserved Matters application(s) will be submitted quickly as discussions with prospective occupants for the units have been ongoing and there is a great deal of interest and wish to avoid any delay in decision making. As this is an allocated employment site which has been vacant for some time and the scheme will bring employment into the borough, it is recommended that the application be approved with the imposition of conditions.

10. Recommendation

10.1 Approval with Conditions.

11. Recommended Conditions

1. No development shall commence until approval of the details of the Appearance, Landscaping, Layout and Scale hereinafter called "the Reserved Matters" has been obtained from the Local Planning Authority in writing. The application for approval of reserved matters must be made no longer than the expiration of five years beginning with the date of this permission and the development must be commenced not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: Required to be pursuant to section 92 of the Town and Country Planning Act 1990

2. The development, hereby permitted, shall be carried out in accordance with the approved plans 2371-F01 Rev J 'Proposed Access Points' and UG_35_UD_DRG_FIP_06 Rev C 'Parameters Plan' or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Prior to the commencement of the development a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMP shall include and specify the provisions to be made for the following:
 - a) The parking of vehicles of site operatives and visitors;
 - b) Loading and unloading of plant and materials used in the construction of the development;
 - c) Vehicle wheel washing facilities;
 - d) Storage of such plant and materials;
 - e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - f) Measures to ensure that construction and delivery vehicles do not impede access to adjoining units and obstruct the public highway.REASON: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.
4. The new estate road for the approved development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road.
REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
5. The development shall not be brought in to use until details of the proposed arrangements for future management and maintenance of the proposed streets within 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).
REASON: To ensure that the estate streets serving the development are completed and maintained to the approved standard, are available for use by the occupants and other users of the development and in the interest of highway safety.
6. Full details of the proposed works to Public Rights of Way within the application site, based on the detailed shown in drawing number UG_35_UD_DRG_FIP_06a 'Proposed Footpath Improvement Plan', shall be submitted to and approved in writing by the local planning authority before works to the public rights of way are undertaken. The public rights of way routes shall be made available within 6 months of practical completion of the final unit or within 2 years of first occupation, whichever is sooner
REASON: To protect existing Public Rights of Way users and to maintain the operation and safety of the local Public Right of Way and to minimise the impact of the construction works on the Public Right of Way
7. The Travel Plan Framework (dated August 2020) as approved must be implemented in full accordance with the timetable set out within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for a minimum of 5 years.

REASON: To ensure that the development provides sustainable transport options in accordance with Policy 3 of the Central Lancashire Core Strategy

8. Foul and surface water shall be drained on separate systems.
REASON: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policy 29 in the Central Lancashire Core Strategy
9. No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority and LLFA. Those details shall include:
 - a) A revised flood risk assessment that includes the flood risk from the three surface water culverts which cross the site from east to west. Calculations are also required detailing how the loss of a flood zone 2 storage area near the eastern boundary has been taken into account in the design of the attenuation ponds.
 - b) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manhole, attenuation ponds (1 in 30 year and 1/100 year + climate change water levels should be shown) and attenuation pond inlets/outlets. Detailed drawings of outfall into River Lostock.
 - c) The drainage scheme should demonstrate that the surface water run-off shall not exceed the greenfield run-off rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 - d) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).
 - e) Plan identifying areas contributing to the drainage network
 - f) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,
 - g) A plan to show overland flow routes and flood water exceedance routes and flood extents.
 - h) Breakdown of attenuation in pipes, manholes and attenuation ponds.
 - i) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the industrial/storage and distribution units or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASONS:

 - i) To ensure that the final drainage designs are appropriate following detailed design investigation.
 - ii) To ensure that the proposed development can be adequately drained.
 - iii) To ensure that there is no flood risk on or off the site resulting from the proposed development
 - iv) To ensure that water quality is not detrimentally impacted by the development proposal
 - v) To reduce the flood risk to the development as a result of inadequate maintenance
 - vi) To identify the responsible organisation/body/company/undertaker for the sustainable drainage system
10. Prior to any development within 8m of a main river details shall be submitted to the local planning authority for approval in writing of the proposed works, inclusive of all

proposed finished levels, construction arrangements and method statements for the construction. The development shall be undertaken in accordance with the approved details

REASON: To improve water management and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy

11. As part of the Reserved Matters submission, a scheme shall be submitted to the local planning authority for approval in writing that includes detailed design analysis of a blockage event in Watercourse 1 (M6 to Stansfield Lane), based on the latest modelled flood data for this blockage event. The design shall demonstrate that any overland flood event flows are maintained towards and can discharge into the River Lostock without adversely impacting on the properties within the proposed development or flow towards or impact on adjoining sites. The development shall be undertaken in accordance with the approved details
REASON: To improve water management and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy
12. The development shall be undertaken in accordance with the approved Air Quality Assessment SLR Ref: 410.05342.00006 Version No: Rev2 September 2020 and Addendum Note 410.05342.00006 December 2020. The mitigation measures shall be fully implemented in accordance approved documents.
REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy.
13. As part of any reserved matters application for each phase of the development, a noise assessment detailing the potential impact of that phase shall be undertaken and submitted to the local planning authority. The assessment shall include consideration of all external plant, deliveries and all associated equipment (including fork lift trucks), on-site traffic movements and noise breakout from the proposed phase
REASON: In the interests of the amenity of nearby residents and to be in accordance with Policy 17 in the Central Lancashire Core Strategy.
14. The recommendations within the submitted Geo-environmental Desk Study and Ground Investigation Report (Ref DH/DSGI/5386.v1) report shall be followed and mitigation measures undertaken.
 - (a) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
 - (b) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.Full details of the gas protection measures shall be submitted as part of the Reserved Matters application and once approved installation shall be undertaken by an appropriately competent person. The installation of any barriers shall be subject to a further validation test of their integrity prior to the completion of the works on site.
REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan
15. As part of any reserved matters application for each phase of the development, a noise assessment detailing the potential impact of that phase shall be undertaken and submitted to the local planning authority. The assessment shall include consideration of all external plant, deliveries and all associated equipment (including fork lift trucks), on-site traffic movements and noise breakout from the proposed phase

REASON: In the interests of the amenity of nearby residents and to be in accordance with Policy 17 in the Central Lancashire Core Strategy.

16. Prior to the commencement of any works on site, an Arboricultural Impact Assessment and Arboricultural Method Statement, based on the principles of the approved Preliminary Arboricultural Assessment (Urban Green, September 2020), shall be submitted to the Local Planning Authority for approval in writing.

REASON: To ensure the retention of suitable trees on site during development and the successful establishment of newly planted trees on site, in accordance the Policy G13 of the Local Plan.

17. As part of the Reserved Matters submission, details of the landscaping of the site shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

The approved landscaping 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

18. As part of the Reserved Matters submission, a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Requisite management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

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

19. No development shall take place until an Ecological Design Strategy (EDS) has been submitted to and approved in writing by the local planning authority which addresses:

- Achievement of habitat and linear habitat net gain
- Compensation for the loss of 3 ponds, which will hold permanent water
- Ecological Enhancement Area and;
- A biodiversity enhancement programme

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

The EDS shall include the following:

- a) Purpose and conservation objectives for the proposed works.

- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.
- h) Details of initial aftercare and long-term maintenance.
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

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

20. Prior to occupation, a "lighting design strategy for biodiversity" for the dark corridors along key habitat features shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats, badgers, otter and other crepuscular animals and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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

21. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

22. All ecological measures and/or works relating to the removal of the ponds and amphibians shall be carried out in accordance with the details contained in Ecological Assessment (Urban Green, September 2020 sections 5.3.1 and 5.2), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.
 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
23. If the development, or specified phase of development hereby approved does not commence within 1 year from the date of the Reserved Matters planning permission the submitted ecological survey for badgers (Urban Green, September 2020) shall be reviewed and, where necessary, amended and updated. The review shall be informed by further surveys commissioned 1 - 3 months prior to the expected commencement of works, including any vegetation clearance or earth moving or enabling works to identify any likely new ecological impacts on badger that might arise from any changes including the need for a Badger Licence.
 Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new/amended measures and a timetable for their implementation will be submitted to and approved in writing by the local planning authority prior to the commencement of the development [or phase]. Works will then be carried out in accordance with the proposed new approved ecological measures.
 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
24. If the development or specified phase of development hereby approved involves earthworks within 5m of the river banktop the submitted ecological survey for water vole (Urban Green, September 2020) shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned prior to commencement to
- i) establish if there have been any changes in the presence and/or absence of water vole and
 - ii) identify any likely new ecological impacts that might arise from any changes.
- Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new/amended measures and a timetable for their implementation will be submitted to and approved in writing by the local planning authority prior to the commencement of the development [or phase]. Works will then be carried out in accordance with the proposed new approved ecological measures.
 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
25. Prior to commencement of the development hereby approved (including demolition, ground works, vegetation clearance), A Control and Eradication Method Statement for INNS (Invasive Non-Native Species); Japanese knotweed, Himalayan balsam, yellow archangel shall be submitted for approval by the Local Planning Authority. The Statement shall include the following details specifically in relation to Japanese knotweed:
- o Detailed mapping of the distribution of the plant across the site.

- o Suitable signage and protection from vehicle tracking and/or earth moving or spoil/topsoil storage locations. This is usually 7m from above growing parts of the plant. Cross referenced to CEMP
- o Treatment programme which maybe one or more of the following:
 - o Spraying over multiple seasons (3 - 5 years). An Environment Agency permit will be required to treat the plant adjacent to a watercourse
 - o Root/rhizome injection (3 years)
 - o Burying on site with suitable depth and geotextile root barrier membrane
 - o Removal and disposal at a licenced tip
 - o Biosecurity protocols for machinery and soil handling and storage which is cross referenced to the CEMP
 - o Monitoring and re-treatment

REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs

26. A scheme of archaeological works will be carried out in accordance with the following:
1. Prior to any development within the areas of archaeological interest, a phased programme of archaeological investigations of evaluation trenching undertaken in accordance with the approved Written Scheme of Investigation ((WSI) prepared by Salford Archaeology, dated 13th November 2020: 'Grasmere Avenue, Farington, South Ribble')
 2. A programme for post investigation assessment to include:
 - a. analysis of the site investigation records and finds;
 - b. production of a final report on the significance of the archaeological and historical interest represented.
 3. Deposition of the final report with the Lancashire Historic Environment Record.
 4. A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community.
 5. Provision for archive deposition of the report and records of the site investigation.

If unexpected significant archaeological remains are encountered then, where merited by the initial evaluation of the remains, a further phase of a targeted archaeological excavation, appropriate analysis, reporting and publication shall be developed in line with the above process (see items 1 to 5). Any additional ground investigation shall be undertaken before any further development in that area of the site, and the findings submitted to the local planning authority for approval in writing. All archaeological works shall be undertaken by an appropriately qualified and experienced professional archaeological contractor and comply with the standards and guidance set out by the Chartered Institute for Archaeologists (CIfA). The development shall be carried out in accordance with the agreed details.

