

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
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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