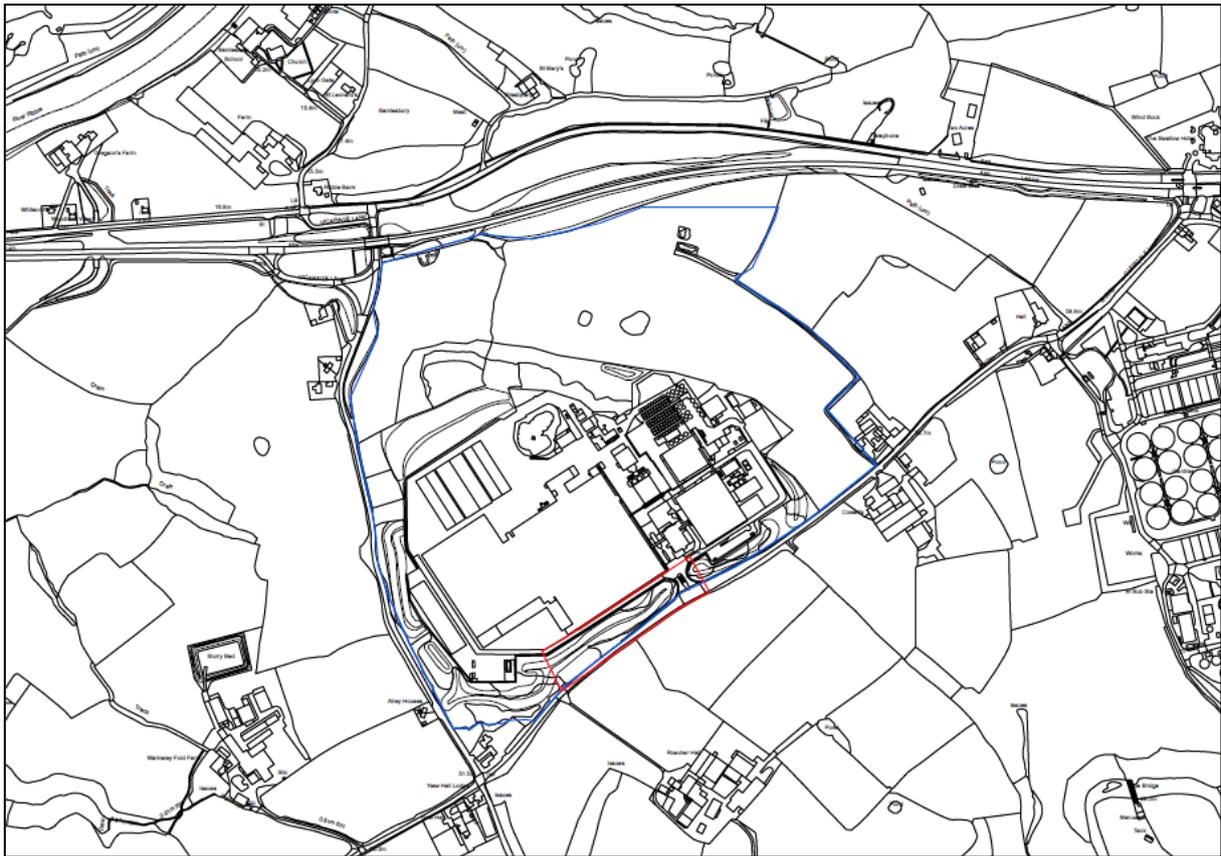


|                               |                                                                                                                                                                                                                                      |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Application Number</b>     | 07/2020/00946/FUL                                                                                                                                                                                                                    |
| <b>Applicant</b>              | Budweiser Brewing Company Ltd                                                                                                                                                                                                        |
| <b>Address</b>                | Ab Inbev UK Ltd<br>Cuerdale Lane<br>Samlesbury<br>Preston<br>Lancashire<br>PR5 0XD                                                                                                                                                   |
| <b>Agent</b>                  | Mr Dominic Page<br>Gerald Eve LLP<br>1 Marsden Street<br>Manchester                                                                                                                                                                  |
| <b>Development</b>            | 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. |
| <b>Officer Recommendation</b> | <b>Approval with Conditions</b>                                                                                                                                                                                                      |
| 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](http://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.

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