REASON: To ensure and safeguard the recording and inspection of matters of archaeological and/or historical importance associated with the building/site in accordance with Policy 16 in the Central Lancashire Core Strategy

27. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to achieve a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent'. No phase or sub-phase of the development shall commence until a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of 'Very Good' or 'Excellent' has been submitted to and approved by the Local Planning Authority
- REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

28. Prior to first occupation of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent' has been submitted to and approved by the Local Planning Authority.
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
29. Prior to first occupation of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban area) 'Excellent' has been submitted to and approved in writing by the Local Planning Authority.
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
30. The proposed development shall provide for tailored Employment and Skills Training Plan(s) as follows:
- a) As part of any reserved matters submission, a Construction Phase Employment and Skills Training Plan shall be submitted to and approved in writing by the Local Planning Authority.
 - b) Prior to occupation of the development an Operation Phase Employment and Skills Training Plan shall be submitted to and approved in writing by the Local Planning Authority.
- The development shall be carried out in accordance with the details of the approved Plan.
REASON: In the interests of delivering local employment and skills training opportunities and in accordance with Policy 15 in the Central Lancashire Core Strategy.
31. The development hereby approved shall be restricted to the uses as applied for, ie any use within the B2 and B8 Use Class and Use Class E(g) and no other uses within the E Use Class as defined by the relevant Use Classes Order.
REASON: To ensure that inappropriate uses do not occur within the locality in accordance Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

12. Relevant Policy

12.1 Central Lancashire Core Strategy

Policy 2 Infrastructure
 Policy 3 Travel
 Policy 9 Economic Growth and Employment
 Policy 10 Employment Premises and Sites
 Policy 15 Skills and Economic Inclusion
 Policy 16 Heritage Assets
 Policy 17 Design of New Buildings
 Policy 21 Landscape Character Areas
 Policy 22 Biodiversity and Geodiversity
 Policy 27 Sustainable Resources and New Developments
 Policy 29 Water Management
 Policy 30 Air Quality

12.2 South Ribble Local Plan

E1 Allocation of Employment Land
 G8 Green Infrastructure and Networks Future Provision
 G12 Green Corridors/Green Wedges
 G13 Trees, Woodlands and Development

G14 Unstable or Contaminated Land
G15 Derelict Land Reclamation
G16 Biodiversity and Nature Conservation
G17 Design Criteria for New Development

13. Informative Notes

Environmental permit

For the avoidance of doubt, this response does not grant the applicant permission to connect to the River Lostock and, once planning permission has been obtained, it does not mean that an environmental permit will be given. The applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Water Supply

For larger premises or developments of more than one property, including multiple connections, where additional infrastructure is required, a water network behaviour/demand modelling exercise would be required to determine the network reinforcements required to support the proposed development.

United Utilities urge the applicant to contact us at the earliest opportunity to discuss their proposals in relation to this water main and information detailed above. They should contact the Developer Services team by email at DeveloperServicesWater@uuplc.co.uk

If the applicant intends to obtain a water supply from United Utilities for the proposed development, UU strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk

United Utilities' Property, Assets and Infrastructure

A public sewer crosses this site and we may not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of Part H of the Building Regulations, for maintenance or replacement. Therefore, a modification of the site layout, or a diversion of the affected public sewer may be necessary. All costs associated with sewer diversions must be borne by the applicant.

To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with our Developer Engineer at wastewaterdeveloperservices@uuplc.co.uk as a lengthy lead in period may be required if a sewer diversion proves to be acceptable.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets - DeveloperServicesWater@uuplc.co.uk

Wastewater assets - WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

PROW

The granting of planning permission does not authorise any stopping up; closure; obstruction or diversion of a Public Right of Way, without the appropriate order.

Archaeology

Relevant archaeological standards and a list of registered contractors can be found on the ClfA web pages: <http://www.archaeologists.net>. Contact details for other non-registered contractors can be found on the BAJR web site: <http://www.bair.org>.

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Agenda Item 12

Application Number 07/2020/00924/FUL

Address Two Acres
Preston New Road
Samlesbury
Preston
Lancashire
PR5 0UL

Applicant Messrs Ahmed

Agent Mrs Sophie Marshall
MacMarshalls Ltd
Hamill House
112-116 Chorley New Road
Bolton
BL1 4DH

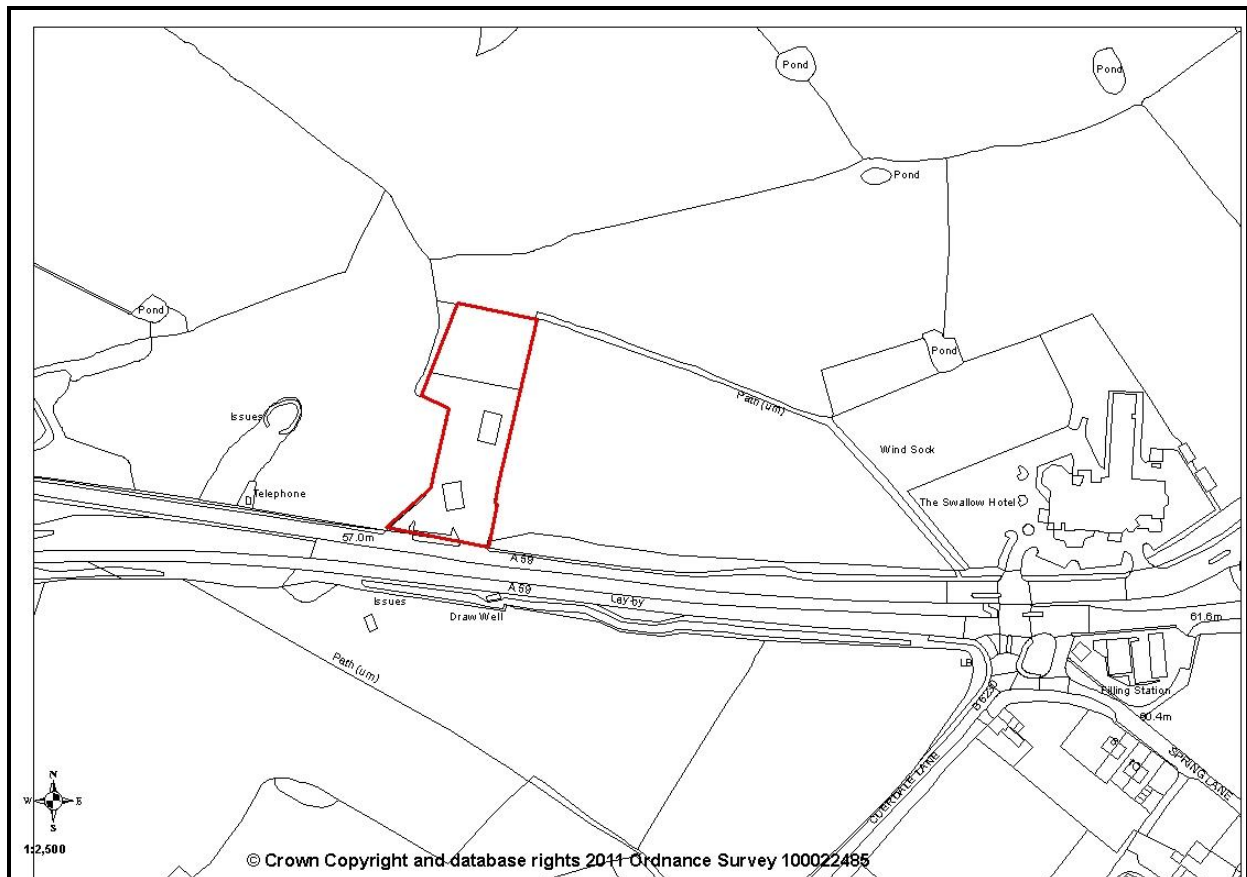
Development Erection of detached commercial building

Officer Recommendation Refusal

Officer Name Mrs Janice Crook

Date application valid 04.11.2020
Target Determination Date 30.12.2020
Extension of Time

Location Plan



1. Report Summary

1.1. The application has been called to planning committee for determination by the local ward councillors due to Green Belt issues.

1.2. The proposal is for an additional building for storage and workshop use on the Roman Stone site on Preston New Road in Samlesbury. The proposal is to enable the expansion of this existing business.

1.3. The site is within the Green Belt where there is general presumption against inappropriate development. Due to the substantial size and scale of the proposed building, it is considered that, on balance, the proposal would harm the openness of the Green Belt and the proposed expansion is not considered to outweigh that harm. The application is therefore recommended for refusal.

2. Site and Surrounding Area

2.1 The application relates to the former Samlesbury Service Station site which gained planning permission in 2010 for redevelopment with the construction of a two storey building to be used as a showroom and office and a single storey storage building with outdoor display area and car parking. These have been erected and the business run from the site is Khotah Stone/Roman Stone, a stone and tile suppliers.

2.2 The site is within the Green Belt and consists of the two buildings, display area and car parking area with areas of hard standing used for outdoor storage. To the rear of the site is rough ground which is overgrown. Existing trees and vegetation are located to the boundaries with the boundary fencing being a concrete panel fence to the western and eastern boundaries. Public Rights of Way are adjacent the northern boundary

2.3 Within the site is the Thirlmere Viaduct, a large diameter high pressure water pipe which runs across the site between the showroom building and the storage building.

3. Planning History

3.1 There are a number of planning permissions dating back to the 1980's relating to the site's former use as a petrol filling station which are not relevant to this current application. The planning history for the current use is set out below:

07/2008/0810/OUT Construction of single storey building, providing showroom, office and storage area APV 17/07/2009

07/2010/0221/FUL Construction of two storey building providing showroom, office, single storey building providing storage together with associated outdoor display area and car parking spaces SOS 01/10/2010

07/2011/0460/NMA Application for non-material amendment to planning permission

07/2010/0221/FUL – erection of a brick cubicle for electricity. APV 19/07/2011

07/2012/0322/NMA Non-material amendment to planning permission 07/2010/0221/FUL – remove two windows on Eastern elevation and move door on Northern elevation APC 04/07/2012

07/2013/0904/ADV Advertisement consent for two internally illuminated box signs CONS 16/01/2014

07/2014/0584/NMA Application for a non-material amendment to planning approval

07/2010/0221/FUL – Installation of 2 no air source heat pumps on rear (North) elevation of showroom building. APC 26/08/2014

07/2015/1759/ADV Erection of 3no flagpoles and flags CONS 22/12/2015

4. Proposal

4.1 The application proposes the erection of a detached building measuring 36.3m by 10.6m with a pitched roof over with an eaves height of 4.2m and a ridge height of 7.6m. It would be constructed in profiled steel cladding sheets to the roof and walls with a red stock brick plinth below. Four steel shutter doors of 3.6m wide by 4.2m high and four pedestrian access doors would be formed in the front western elevation. The rear eastern elevation would have three pedestrian access doors. The building is to provide two workshops and a storage area.

5. Summary of Publicity

5.1 The neighbouring property was consulted and a site notice posted with no letters of representation being received.

6. Summary of Consultations

6.1 County Highways provide comments based on all the information provided by the applicant to date and after under taking a site visit. They have no objections to the proposed development and is of the opinion that the proposals at this location should have a negligible impact on highway safety and capacity within the immediate vicinity of the site. The proposed development will utilise existing acceptable access and egress points on to Preston New Road.

6.2 National Grid Advise that an assessment has been carried with respect to Cadent Gas Limited, National Grid Electricity Transmission plc and National Grid Gas Transmission plc apparatus. Searches have identified that there is apparatus in the vicinity of the site which may be affected by the activities specified. Therefore, the consultation has been referred to the Asset Protection team for further detailed assessment. They confirm they have No Objection to the proposal which is in close proximity to a High-Pressure Gas Pipeline.

6.3 Environmental Health advise that this former service station site has been the subject of numerous reports about contamination associated with its past activities. Extensive remediation work has physically removed the source of contamination and a verification report has demonstrated that the site is now suitable for commercial end-use. However, although EH are satisfied that the site is suitable for commercial end-use, the possibility of contamination remaining on site cannot be discounted. Therefore a condition is recommended to ensure that, once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and Environmental Health.

