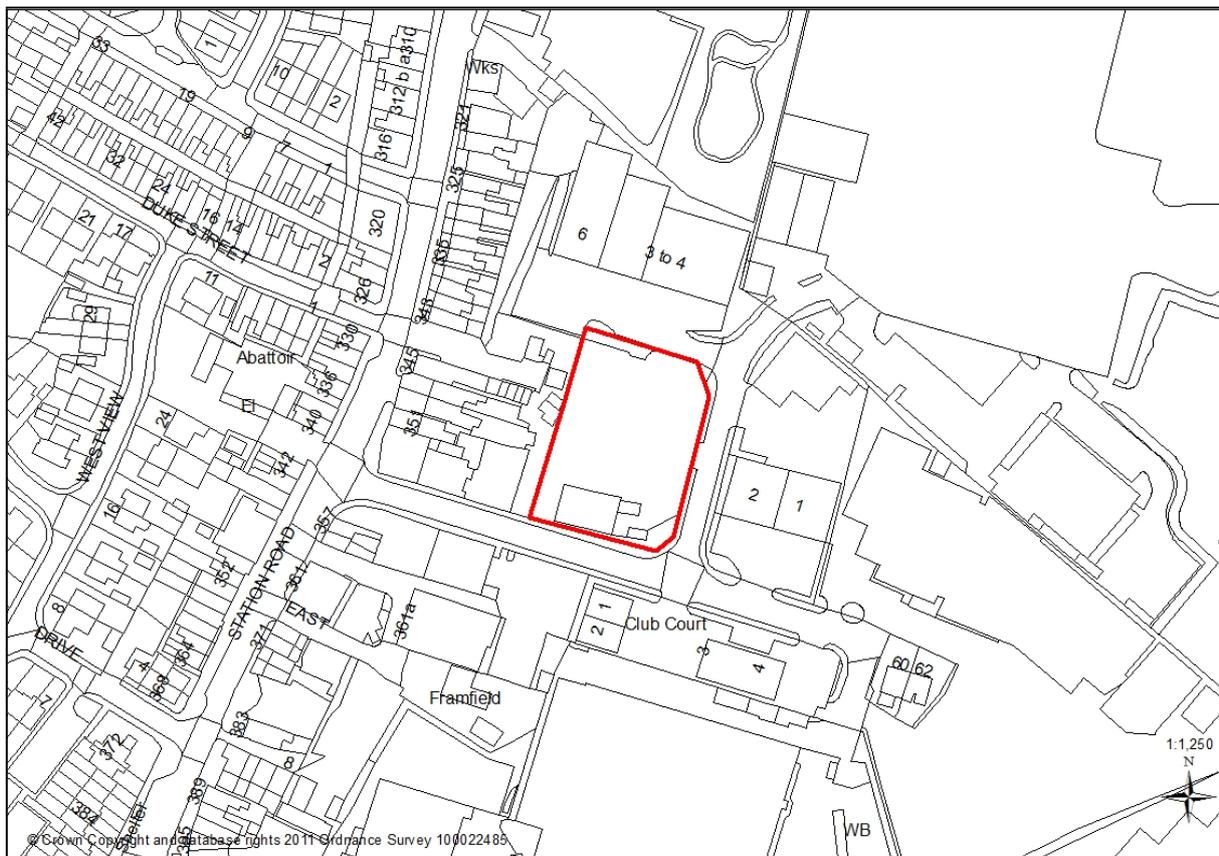


<b>Application Number</b>	07/2017/3818/FUL
<b>Address</b>	Land At Club Street Club Street Bamber Bridge PR5 6FN
<b>Applicant</b>	Back Care Solutions Ltd.
<b>Agent</b>	Mrs Louise Leyland 2 Lockside Office Park Lockside Road Preston PR2 2YS
<b>Development</b>	Erection of 2 No. industrial units together with associated car parking
<b>Officer Recommendation</b>	<b>Approval with Conditions</b>
<b>Officer Name</b>	<b>Mrs Debbie Roberts</b>
Date application valid	13.12.2017
Target Determination Date	14.03.2018
Extension of Time	None



## **1. Report Summary**

1.1. The application seeks planning permission for erection of a large commercial building (2 units within one structure) to the northern edge of an empty site on Club Street, Bamber Bridge. In line with adjacent buildings this would sit within the B1, B2 and B8 use classes. The applicant wishes to relocate his established business from Leyland to purpose built premises.

1.2. Units would be of typical industrial design, and access and egress onto Club Street would be from the southern boundary; the proposed car park identifies 29 parking spaces (including 2 disability and 2 vehicle charging spaces).

1.3. Representation has not been made, and comments raised by statutory consultees have been dealt with either by amendment to the scheme or by recommended condition. The proposal is considered appropriate in its surroundings, should impact little upon neighbouring residents and will upgrade a very untidy site to the visual betterment of the area.

1.4. Proposed development is therefore deemed to be in accordance with the National Planning Policy Framework, Core Strategy and Local Plan Policies as detailed within this report and the Central Lancashire Employment Premises and Employment Skills SPD's, and is recommended for approval subject to imposition of conditions.

## **2. Application Site and Surrounding Area**

2.1. The application site is a relatively unsightly, rectangular piece of land located at the centre of the Club Street Employment Area, Bamber Bridge, as designated by Policy E2 (Protection of Employment Areas) of the South Ribble Local Plan.