6.4 United Utilities have reviewed the documents submitted for this full planning application and advise that the applicant is aware of the significant water infrastructure that falls within the site boundary, however the exact location of these water mains must be confirmed in order to establish if the easement distances shown on the submitted plan '*Proposed Showroom and Storage Building*', (Drawing ref: 10/010/P10, dated 05/02/19) are acceptable. Should the location of the mains differ, then it may impact on the deliverability of the proposed buildings.

6.5 They also request additional information be provided with regards to the proposed 'teaching apiary' as this encroaches into the water main easement. Until the information is submitted, UU object to this proposal.

6.6 Should the Council deem it appropriate to grant planning consent irrespective of our objection, a pre-commencement conditions must be included on any Decision Notice to ensure that the site is drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way; and that no development takes place until a Risk Assessment Method Statement is submitted for approval

6.7 They also advise that no construction should commence until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities.

6.8 Finally, UU advise that large diameter trunk mains cross the site and they will not permit building over them as they need access for operating and maintaining them. An access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipe must be maintained.

7. Policy Background

7.1 Policy G1: Green Belt has a general presumption against inappropriate development and planning permission will not be given for the construction of new buildings unless there are very special circumstances. However, exceptions to this are buildings for agriculture and forestry; provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it; the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

7.2 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. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; the proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

7.3 Rural Development Supplementary Planning Document at D: Employment advises that it is important that employment opportunities exist in rural areas firstly, to enable local people to access employment close to where they live, secondly, to help avoid excessive levels of commuting to urban areas and thirdly to ensure that local communities remain vibrant and sustainable.

The rural areas in Central Lancashire no longer rely on agriculture as a major source of employment. There is now a much more diverse economic profile and it is important that this is encouraged and supported within the area.

The economic activity in the countryside differs from urban areas in that:

- businesses tend to be smaller;
- many businesses are home based;
- smaller businesses usually require premises, rather than land, to start operating or to expand;
- growing businesses in need of larger premises often have to move longer distances to find suitable premises due to a lack of choice;
- it is often harder to attract a skilled workforce to rural areas.

Employment development proposals should be conveniently located in relation to the surrounding road network, provide a safe access, be adequately serviced or can be serviced at a reasonable cost. Applicants seeking planning permission should also demonstrate that the proposed use would not be detrimental to local amenities and the use of neighbouring land. In order to protect visual amenity, signage should be kept to a minimum. The use of large and/or illuminated signs will not be appropriate in the countryside. Uses that involve outside storage or large numbers of parked vehicles are also unlikely to be acceptable, as again these are likely to be visually intrusive in the countryside.

8. Material Considerations

8.1 In line with the National Planning Policy Framework, Local Plan policy G1 has a general presumption against inappropriate development and planning permission will not be given for the construction of new buildings unless there are very special circumstances. There are a number of exceptions to this, buildings for agriculture and forestry; provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it; the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

8.2 The redevelopment of this site did not fall within the exceptions to the general presumption and planning permission was granted following referral to the Secretary of State under the Town and Country Planning (Development Plans and Consultation) Directions 1999 for a decision as a departure from the development plan. The very special circumstances that were required to be demonstrated were due to the length of commercial inactivity on the site. These very special circumstances were:

- Remediation works for potential contamination was required and this resulted in a lengthy period between the commercial use of the site ceasing and the time when the remediation could be carried out.
- Buildings associated with the former petrol filling station had to be removed in the interests of health and safety, security and to prevent a source of nuisance to nearby residents and businesses.

8.3 The site now can be classed as a previously developed site due to the re-instatement of commercial activity on the site resulting from the planning permission, the buildings on the site and time passed since the current use of the site commenced.

8.4 The proposal is to erect a new detached building for use for storage and workshops. This does not fall within the exceptions to the general presumption against inappropriate

development. It is not an extension to the existing building, is not a replacement building does not represent redevelopment of a previously developed site and therefore very special circumstances would need to be demonstrated to allow for this building. The supporting statement submitted with this application advises that the very special circumstances are that the business wants to expand, as follows:

“The business wants to expand into supplying new lines and cutting/manipulating material onsite to suit customers’ needs. Accordingly, there is a business need for additional storage and workshop space.

The business is taking on larger commercial customers. They need space to present the bulk materials to these clients. From a presentation and health and safety perspective, this needs to be separate to the workshop areas.

There is a need to stockpile more products on site due to imminent and continued EU restrictions and supply issues caused by the coronavirus pandemic.

The business has been forced to store products outside due to the lack of space. They need more internal space to protect the products.

Over a number of years the business has built up with a lot of associated goodwill. It is not possible to relocate due to the highway, locational and space requirements of the existing business.

The fallback position is extensions to existing buildings and more unsuitable external storage space.

The proposal incorporates a teaching aviary as described in section 3.5 above. This will benefit the environment and local agriculture as well as providing public good.”

8.5 Business Expansion – the supporting statement outlines that the business has been supplying stone and tiles to customers all over the UK for over 20 years and are therefore well established. They supply high end Italian porcelain surface tiles, for both internal and external use; stone paving; building stone; tile products. The products are imported from Italy and India. Due to the travelling distance, they arrive on shipping containers, not pallets. The issue has been a lack of internal space to stockpile. It has been widely reported that global supply chains are under significant pressure because of coronavirus. In order to keep with customer demands it is therefore necessary to stockpile more products.

8.6 The supporting statement goes on to explain that over the course of the next 5 years, with the proposed expansion, turnover is expected to increase two fold and result in the employment of another 6 employees. There are currently 4 employees.

8.7 The business also needs additional internal space for presenting products to large commercial customers, including housing and commercial developers, for checking when these are not available in the showroom. This area needs to be kept separately from the workshop areas for health and safety purposes. Housing and commercial developers wanting to bulk buy products and this area of the business is expanding.

8.8 Health and Safety - There has been demand for the business to provide tailored tiles and stones to meet customer needs and therefore the business needs a workshop in order to develop the cutting and fabrication side of the business. This involves working with large slabs and expensive products so enough room to manoeuvre and work around is required.

8.9 External Storage - As the business has grown, storage has spread out to the yard area. External storage is not suitable for storing high end tile products, both from a security and aesthetic, resale standpoint.

8.10 Relocation - The business is well established on the site. It is well known in the area and people can visit and collect products from the wider area due to its location being so close to the M6. The additional storage and workshop space is needed on site so everything can be managed together and be more sustainable. The original submissions for planning application 07/2010/0221/FUL contained supporting evidence of why the business could not be located elsewhere and why their previous site was no longer suitable. With the proposed expansion plans and the increased stockpiling, the need to stay on the current site is even stronger.

8.11 Fallback Position - Although the proposal does not represent the extension of the existing buildings on site, the supporting statement advises that this is the fallback position. A proposed extension of the buildings would be compliant with Local Plan policy G1c) as long as it did not result in disproportionate additions.

8.12 Apiary - The applicants want to set up a teaching apiary on the site. One of the applicants is a member of the Preston BeeKeepers Association. He currently keeps some bees to the back of the site and the intention is to expand this so that new members and local students can visit the apiary to learn how to keep bees and how they live. Around 35 bee species face extinction at present. We need bees to fertilise many of our crops. There are around 70 crops in the UK that depend or benefit from bee pollination. The site is surrounded by farmland. There is clearly an ecological and agricultural advantage to having more bees on site and increasing the flora and fauna on and off site. In addition, the teaching apiary will provide access to members of the public and is an interesting sideline to the main use of the site, being consistent with Green Belt policy.

8.13 Business expansion is a material consideration when assessing 'very special circumstances' and Chapter 6: Building a strong, competitive economy of the National Planning Policy Framework recognises that supporting a prosperous rural economy is essential. At paragraph 83 it advises that planning policies and decisions should enable, a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.

8.14 In terms of its design, the proposed building has been designed to be in keeping with the existing storage building on site, using the same materials and colour palette and therefore will not be out of keeping with the existing buildings on the site. Therefore, it is considered to accord with the aims of paragraph 83.

8.15 Paragraph 84 of the NPPF goes on to advise that it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable. The application site is on the busy Preston New Road close to the M6 motorway junction. It has both entrance and exit accesses and ample parking provision. County Highways have no objections to the proposal, commenting that the proposed development will utilise existing acceptable access and egress points on to Preston New Road. They also are of the opinion that the proposals at this location should have a negligible impact on highway safety and capacity within the immediate vicinity of the site. Therefore, the proposal meets the requirements of paragraph 84.

8.16 Paragraph 144 of the NPPF advises that, when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. Therefore, an assessment of whether the harm to the openness of the Green Belt is outweighed by the expansion of this business, resulting in the need for the new building is carried out, below.

8.17 The proposed building is of substantial scale, measuring 36.3m by 10.6m with a pitched roof over with an eaves height of 4.2m and a ridge height of 7.6m and a footprint of 384.78 square metres. The building will have a volume of 2,442 cubic metres, compared to the existing buildings on site which have a combined volume of 2,398 cubic metres. This represents a percentage increase of 101%. As a general guideline, when extending buildings in the Green Belt, a 50% increase is considered permissible as a starting point. Clearly the proposal is for a detached new building not an extension and is in excess of the 50% increase. The supporting statement refers to the 'fallback' position of an extension to the existing building. This was subject of pre-application advice for an extension amounting to a 50% increase over the existing building. This was considered acceptable given it was an extension and related well to the existing building but this submitted proposal is far different from that informal proposal.

8.18 The proposed building will be located to the rear of the existing storage building running along the site's eastern boundary. Although the existing buildings on site will screen the proposed building from view of passing motorists on the A59, there will be clear views from the public rights of way that run to the north of the site. The surrounding area is open and relatively flat farmland with hedgerow boundaries and therefore views of the proposed building will be afforded from a wide area. It is therefore considered that the proposal will impact on the openness of the Green Belt resulting in detrimental harm.

8.19 The creation of jobs and the economic benefit to the borough does amount to the "very special circumstances" required to build on green belt land. In this case just 6 full time jobs will be created in addition to the 4 existing positions. Whilst this is of some a benefit to the area, it does not create sufficient jobs to result in economic benefits to the borough.

8.20 There is a clear balance to be made between the expansion of an existing business in the Green Belt which requires a new building and the impact this would have on the openness of the Green Belt and whether any very special circumstances have been demonstrated which would allow this new building. It is considered that, on balance, the proposed building, due to its size and scale would have an unacceptable impact on the openness of the Green Belt and the very special circumstances offered by the applicant are not considered to outweigh the harm to the Green Belt. Although it is accepted that the applicants want to expand the business and the economic benefits and job creation such an expansion can have are accepted as very special circumstances, but in this case the benefit it limited. There would be just 6 new jobs created compared to the substantial size of the proposed building and therefore not proportionate. Additionally, there is nothing in the submission that guarantees the business expansion will take place but is more an intention than any firm proposals or business plan.

8.21 Policy G1 does specify that "*there are a number of major developed employment sites within the Green Belt. These sites can be developed within their curtilage. These major developed employment sites should continue to secure jobs and prosperity without further prejudicing the Green Belt.*" This site is not considered to be a major employment site with this part of policy G1 relating to sites such as the brewery on Cuerdale Lane or BAe Systems. There is nothing in Policy G1 that allows for a minor employer to justify such a large building in the Green Belt and proportionately

8.22 In terms of the apiary, whilst this is a worthwhile intention and consistent with Green Belt activities, this aspect of the supporting statement is not considered relevant to this application for a new storage and workshop building and in itself does not require planning permission as the apiary's are moveable structures. However, it is questioned how this proposal fits in with the main use of the site and the proposals for a workshop and storage building. The supporting statement indicates that this would be a teaching apiary with the intention for members and local students to visit the apiary to learn how to keep bees and, in addition will provide access to members of the public. This proposal would raise issues of health and safety for visitors to the apiary but without any real information or details other

than the location within the site, which is some 26m to west of the proposed workshop/storage building. It is considered this aspect of the proposal cannot be fully assessed as no firm proposals have been provided.

8.23 Drainage

Within the site is the Thirlmere Viaduct, a large diameter high pressure water pipe which runs across the site between the showroom building and the storage building.

United Utilities has reviewed the documents submitted for this full planning application and has confirmed that the applicant is aware of the significant water infrastructure that falls within the site boundary. However, the exact location of these water mains must be confirmed in order to establish if the easement distances shown on the submitted plan 'Proposed Showroom and Storage Building', Reference: 10/010/P10, dated 05/02/19, are acceptable. Should the location of the mains differ, then it may impact on the deliverability of the proposed buildings. United Utilities also request additional information be provided with regards to the proposed 'teaching apiary' as this encroaches into the water main easement. Until the information is submitted, United Utilities object to this proposal.

8.24 Ground Water Protection Zones

United Utilities has abstraction boreholes used for public water supply in the vicinity of this application which could be affected. The prevention of pollution to drinking water supplies is critical. The Environment Agency has a series of published position statements documenting their approach to managing and protecting groundwater. These are outlined in The Environment Agency's approach to groundwater protection. Table 1 in this document indicates the position statements (including restrictions or extra controls) applicable to certain activities within a Source Protection Zone 1 (SPZ1) of a groundwater source, which are designed to protect groundwater intended for human consumption. SPZs identify the groundwater catchment areas of sources of potable water and show where they may be at particular risk from polluting activities on or below the land surface.

8.25 Surface Water Drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

into the ground (infiltration);

to a surface water body;

to a surface water sewer, highway drain, or another drainage system;

to a combined sewer.

United Utilities recommend the applicant implements the scheme in accordance with the surface water drainage hierarchy outlined above.

8.26 Foul Water Drainage

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as they need to be sure that the proposal meets the requirements of Sewers for adoption and United Utilities' Asset Standards. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

8.27 Water supply

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project which should be accounted for in the project timeline for design and construction.

8.28 United Utilities' property, assets and infrastructure

Large diameter trunk mains cross the site and United Utilities will not permit building over them. As they need access for operating and maintaining them, they will not permit development in close proximity to the mains. An access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipe is required.

8.29 The applicant must comply with United Utilities standard conditions for work carried out on, or when crossing aqueducts and easements. This should be taken into account in the final site layout or a diversion may be necessary at the applicant's expense. Given the size and nature of the water main in this location it is likely that the cost of this would be prohibitive.

8.30 Should the Council deem it appropriate to grant planning consent irrespective of the objection, United Utilities require pre-commencement conditions be included on the Decision Notice in respect of the submission of a Risk Assessment Method Statement (RAMS). The statement should outline the potential impacts/ risks from all construction activities and detail the protection measures for the existing water mains and any associated apparatus lying within the site boundary that will be required for both construction phase and the lifetime of the development, with particular regard to the load bearing impacts of materials/ heavy duty vehicles, changing land levels, vibration, disturbance and health and safety considerations. The protection measures should be in line with the guidance found within United Utilities Standard Conditions for works adjacent to Pipelines (dated July 2015). All mitigation measures must be implemented in accordance with the approved details. This is to ensure that the existing UU infrastructure and public drinking water supplies for the wider area are protected.

8.31 Following United Utilities consultation response, the applicant contacted UU and provided some additional information, including plans. Essentially, the location of the pipes was ascertained in 2009 when they were exposed, and their locations marked with pegs. A topographical survey was then produced which indicates the pipe levels. To ensure there was no surcharge on the pipes, the Structural Engineers designed the existing road that goes over the pipes as a bridge. Also, the foundations for the Showroom and Storage buildings were designed as raft and pile construction. The works were undertaken in compliance with the 2007 UU Guidelines.

8.32 The applicant advises that the south east corner of the closest proposed building is 12.42m from the sewer and therefore is a lot further away from the pipes than the existing buildings.

8.33 United Utilities ???

8.34 Contaminated Land

Environmental Health have advised that this former service station site has been the subject of numerous reports about contamination associated with its past activities. Extensive remediation work has physically removed the source of contamination and a verification report has demonstrated that the site is now suitable for commercial end-use. Although Environmental Health are satisfied that the site is suitable for commercial end-use, the possibility of contamination remaining on site cannot be discounted. Therefore, a condition is recommended to ensure that once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and Environmental Health for action. Should no adverse

ground conditions be encountered during site works and/or development, a Verification Statement should be submitted to the Local Planning Authority prior to occupation of the building which confirms that no adverse ground conditions were found.

9. Conclusion

9.1 There is a clear balance between the impact the proposed building will have on the openness of the Green Belt and the expansion of an established business in the Green Belt. On balance, it is officer view that the applicant has not demonstrated sufficient very special circumstances that would outweigh the harm to the openness of the Green Belt and the purpose of included land within it that the construction of this substantial building would have. Additionally, it is considered that there would be conflict between the two elements of the proposal, that of a workshop and storage building to enable the expansion of this business and the teaching apiary which would attract visiting members of the public, students and bee keepers.

10. Recommendation

10.1 The proposed development by virtue of its size, scale and location would have a detrimental impact on the openness of the Green Belt and the purposes of including land within it and the very special circumstances offered by the applicant are not considered to outweigh the harm. The proposal is therefore contrary to Policy G1 in the South Ribble Local Plan and the application is recommended for refusal.

Relevant Policy

G1 Green Belt

G17 Design Criteria for New Development

Rural Development Supplementary Planning Documents

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Agenda Item 13

Application Number 07/2020/00860/FUL

Address 367 Brindle Road
Bamber Bridge
Preston
Lancashire
PR5 6AP

Applicant Mr Chadwick

Agent Mr Andrew Cowley
50 Merlin Grove
Leyland
PR25 1DA

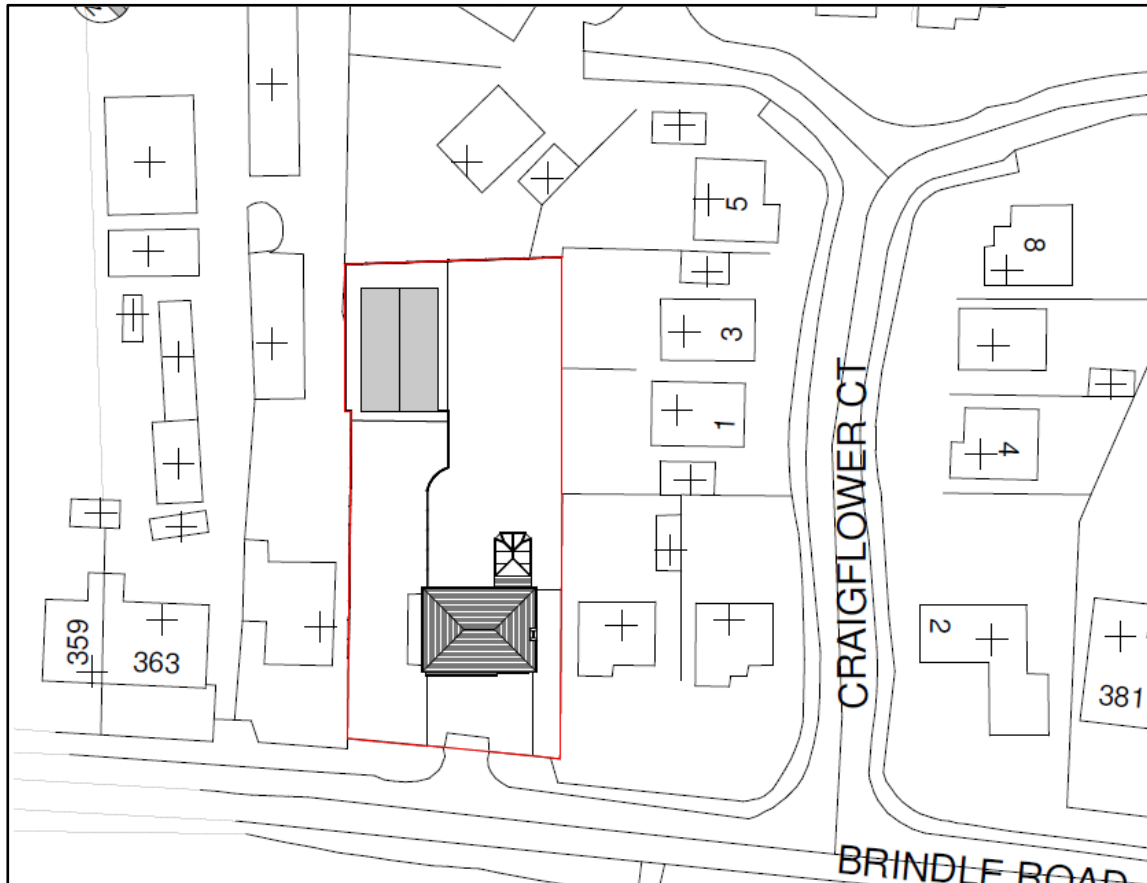
Development Retrospective application for the change of use of part of the domestic curtilage, the erection of a detached building to be used as a workplace and the raising of boundary fences

Officer Recommendation Refusal

Officer Name Mrs Janice Crook

Date application valid 16.11.2020
Target Determination Date 11.01.2021
Extension of Time

Location Plan



1. Report Summary

1.1. The application has been called to planning committee for determination by the local ward councillor due to concerns raised by neighbouring residents over the use of the building as an office and assembly of circuit boards, introducing a mixed use of office and industrial process and due to the size of the building.

1.2. There are no objections from consultees to the proposal but a number of objections have been received from neighbouring residents in terms of traffic, use and scale of the development. On consideration of the proposal it is officer's view that the development introduces an industrial process with associated increase in traffic into what is a residential area, to the detriment of residential amenity and the character and appearance of the area. Therefore, the application is recommended for refusal.

2. Site and Surrounding Area

2.1 The application relates to the residential property 367 Brindle Road in Bamber Bridge. The property is located in mainly residential area with residential properties to the north and south. Beyond to the north is a railway line. To the west is the Walton Summit Employment Area and to the east is an area of Green Infrastructure with the M61 motorway beyond.

3. Planning History

3.1 There is some planning history dating back to the 70's which is not relevant to this application. In respect of the dwelling, the planning history is as follows:

07/1990/1030 Two Storey Side Extension. APV 16/01/1991

07/2004/1065 Conservatory to rear APV 05/11/2004

07/2018/7134/HPD Application for prior approval for single storey rear extension.

4. Proposal

4.1 The application is retrospective for the erection of a detached building to be used as a workplace and the raising of the boundary fences to 2.4m.

4.2 The building measures 12m long by 7.5m wide and has a pitched roof over with a ridge height of 4m. The building is to be used as an office and for the assembly of circuit boards use class E(g). It will be constructed in grey steel profile sheeting to walls and roof with roof lights and a steel roller shutter door and pedestrian door to the main front elevation.

4.3 The proposal also includes the raising of the boundary fences to the northern and eastern boundaries to a height of 2.4m

5. Summary of Publicity

5.1 Neighbouring properties were notified with 23 letters of representation being received. Eleven were objecting to the proposal on the following grounds:

Traffic and Parking

- Does not comply with policies in Local Plan with regard to access, parking and servicing
- Vehicles leaving do not leave in a forward gear
- Five vehicles parked on small driveway to right of the property but this is illegal as no dropped kerb
- Large HGV vehicles and vans park on the road
- Vehicles park partially on pavement causing highway safety issues for pedestrians and neighbours exiting their driveways
- Insufficient parking for number of employees and visitors

- Increase in traffic and parking on the road reduces visibility
- Noticeable increase in traffic to and from the building, unreasonable in a residential area
- Vehicles arrive at 7am
- there are many vehicle deliveries each day and sometimes there are deliveries from HGV vehicles.
- the applicants workers and delivery drivers park their vehicles with two wheels on the footpath from 369 Brindle Road and 367 Brindle Road where there is a blind spot with no sight line down the road towards the railway crossing
- Contrary to policy F1 as vehicles would not leave the building in a forward gear, but they would have to reverse out onto Brindle Road,
- Applicants have three vehicles of their own plus two vehicles of workers which make five vehicles, they do use a small drive way on the right of the property, however this is illegal and in contravention of road law as there is no dropped kerb.

Residential Amenity

- Adversely affects the amenity of nearby residents
- Size and scale should be subservient to scale of any replacement outbuilding
- Building is unnecessarily high for its use
- Loss of light and overshadowing to surrounding homes and gardens
- Size of building very close to rear garden
- Building is very imposing and overbearing
- Building dominates views from neighbouring gardens New fence erected but does not hide the building
- Proposal impinges on the privacy of several neighbours and their enjoyment of their private gardens
- Proposal impacts upon the residential amenity of the surrounding properties and it is not acceptable
- Proposal is contradiction of the surrounding residents Human Rights Act which states that a person has a right to a peaceful enjoyment of their possessions which includes the home and land,
- This development if approved will have a serious negative impact on our standard of living and quality of life.
- The applicant has shown no respect for the surrounding neighbours or the Law of the Land.

Character and Appearance of the Area

- Not in keeping with the character and appearance of the area
- Huge commercial factory siting in residential back garden
- Building constructed in materials that do not fit in with the residential area
- Large industrial unit sandwiched between residential properties

Noise and Disturbance

- Unacceptable noise from frequent deliveries and pickups at the site
- Workers play music that is too loud, this will be worse in summer when doors are open
- Noise pollution
- Constant humming noise

Nature Conservation

- No consideration has been given to nature conservation – nesting birds at time of tree felling or bat roosts at time of building demolition
- Trees, plants and foliage have been uprooted to make way for this monstrosity.

Flooding

- Expanse of tarmac on what was previously a permeable stone drive and increase of size of building on what was permeable grass will increase run off and flooding in surrounding area

Other Matters

- Advertising signs were put up on the building and on the driveway pillar which read INDUSTRIAL CONTROL SYSTEMS, this is a large company, this application should be refused permission and told to use an existing industrial unit on Walton Summit.
- Will affect the retail value of the property
- Complete lack of consideration for the planning process
- Sets an unacceptable precedent in the borough
- Statement says business will be relocated after current pandemic. How would this be secured? Building could be sold as a separate business premises.
- There is an industrial estate across the road, applicant could have taken up one of the many available units on this estate
- Very concerned that, although prior planning permission was not sought for this development, construction work has continued with large air conditioning units installed and manufacturing now routinely taking place. Owners of 367 Brindle Road are confident of obtaining retrospective planning approval because there has been no pause in their activity
- The letter informing residents of the retrospective planning application describes the building as “a detached building to be used as a workplace” which understates the industrial and manufacturing unit
- No scrutiny has been undertaken regarding:
 - the demolition of the previous building;
 - environmental impact;
 - regulatory requirements for a company with employees;
 - application of any specific conditions prior to construction;
 - appropriateness of change of use to manufacturing in an established residential area;
 - physical and emotional well-being and welfare of neighbours impacted by the development.
- This is a commercial enterprise in a residential back garden.
- There are at least four people working in this large obtrusive building which looks totally incongruous in a residential landscape.
- The original double garage was demolished and replaced by a much larger industrial building, clearly intended to be run as a business
- The work, completed over several months, was very distressing and added to the anxiety of older neighbours who are already suffering from the constraints of the pandemic.
- Large industrial bins with orange lids are also put out onto the footpath for collection, these do not look right and in keeping within a residential area,
- Twelve letters of support were received, explaining how the business operates; its deliveries; that it produces little noise; the flexible opportunities; employment opportunity for redundant worker; trade to the local economy; new fence provides privacy for all party either side of fence; job creation; improvement in the look of the site; start-up business so overheads low at this site; need to support local businesses.

6. Summary of Consultations

6.1 Environmental Health raise concerns over this application in respect of noise and dis-amenity/disturbance to neighbouring domestic properties. The application seems to represent an intensification/industrialisation of the use of what, ostensibly, is a domestic premise; surrounded by other domestic premises.

6.2 Whilst it may be considered unreasonable to recommend refusal on noise grounds, a number of safeguards need to be put in place, should the application receive approval.

- 1) Restricted to Use Class E(g) and in particular the assembly of circuit boards. This should further be restricted to the sole use of the applicant.
- 2) Hours of operation (including deliveries/collections) restricted to 08.00 – 17.00 Mon – Fri. No operation Sat, Sun and Bank Holidays.
- 3) All openings to the building must remain closed during operational hours except for access/egress.
- 4) Chapter 7 of the Planning statement advises '*It is the intention of the owner to relocate his business once uncertainty around the current pandemic is resolved*'. In view of this, if planning permission is granted, it should be temporary for 6 months to allow a re-appraisal of the situation.

6.3 County Highways make comments based on all the information provided by the applicant to date and after undertaking a site visit. They are of the opinion that a development of this size and nature would not have a severe impact on highway safety or capacity within the immediate vicinity of the site. Therefore, County Highways has no objections to the application.

6.4 They have also reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA) and the Crashmap website. The data bases indicate there has been no recorded incidents within the vicinity of the proposed development site within the last 5 years.

6.5 It was observed during the site visit that vehicles are also utilising an area to the front of the existing dwelling in addition to the outlined driveway. This area is not currently served by a drop kerb and therefore vehicles are currently crossing the footway illegally. County Highways request that this access is formalised under a section 184 agreement of the Highways Act. Therefore, County Highways request that an Informative Note is attached to the decision notice advising the applicant that this consent requires the formalisation/construction of an access to the public highway. Under the Highways Act 1980 Section 184 (Vehicle crossings over footways and verges) Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works.

7. Policy Background

7.1 Policy B1: Existing Built-Up Areas permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

7.2 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. Furthermore, any new roads

and/or pavements provided as part of the development should be to an adoptable standard; the proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

7.3 Central Lancashire Core Strategy Policy 17: Design of New Buildings

The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:

siting, layout, massing, scale, design, materials, building to plot ratio and landscaping.

(b) safeguarding and enhancing the built and historic environment.

(c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.

(d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

(e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.

(f) minimising opportunity for crime, and maximising natural surveillance.

(g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm.

(h) including public art in appropriate circumstances.

demonstrating, through the Design and Access Statement, the appropriateness of the proposal.

making provision for the needs of special groups in the community such as the elderly and those with disabilities.

promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS);

and

achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments.

ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.

8. Material Considerations

8.1 Background

8.1.1 On initial consideration of this application, it was found that the submitted householder application was not appropriate and an application for full planning permission was invited. This is due to the fact that the building is to be used as an office and for the assembly of circuit boards within use class E(g). The applicant is also employing personnel and the use is therefore a mixed use of office and industrial process and cannot be considered as 'working from home'.

8.1.2 The building has been erected following the demolition of an existing garage building. The supporting statement submitted with this application explains that:

"Following the National lockdown in March 2020, the applicant found that he was unable to attend his workplace. He utilised the existing two bay garage at the property but this was found to be structurally unsound. The building was demolished and the replacement building

was constructed, on the original footprint. The building contains an office and a workspace for the assembly of circuit boards.”

8.1.3 The supporting statement then goes on to explain:

The applicant uses the building as an office and to assemble large circuit boards. The parts are delivered to the site and then assembled prior to being dispatched, no heavy machinery is used, the largest tool is a domestic electric drill.

8.1.4 The application is retrospective as the applicant understood the building to fall within Permitted Development and intended it to enable working from home due to the pandemic. The permitted development allowance for outbuildings is up to 4m in height for a dual-pitched roof if more than 2m from the boundary providing it does not have an eaves height greater than 2.5m. In this case the building has an eaves height of 3m and it is located, at one point, just 1m from the boundary and therefore does not fall within permitted development. Additionally, it cannot be classed as a domestic outbuilding as the domestic curtilage has been sub-divided and the building is being used as a place of work for the applicant who is also employing personnel.

8.1.5 Generally, it is permitted to run a business from a domestic garage providing it does not cause a material change of use of the property. Clearly the erection of a new workshop building, separation of the domestic curtilage, formation of driveway and parking area and the employment of personnel is a material change of use of the property. Therefore, an application for planning permission was invited

8.1.6 The application site is within the existing built-up area of Bamber Bridge and an assessment of the development is carried out in terms of Policy B1 which permits development for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

8.2 Access, Parking and Servicing

8.2.1 The site is accessed from Brindle Road via a newly blacktopped driveway of 7.5m in width which leads to a parking area for vehicles with the ability to turn. The application form indicates there are 2 existing parking spaces with a further 3 as a result of the development.

8.2.2 LCC Highways is of the opinion that a development of this size and nature would not have a severe impact on highway safety or capacity within the immediate vicinity of the site. The ‘severe’ test comes from paragraph 109 of the National Planning Policy Framework which states: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

8.2.3 County Highways have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA) and the Crashmap website. The data bases indicate there has been no recorded incidents within the vicinity of the proposed development site within the last 5 years.

8.2.4 However, County Highways comment that it was observed during the site visit that vehicles are also utilising an area to the front of the existing dwelling in addition to the outlined driveway. This area is not currently served by a drop kerb and therefore vehicles are currently crossing the footway illegally. County Highways request that this access is formalised under a section 184 agreement of the Highways Act. Therefore, County Highways request that an Informative Note is attached to the decision notice, advising the applicant of this requirement:

8.3 Character and Appearance

8.3.1 The application site is located in a predominantly residential area and is surrounded on three sides by residential properties and their curtilages. These are a mix of traditional dwellings and more recent, modern dwellings. Surrounding properties are mainly detached, brick-built and some stone built cottages but it is considered there is no overriding style or design in the area. Some of the adjacent properties have various outbuildings to the rear of varying styles and design. For example, adjacent the site is a brick built outbuilding with corrugated metal roof and to its rear is a long low level building with pitch roof. On the opposite side of Brindle Road is the Walton Summit Employment Area which the buildings are large, mainly corrugated steel sheet structures. This Employment Area is screened from Brindle Road by mature planting, although views into the Employment Site are possible during the winter months.

8.3.2 The workshop building is located to the rear of 367 Brindle Road and new 2.4m high fencing has been erected to the boundaries adjacent to the building and along the newly blacktopped driveway. Although the existing fencing remains along the length of the driveway, the submitted plans show this is to be replaced adjacent the neighbouring property, finishing 7m back from the highway. The boundary fencing is considered to unduly impact on the overall appearance of the site, changing it from a domestic curtilage to having a more commercial feel. Additionally, it is much greater in height than normal residential fencing, 2.4m high as opposed to the common domestic boundary fence of 1.8m high. Therefore, the fence is out of keeping with the surrounding area.

8.3.3 The outbuilding is constructed from materials of a modern appearance using grey profile sheet cladding. This is not in keeping with residential outbuildings in the area and has an industrial appearance. Due to its location to the rear of the site and the surrounding outbuildings, it is not unduly prominent in the street scene but it remains that the building has a detrimental impact upon the character and appearance of this residential area.

8.4 Residential Amenity

8.4.1 In terms of residential amenity Policy G17 specifies that new development should not have a detrimental impact on neighbouring buildings in terms of design, height, scale, orientation, massing, proximity, use of materials and the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect.

8.4.2 The site is within a predominantly residential area with a number of residential properties to its boundaries. The neighbouring property to the north-west, 365 Brindle Road, is a detached property with dormer window on the southern side roof slope, facing the access to the new building. Rear windows to 365 will have view of the workshop building and are approximately 15m. Although these windows do not directly face the building they will undoubtedly have a view of it. Due to the size and scale of the building, it is considered the proposal will unduly impact on this property in terms of appearing overbearing, contrary to Policy G17.

8.4.3 A detached dwelling, Oak Brook House at 363a Brindle Road is located to the application site's north-western corner some 34m from the workshop building. Its main elevation is orientated towards the application site but given the separation distance, it is considered there will be no undue impact on this property in terms of Policy G17.

8.4.4 The neighbouring property to the north-east, 7 Craigflower Court, is a two-storey dwelling with a rear conservatory. There is a separation distance between the residential property and the new building of between 10.5m and 16m. Rear facing windows to 7 Craigflower Court look towards the north-western corner of the application site, not directly to the rear elevation of the building. The normally required spatial separation distance between windows directly facing a blank elevation is 13m. Although, in this case the windows do not directly face the rear elevation of the workshop building, the proposal is considered to have a detrimental impact on 7 Craigflower Court due to its size, scale and proximity. A new 2.4m

boundary fence has been erected but this would not obscure the view from first floor bedroom windows. In addition, the size and scale of the fence in itself has some impact on No 7 in terms of its proximity and scale. Although this is lessened by planting along its length, it is understood that trees and hedgerow was removed to facilitate this development which would have provided additional screening.

8.4.5 Numbers 1, 3 and 5 Craigflower Court are adjacent the application property's south-eastern boundary with the rear elevations of Nos 1 and 3 facing the side elevation of the workshop building. There is an approximately separation distance of 21m between with the remaining garden area of 367 Brindle Road and boundary fencing between. The proposal is not considered to unduly impact on these properties in terms of Policy G17.

8.4.6 The neighbouring property to the south-east, 369 Brindle Road, is located adjacent to 367 and has a rear conservatory. The rear conservatory to 367, its remaining rear garden and the new 2.4m high fence will partially obscure view of the workshop building from 369 and therefore there will be no undue impact.

8.4.7 The building has no windows in any of the elevations and therefore there will be no overlooking, loss of privacy issues as a result of the development.

8.4.8 In terms of the requirements of Policy G17, it is considered the proposal will unduly impact on some of the neighbouring residential properties. However, in respect of Core Strategy Policy 17, consideration must also be given to the impact on residential amenity in terms of whether the development is sympathetic to the surrounding land uses and occupiers, whether it avoids demonstrable harm to the amenities of the local area and whether the amenities of occupiers of neighbouring uses will be adversely affected by the development.

8.5 Noise and Disturbance

8.5.1 The outbuilding is located in the northern corner of what was the rear garden of the 367 Brindle Road. The supporting statement advises that the building occupies a similar position as the original 2 bay garage, albeit covering a larger footprint. As this application is for a change of use to an industrial type process within the E(g) Use Class, consideration of its impact on residential amenity in terms of noise and disturbance from the use, from vehicles movements associated with the use and from extraction plant must be given.

8.5.2 There are no details provided within the submission of vehicle movement to and from the site. However, the supporting statement advises that "*the building is used as an office and to assemble large circuit boards. The parts are delivered to the site and then assembled prior to being dispatched..... The applicant currently employs his wife and two employees on a contract basis....*"

8.5.3 Vehicle movements and the type of vehicles visiting the site is something that has been raised in the letters of objection to this application. Residents advise that there are many vehicle deliveries each day and sometimes there are deliveries from HGV vehicles with vehicles arriving at 7am

8.5.4 Therefore, it can be assumed that vehicle movement are over and above what would normally be expected for a residential property and this aspect of the development is considered to be unsympathetic to residential amenity, particularly on the adjacent property which has a dormer window in the roof slope facing the access driveway. This intensification of vehicle movements so close to the neighbouring residential property is considered detrimental to residential amenity, contrary to Policy 17

8.5.5 In terms of noise from the use of the building and its use for the assembly of circuit boards, an assembly type process that would normally be found on an industrial estate or business park. To its rear, 365 has an outbuilding adjacent to the workshop building which

has boarded windows facing. It is unknown what this building is used as, possibly a garage. The boundary fence is 2.4m high. The workshop building has an external air conditioning system (heating and cooling) adjacent to the outbuilding at 365. The air conditioning units have been installed to the building's western elevation. Therefore, a noise impact assessment was required, and this was carried out with a report document Noise Assessment: Commercial Noise NALPRO271020.01 submitted. This document concludes that:

16.2 The primary internal noise source is occasional use of domestic battery powered handheld screwdriver and no noise was heard outside the site.

16.3 The environmental health department of the local planning authority raised concerns of noise emissions from the use of the AC unit on neighbouring noise sensitive residential premises during the day time.

*16.4 The results of the noise assessment demonstrate that, noise from the use of the AC unit on the site at both sensitive receivers will be considered **low impact**.*

8.5.6 The report has been considered by Environmental Health who have concerns over this application relating to noise and dis-amenity/disturbance to neighbouring domestic properties. They comment that the application seems to represent an intensification/industrialisation of the use of what, ostensibly, is a domestic premise; surrounded by other domestic premises.

8.5.7 Whilst it may be considered unreasonable to recommend refusal on noise grounds, a number of safeguards would need to be put in place, should the application receive approval. These are as follows:

- Restricted to Use Class E(g) and in particular the assembly of circuit boards. This should further be restricted to the sole use of the applicant.
- Hours of operation (including deliveries/collections) restricted to 08.00 – 17.00 Mon – Fri. No operation Sat, Sun and Bank Holidays.
- All openings to the building must remain closed during operational hours except for access/egress.
- Chapter 7 of the Planning statement advises 'It is the intention of the owner to relocate his business once uncertainty around the current pandemic is resolved'. In view of this, if planning permission is granted, it should be temporary for 6 months to allow a re-appraisal of the situation.

9. Conclusion

9.1 The erection and use of the building has caused contention amongst the neighbouring residents and clearly such a building and use is not commonplace in a residential area but is more appropriate within an industrial estate or business park.

9.2 The size and scale of the building is substantial, and the use of materials give it an industrial appearance which is out of keeping with the character and appearance of the area.

9.3 The use of the building is for the assembly of circuit boards and, although this is not considered a noise generating use, the air conditioning units do have some noise emissions. The submitted noise assessment indicates that this is 'low level', hence there would be difficulties refusing this application on grounds of noise and disturbance, particularly as recommendations made by Environmental Health could be imposed and therefore it is considered this aspect of the development could be suitably controlled.

9.4 However, it is recognised that the additional traffic generated by the use is over and above what is reasonable in a residential area. Although the site provides for off-road parking of vehicles together with a turning area and County Highways have no objections on highway ground, road safety or parking, it remains that there is an highway amenity issue

due to the increase in traffic flow adjacent 369 Brindle Road and the resulting amount of traffic, associated traffic noise would have a detrimental impact on the residential amenity of the occupants of that neighbouring properties contrary to Policy B1

9.5 Additionally, the proposal introduces an industrial building with associated parking and access into what was a residential garden within a residential area. This is considered to be detrimental to the character and appearance of the area

10. Recommendation

10.1 Refusal.

11. Reasons for Refusal

1. Due to the increase in traffic flow adjacent 365 Brindle Road and the resulting amount of traffic, associated traffic noise and type of traffic, this would have a detrimental impact on the residential amenity of the occupants of that neighbouring properties contrary to Policy B1 criteria c) in the South Ribble Local Plan
2. The proposal introduces an industrial building with associated parking and access, a large expanse of blacktop and encloses the site with substantial 2.4m high fencing into what was a residential garden within a residential area. This is considered to be detrimental to the character and appearance of the area, contrary to Policy G17 in the South Ribble Local Plan.

12. Relevant Policy

B1: Existing Built up Areas

G17: Design Criteria for New Development

Core Strategy Policy 17: Design of New Buildings

13. Informative Note

The site requires the formalisation/construction of an access to the public highway. Under the Highways Act 1980 Section 184 (Vehicle crossings over footways and verges) Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>

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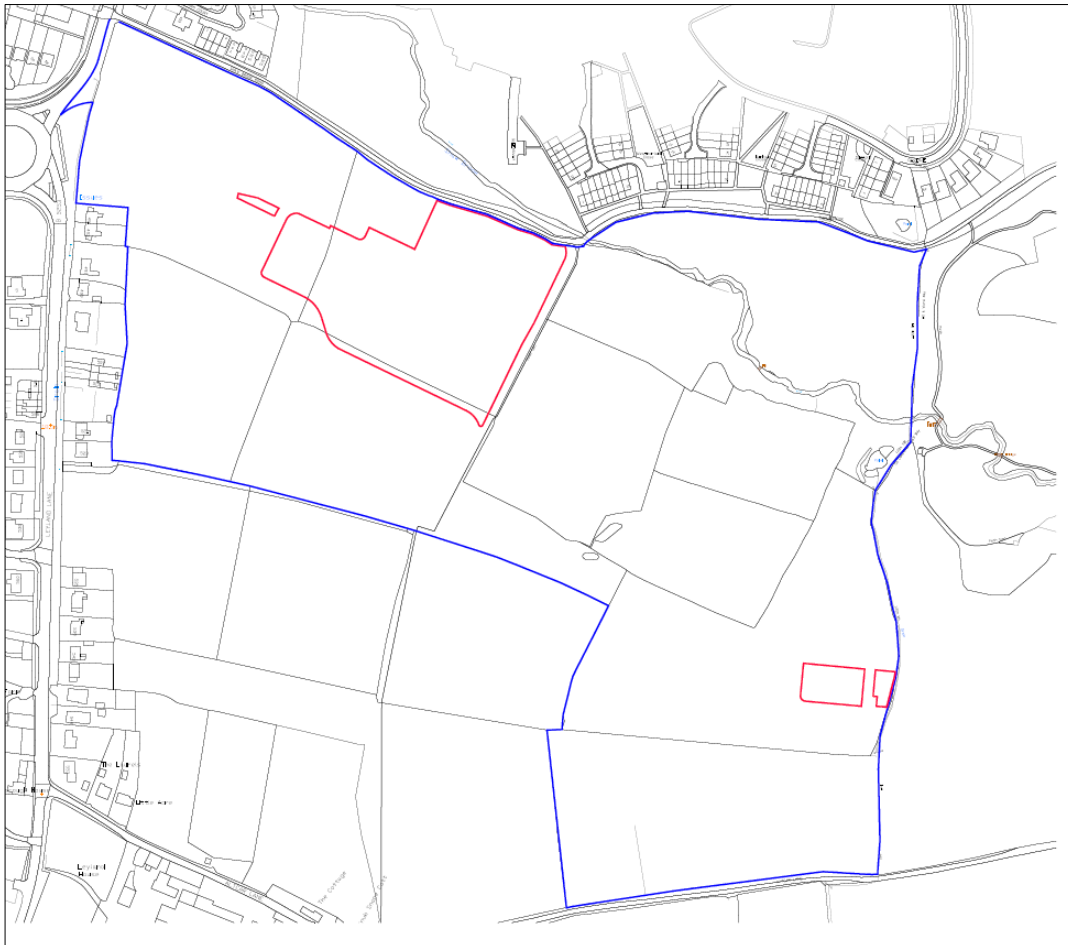
Application Number 07/2020/00935/REM
Address Land Off Shaw Brook Road and
Altcar Lane
Leyland
Lancashire

Applicant Redrow Homes Lancashire Ltd

Development Application for Reserved Matters for residential development for 54 dwellings (Appearance, Landscaping, Layout and Scale) applied for 07/2016/0591/OUT

Officer Recommendation **Approval with Conditions**
Officer Name **Mrs Catherine Lewis**

Date application valid 09.11.2020
Target Determination Date 08.02.2021
Extension of Time N/A



1.0 Report Summary

1.1 Outline planning permission was granted for up to 400 dwellings and associated infrastructure following the successful completion of a Section 106 Agreement in September 2017. The Affordable housing contribution element of the Section 106 required 10% as a commuted sum for provision off-site and 20% discounted open market value units on site.

1.2 A Reserved Matters application was granted approval in July 2018 for up to 232 dwellings as part of the approved outline consent. Matters of layout, scale, appearance and landscaping were agreed. The details provided for a housing mix of 186 open market three and four bedroom together with a total of 46 affordable including: 3, two bedroomed; 12, three bedrooms and four apartments of two bedrooms each.

1.3 A Reserved Matters application was granted approval in January 2020 for a partial re-plan of part of the consented site for 87 dwellings which increased the overall number of dwellings by 14 from 232 to 246. The partial re-plan increased the number of units by a further 14 to provide a wider choice of house types and provided for the Harwood Homes range.

1.4 This application seeks a further re-plan of part of the previous approved re-planned scheme. The Harwood Homes would be replaced with three different larger types of properties and there would be a reduction in the number of dwellings from 246 to 236.

1.5 The site forms an important opportunity to support the aims of the Preston, South Ribble and Lancashire City Deal. Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The proposed development would enable the delivery of the site to provide a significant number of residential dwellings, with a wider choice which will help South Ribble deliver part of its requirement towards the City Deal housing target.

1.6 The proposed development would not have an undue impact upon the amenities of neighbouring properties and there would not be any significant highway issues, or amenity implications. The Reserved Matters have been considered in terms of the relevant planning policy and are found to be acceptable. Therefore, the application is recommended for approval. Policies 1, 4, 5, 6, 17, 22, 26 and 29 of the Central Lancashire Core Strategy and policies A1, D1, F1, G7, G10, G13, G14, G16 and G17 of the South Ribble Local Plan.

2.0 Site and Surrounding Area

2.1 The application site is located approximately 2km south of Leyland town centre and forms part of a wider residential development. Shaw Brook Road forms the northern boundary, with residential properties previously approved under permission 07/2018/1674/REM to the west and southern boundaries. The eastern boundary has permission in outline form for residential development and therefore no formal details have yet been submitted for this aspect.

2.2 Construction is currently taking place on part of the wider site. Public Footpath number 46 runs east from Leyland Lane along part of the southern boundary of the site boundary. This path joins Footpath 20 which runs north from Altcar Lane and continues north to meet with Shaw Brook Road.

2.3 There are two locally designated Biological Heritage Sites (BHS) in proximity to the application site: Shaw, Altcar and Ruin Woods BHS, is located on the eastern boundary and Brickfield Wood BHS, approximately 250m to the north of the site.

3.0 Planning History

3.1 A Masterplan has been endorsed by the Planning Committee in March 2016 for up to 600 residential properties which included two access points one to the north to serve the Redrow Homes development and one to the south off Leyland Lane to serve the Homes and Community Agency (HCA).

3.2 Outline planning permission has been granted for the Redrow Homes application for up to 400 dwellings to be served from the northern access point (Ref:07/2016/0591/OUT). This application is subject to a Section 106 agreement which requires:

- Delivery and Financial Contribution to Worden Park of £123,000
- Financial Contribution to the Travel Plan of £24,000
- Affordable Housing:
 - 10% Off site Housing Contribution
 - 20% On site Affordable Housing
- Management of Open Space

3.3 A number of applications have been submitted for the details reserved by condition.

3.4 07/2018/1674/REM Reserved Matters (appearance, landscaping, layout, and scale applied for) for a residential development of 232 dwellings at land near Shaw Brook Road. Approved July 2018.

3.5 07/2019/0300/REM Reserved matters (appearance, landscaping, layout, and scale applied for) for a re-plan of 87 dwellings Approved January 2020.

3.6 Outline planning permission has also been granted for the Home England application for up to 200 dwellings to be served from the south eastern access point (Ref: 2016/0310/OUT). This too is the subject of a Section 106 agreement

3.7 07/2020/00926/DIS Application to discharge condition 3 (replace previously approved phasing plan under 2018/4509 from 5 phases to 3 phases) to planning permission 07/2016/0591/OUT.

4.0 Proposal

4.1 The application seeks a re-plan of a re-plan of a small part of the approved site. Due to changes in lifestyle The Harwood type design is no longer being constructed on sites where the phase hasn't commenced. Marketing trends advise there is a need for larger 4 bed family homes. These would be known as the Henley, Sunningdale and Harrogate.

4.2 The Table below demonstrates the changes since the original outline approval

Planning Ref:	Total Units	Open Market	Affordable
07/2018/1674/REM	232	186	46

07/2019/0300/REM	246	197	49
Pending	236	189	47

4.3 The Table below demonstrates the changes to the affordable split.

Planning Ref:	Affordable	2 bed house	3 bed house	2 bed apartment
07/2018/1674/REM	46	30	12	4
07/2019/0300/REM	49	29	12	8
Pending	47	27	12	8

5. Summary of Supporting Documents

5.1 The applicant has submitted the following supporting documents:

- Planning Statement
- Tree Protection Drawings
- Landscape Plans
- Surface Water Drainage Plans
- Materials Layout Sheet
- Housing elevations
- Street Scenes
- Waste Management Plan
- Elevations
- Floor Plans

6. Summary of Publicity

6.1 Three site notices have been posted- as the changes relate to a re-plan of a previously approved scheme and the proposed re-plan is not in close proximity to the existing residential properties no neighbour consultations were undertaken.

7. Summary of Consultations

7.1 County Highways: Have raised no objection to the proposed changes.

7.2 SRBC Housing: Initially sought clarity about the delivery and timing of the affordable housing units. Further information has been sought from the applicant which advised that the affordable homes will not be brought to the market at once but will be aligned to the previous approved plans.

8 Policy Background

i) NPPF

The NPPF Sustainable Growth Policy - The NPPF at Para 11: provides a presumption in favour of sustainable development and supports sustainable economic growth to deliver, amongst other things, homes. Similarly, Chapter 5 Delivering a sufficient supply of homes makes it clear that there is a sufficient amount and variety of land to come forward where it is needed. Design Policy - NPPF Chapter 12 (Achieving well designed places) is also relevant.

ii) Core Strategy Policy Considerations

Policy 1: Locating Growth supports development.

Policy 4: Housing Delivery seeks to provide a minimum of 417 dwellings per annum within South Ribble during the period 2012 to 2026.

Policy 5: Housing Density advises that the density of development should make efficient use of land whilst also maintaining with the character of local areas.

Policy 6: Housing Quality supports the provision of accessible housing, neighbourhoods and the use of higher standards of construction.

Policy 7: Affordable and Special Needs Housing requires the provision of 30% affordable housing within urban areas and 35% in rural areas for sites providing 15 or more dwellings, subject the financial viability considerations and contributions to community services. **Policy 17: Design of New Buildings** provides guidance for the design of new buildings. Designs should consider a number of criteria including the character and uses of the local area, minimise opportunity for crime, be inclusive, adaptable to climate change and the achievement of 'silver' or 'gold' Building for Life ratings.

Policy 22: Biodiversity and Geodiversity promotes the conservation and enhancement of biodiversity and the safeguarding of ecological networks and geological assets. **Policy 26: Crime and Community Safety** encourages the use of Secure by Design principles in new development.

Policy 27: Sustainable Resources and New Development requires the incorporation of sustainable resources into new dwellings. The design of new homes should minimise energy use, maximise energy efficiency and be flexible enough to withstand climate change. Further, appropriate facilities should be provided for the storage of recyclable waste and composting.

Policy 29: Water Management aims to improve water quality, water management and reduce the risk of flooding through a number of measures.

Policy 30: Air Quality seeks to improve air quality through the use of green infrastructure initiatives.

iii) South Ribble Local Plan

Policy B1: Existing Built-up Area permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment providing that the development complies with the requirements for access, parking and servicing; is in keeping with the character of the local area and would not adversely impact the amenity of nearby residents.

Policy D1: Allocation of Housing Land provides a schedule of housing allocation sites. The application site is identified as Site R: Land off Wesley Street, Bamber Bridge. It identifies that the site extends to 6.9ha and has capacity for up to 195 dwellings. It is noted that the site includes land which forms part of the playing fields of Cuerden Church School and proposals should provide a replacement playing field.

Policy D2: Phasing and Monitoring of Housing Land Supply has regard to the phasing of housing development, advising that delivery will be monitored on an annual basis.

Policy F1: Parking Standards advises that parking and servicing space should accord with the adopted parking standards. Any variation from the standards should be supported by a transport statement based on local evidence.

Policy G10: Green Infrastructure Provision in Residential Development requires residential development with a net gain of 5 or more dwellings to provide sufficient Green Infrastructure, which should be provided on-site, though off-site provision can be made via developer contributions. Residential developments are normally required to meet the needs for equipped children's play area which are generated by the development, either as part of the integral design or by developer contributions.

Policy G11: Playing Pitch Provision requires residential development with a net gain of 5 or more dwellings to provide playing pitches at a standard provision of 1.14 ha per 1,000 population. The stated standards are to be flexible and appropriate for each individual development.

Policy G13: Trees, Woodlands and Development prevents development that will adversely impact on protected trees, ancient woodlands, trees in conservation areas or recognised conservation sites. The policy supports the retention and enhancement of existing trees and hedgerows and the provision of replacements for any trees on a 2 for 1 basis.

Policy G14: Unstable or Contaminated Land supports the redevelopment of previously developed land and advises that applications should be supported by satisfactory site investigations and mitigation measures where required.

Policy G15: Derelict Land Reclamation supports the reclamation of derelict land for employment and residential development. Provision should also be made for maintaining and improving the environment and landscape.

Policy G16: Biodiversity and Nature Conservation seeks the protection and enhancement of biodiversity assets, with the use of appropriate mitigation measure where required. **Policy G17: Design Criteria for New Development** permits new development provided that, the proposal does not have a detrimental impact on 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. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

Policy H1: Protection of Health, Education and Other Community Services and Facilities protects health, education and other community services through CIL and/or developer contributions.

iv Supplementary Design

The South Ribble Residential Design SPD discusses design in very specific terms, and whilst more attuned to domestic extensions, is relevant with regards to separation with properties within and beyond the site bounds.

The Employment Skills SPD seeks additional benefits (social value) to be incorporated within major development (housing and other development opportunities).

9.0 Material Considerations

9.1 Local Plan Allocation

9.1.2 The principle of the development has been established through the Masterplan process and the granting of planning permission for 400 dwellings Ref: 07/2016/0591/OUT. Details have been approved for 232 dwellings as part of the Reserved Matters Ref: 07/2018/1674/REM.

9.1.3 This Reserved Matters application seeks permission to re-plan a previously approved re-plan to provide for an area of housing of 54 dwellings. This would decrease the overall number of dwellings by 10 from 246 to 236. Although the design details for the housing estate have previously been approved, the layout would now change and the matters under consideration include layout, scale, appearance and landscaping. These matters are considered in further detail below with reference to the relevant planning policies.

9.2 Access and Car Parking

9.2.1 The principle of the access points to Site P have been agreed through the Masterplan process. The re-plan is only concerned with the internal layout. LCC Highways are satisfied that the details are acceptable.

9.3 CIL

9.3.1 Based on the Community Infrastructure Levy charging schedule, the initial approved reserved matters development would be required to pay a net CIL payment (after deductions for the Social Housing element) of £2,076,966.45 which will contribute to infrastructure requirements contained within the Regulation 123 list.

9.3.2 A recalculation of the CIL figure will be required due to the change in house types and in housing numbers.

9.4 Housing

9.4.1 Policy 7 of the Core Strategy -Affordable Housing states that a target of 30% affordable housing provision is to be sought on new housing schemes on urban sites. The approved scheme is policy compliant and provides for both on site equating to 20% to be provided of an intermediate tenure and the remaining 10% as an off-site financial contribution.

9.4.2 The current application decreases the affordable housing provision by 2 two bed dwellings which does meet the 20% on site provision for the site overall. The Councils' Strategic Housing has raised no objection to this aspect.

9.4.3 Initially, clarification by the Housing Officer has been sought about the delivery of the affordable units as the phases have been reduced from five distinct phases to three. The applicant has advised that the affordable housing within phase 1 which equates to 32 affordable discounted market units could be marketed in three distinct clusters in a more organic manner in alignment with the market sale housing. A revised affordable housing scheme would be submitted following determination of this application.

9.4.4 The applicant has previously advised that the affordable units on the site are discounted open market value units and would be standard Harwood Range house types. As such they would be indistinguishable from the larger units in terms of style/design. This will create a totally integrated tenure blind development. The site offers a mix of 3 and 4 bed market dwellings, to be complemented with 2 and 3 bed discounted open market value units (including

apartments). This offers an attractive mix of dwellings across the site to suit a range of people and their needs.

9.4.5 Paragraph 59 of the NPPF advises that there is a need to deliver a wide choice of high-quality homes to boost significantly the supply of housing. The following factors need to be weighed in the balance: the applicant has reduced the number of open market dwellings to accommodate the drive for larger detached properties. The number of affordable units have been reduced to reflect this change too. Therefore, on balance the scheme is acceptable.

9.5 Character, Design and Appearance

9.5.1 Policy 17 of the Core Strategy expects new buildings to *“take account of the character and appearance of the local area”* with Policy G17 of the South Ribble Local Plan 2012-2026 requiring development 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”*. The re-plan of the 54 dwellings would be located mostly to the north of the site: Shaw Brook Road forms the northern boundary and the other boundaries relate to the housing site under construction. The applicant has advised that the rationale behind the submission is to provide a wider choice of house types. There is a need to provide slightly larger houses.

9.5.2 The scheme has been assessed with regard to the separation distances set out in the Residential Extension SPD and is acceptable.

9.5.3 Considering the variety of house types present within the locality, the proposed mixture of house types and designs on the site is not considered to be out of character with the surrounding area. A reduction in number of units correlates to the larger type dwellings that would be provided. A simple palette of materials utilising brick and render to the walls and grey and brown roof tiles is proposed, but through the use of different elevational treatments an interesting design would secure a strong sense of place.

9.5.4 For the above reasons the proposed development is considered to comply with Core Strategy Policy 17 and Policy G17 of the South Ribble Local Plan 2012-2026.

9.6 Landscape

9.6.1 A detailed landscape plan and scheme has been assessed and approved under the previous Reserved Matters application. The submitted plans with this application reflect the approved scheme and are acceptable. It is considered that that this aspect is acceptable and supports the aims of Policy G17 criterion (b).

10 CONCLUSION

10.1 The application site forms part of a wider housing site known as Site P under D1 of the adopted South Ribble Local Plan 2015. The application site is a parcel of land that the Council wishes to see come forward for residential development and a Masterplan was endorsed by the Planning Committee in March 2016 which identified two access points for Site P. Planning permission has been granted for outline consent with “access only” applied for and would provide for 400 dwellings to gether with a Reserved Matters permission for 232 dwellings.

10.2 The proposed re-plan of 53 dwellings to provide for larger type house would provide for a greater choice of size and type of dwellings. The proposed development is not considered to result in the overdevelopment of the site and is not considered to be out of character with

the street scene. There are no significant highway safety or amenity implications. Conditions controlling, time scale, plans, materials, landscaping, delivery of parking before occupation and retention of garages for storage of cars are recommended.

10.3 The proposed development is deemed to accord with the NPPF and, policies 1, 4, 5, 6, 17, 22, 26 and 29 of the Central Lancashire Core Strategy and policies A1, D1, F1, G7, G10, G13, G14, G16 and G17 of the South Ribble Local Plan. The application is therefore recommended for approval subject to the imposition of conditions.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby approved shall be begun either before the expiration of 3 years from the date of the outline permission, or before the expiration of 2 years from the date of the permission herein.
REASON: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990
2. The development, hereby permitted, shall be carried out in accordance with the approved plans

Drawing No. ALL/LOC/01 Location Plan

Drawing No ALL/DSL/01Rev U Detailed Site Layout Sheet 1

Drawing No: HRP/DSL/03 Rev N Composite Site Layout.

Drawing No. ALL/EPL/01 Rev M Existing and Proposed Site Levels Sheet 2

Drawing No. ALL/EPL/02 Rev D Existing and Proposed Site Levels Sheet 2

Drawing No. ALL/BTP/01 Rev Q Boundary Treatment Layout sheet 1

Drawing No. ALL/BTP/02 Rev E Boundary Treatment Layout sheet 2

Drawing No. ALL/MP/02 Rev R Materials Plan Sheet 1

Drawing No. ALL/MP/02 Rev D Materials Plan Sheet 2

Drawing No. ALL/WMP/02 Rev D Waste Management Layout Sheet 2

Drawing No. ALL/WMP/01 Rev N Waste Management Layout Sheet 1

Drawing No. 4178/ENG/101 Rev E S104 Drainage Layout

Drawing No. ALL/PP/01Rev P Parking Plan Parcel 1

Drawing No. ALL/PP/02 Rev F Parking Plan Parcel 2

Drawing No. ALL/AH/01 Rev M Affordable Homes Layout

Drawing No. 4829.05 Rev E Landscaping Proposals Sheet 1 of 4

Drawing No. 4829.05 Rev D Landscaping Proposals Sheet 2 of 4

Drawing No. 4829.05 Rev D Landscaping Proposals Sheet 3 of 4

Drawing No. 4829.05 Rev E Landscaping Proposals Sheet 4 of 4

Drawing No. 4829.05 Rev E Landscaping Proposals Sheet 5 of 4

Drawing No. 4189-CO1 Conservatory details

Drawing No. F-SD0806 Brick Screen Wall

Drawing No F-SD0906 Timber Screen Fence

Drawing No. F-SD0900 Plot divisions Fence Details

Drawing No. F-SD0902 Knee Rail Fence Details

Amberley House Type
Canterbury House Type (floor plans)
Canterbury House Type (elevations)
Harrogate House Type
Henley House Type (floor plans)
Henley House Type (elevations)
Letchworth House Types (floor plans)
Letchworth House Type (elevations)
Marlow House Types
Oxford House Type (brick)
Oxford House Type (render)
Stratford House Type Heritage
Sunningdale Floor Plan
Sunningdale Elevations
Shrewsbury House Type
Welwyn (brick)
Welwyn (elevations)
Ledbury/Ledbury3 Typical Mews(elevations)
Ledbury/Ledbury3 Typical Mews (floor plans)
Single garage

or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. An electric vehicle recharge point shall be provided to every property, prior to occupation. This shall consist of as a minimum a 13-amp electrical socket located externally (or in the garage if available) in such a position that a 3-metre cable will reach the designated electric vehicle car parking space. A switch shall be provided internally to allow the power to be turned off by the residents.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy."

4. The development shall be carried out in accordance with the approved materials detailed on the approved drawing:

Drawing No. ALL/MP/02 Rev R Materials Plan Sheet 1
Drawing No. ALL/MP/02 Rev D Materials Plan Sheet 2

REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any subsequent Orders or statutory provisions re-enacting the provisions of these Orders, all garages shown on the approved plans shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority

REASON: To safeguard residential amenity and to provide satisfactory off-street parking facilities in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

6. No property shall be occupied or be brought in to use until their respective car parking spaces have been surfaced or paved in accordance with the details shown on:

Drawing No. ALL/PP/01Rev P Parking Plan Parcel 1

Drawing No. ALL/PP/02 Rev F Parking Plan Parcel 2

This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.

REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

7. The approved landscaping scheme, as detailed on:

Drawing No. 4829.05 Rev E Landscaping Proposals Sheet 1 of 4

Drawing No. 4829.05 Rev D Landscaping Proposals Sheet 2 of 4

Drawing No. 4829.05 Rev D Landscaping Proposals Sheet 3 of 4

Drawing No. 4829.05 Rev E Landscaping Proposals Sheet 4 of 4

Drawing No. 4829.05 Rev E Landscaping Proposals Sheet 5 of 4

shall be implemented in the first planting season of each completed phase as set out in Drawing No ALL/ P-P/01 Rev C entitled "Phasing Plan" following completion of the development of each phase or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. 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, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

NPPF National Planning Policy Framework

- 1 Locating Growth (Core Strategy Policy)**
- 4 Housing Delivery (Core Strategy Policy)**
- 5 Housing Density (Core Strategy Policy)**
- 6 Housing Quality (Core Strategy Policy)**
- 7 Affordable and Special Needs Housing (Core Strategy Policy)**
- 22 Biodiversity and Geodiversity (Core Strategy Policy)**
- 26 Crime and Community Safety (Core Strategy Policy)**
- 27 Sustainable Resources and New Developments (Core Strategy Policy)**
- 29 Water Management (Core Strategy Policy)**

- POLA1 Policy A1 Developer Contributions**
- POLD1 Allocations of housing land**
- POLD2 Phasing, Delivery and Monitoring**
- POLF1 Car Parking**
- POLG9 Worden Park**
- POLG11 Playing Pitch Provision**
- POLG13 Trees, Woodlands and Development**
- POLG16 Biodiversity and Nature Conservation**
- POLG17 Design Criteria for New Development**

Note:

Informative:

1. Regardless of planning permission being granted the applicant will have no rights to build on a public right of way unless a diversion has been applied for and certified.
2. A temporary closure on the relevant rights of way will be necessary during construction if there is likely to be a danger to the public

- 3 Rights of way should not be obstructed during or after construction unless temporarily with a temporary closure in place and rights of way to be reinstated on completion e.g. gates or vehicles
- 4 Rights of way should be taken into account if there is likely to be a change in ground level - a raise in ground level could cause surface water to run off onto a right of way potentially flooding.
 - a. Drainage of properties should also take into account the potential threat of flooding onto the rights of way
 - b. The quality of resurfacing of any right of way should be of sufficient standard to take into account the increased footfall and also contribution to future maintenance costs would be agreeable.
 - c. 4 weeks' notice is required for a temporary closure application and should there need to be a PROW diversion this can take several years due to the process involved.

Cadent Pipelines:

The applicant is advised to contact Cadent direct due to operational gas apparatus within the vicinity.

CIL Liable for approvals

1. You are advised that as of 1st September 2013, the Central Lancashire Community Infrastructure Levy (CIL) Charging Schedule came into effect. CIL applies to all applicable planning permissions granted on or after this date. The proposed development has been assessed and it is the Council's view that it is CIL LIABLE. Full details are available on the Council's website <http://www.southribble.gov.uk/content/community-infrastructure-levy>
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