2.2. The site has for many years been used for plant and machinery storage, is secured on all sides by metal fencing and is predominantly hardstanding. Until recently a large building stood to the southern end of the site, but this has since been removed.

2.3. Abutting the whole western side of the site is a scaffolding storage business, beyond which are the rear gardens of 343-353 (odds) Station Road. In the north is a terrace of 3 industrial units with deep car park area - the Cuerden Church and former Wesley Street Mill sites sit to the rear of these, and to the east and south are industrial and commercial units in a range of sizes and use.

2.4. Access to the site is from the southern side; the former northern access having recently been closed up.

2.5. There are no ecological designations or landscaping on the site, which also sits with Flood Zone 1 (low probability of flooding). Bamber Bridge District Centre lies 250m to the north.

## **3. Site Context / Planning History**

3.1. There are 6 applications on the history of this site. All are dated from 1975-1985 and refer to the former plant and machinery storage use of the site. None are relevant to this proposal.

## **4. Proposal**

4.1. The application seeks planning permission for erection of a large commercial building (2 units within one structure) to the northern edge of the site. In line with adjacent buildings this would sit within the B1 (office/light industry), B2 (general industry) and B8 (storage and distribution) use classes. The applicant supplies ergonomic office supplies from two separate arms of the company, but wishes to relocate to allow for expansion of both businesses.

4.2. The proposal would have a footprint of 1255m<sup>2</sup>. It would measure 39m wide x 25-34m deep - the north-eastern corner being angled to align with the adjacent roadway – and would have a maximum pitched roof ridge height of 7.5m; eaves would stand at 6m. Proposed unit design would not be dissimilar to adjacent units.

4.3. Units would be constructed in dove grey, silver and grey cladding, with decorative facing brick to the front elevation and dark grey windows, doors, roller shutters and rainwater goods.

4.4. Unit 1 would accommodate showroom, staff, kitchen, office, WC and storage/distribution space at ground floor, with offices at first floor. 22 staff are currently employed by this part of the business (Back Care Solutions)

4.5. Unit 2 at ground floor would include office, kitchen, WC and storage space at ground floor and currently employs 4 staff (Ergonomic Seating Solutions).

4.6. One way access and egress from the site would be from the southern boundary; the proposed car park identifying 29 parking spaces (including 2 no: disability spaces) and 2 no: electric vehicle charging points.

## **5. Summary of Supporting Documents**

5.1. The application is accompanied by the following:

- Transport assessment (Croft Transport 2060 Rev 2: 20.11.17)
- Swept Path Analysis (Croft 2060-SP01 Rev 1)
- Sustainability statement (E-Mission)
- Planning, design & access statement (PWA Planning 17-393-PS: 1.11.17)
- Air quality assessment (PWA 17-393-PS: Nov 17)
- Environmental noise impact assessment (Red Acoustics R1422-REP01-JW: 29.11.17)
- Swept path analysis (Croft Transport Dwg 2060-SP01)
- Proposed elevations (Architectural Services Dwg 17.072.04/P1: Oct 17)
- Proposed floor plans (Architectural Services Dwg 17.072.03/P2: Oct 17)
- Proposed site and location plan (Architectural Services Dwg 17.072.02/P2: Jan 17)
- Existing site and location plan (Architectural Services Dwg 17.072.01/P3: Jan 17)
- Employment & skills assessment (PWA: Jan 2018)

## **6. Representations**

### **6.1. Summary of Publicity**

6.1.1. Three site notices and a newspaper advertisement have been posted, and 30 neighbouring properties consulted. Ward Councillors Watts and Higgins have also been notified.

## 6.2. Letters of Objection or Support

6.2.1. None received

## 7. Summary of Responses

7.1. **Environmental Health** have assessed the application and request that conditions are imposed re construction management, contaminated land, opening hours and electric vehicle recharge points.

7.2. **Lancashire County Council Highways** has no objection; confirming that parking provision is acceptable, and that the proposed scheme should impact little on highways capacity or safety. LCC have asked for conditions to any permission with regards to wheel washing (within standard construction management plan), access and parking provision and closure of the Hopwood Street access.

7.3. **United Utilities** have no objection subject to pre-commencement conditions detailing sustainable drainage and management systems. UU have however identified that a public sewer crosses this site and that they may not permit building over it. An access strip width of six metres - three metres either side of the centre line of the sewer - is required, and a modification of the site layout, or diversion of the affected public sewer at the applicant's expense, may be necessary. Whilst this is not a material planning consideration, as the sewer has the potential to disrupt future development the applicant has been advised to seek further advice from UU.

## 8. Material Considerations

### 8.1. Site Allocation

8.1.1. The site is designated under Policy E2 (Protection of Employment Areas) of the South Ribble Local Plan 2012-2026

8.1.2. **Policy E2** – this policy promotes retention and support of employment sites – particularly for uses within the B1, B2 and B8 use classes, in order to provide jobs and buoy the local economy.

### 8.2. Policy Background

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

#### 8.2.1. *National Planning Policy Framework*

8.2.1.1. The NPPF at Para's 7, 14 and 16, and in line with Chapter 1 (Building a strong, competitive economy) provide a presumption in favour of sustainable development '*which should be seen as a golden thread running through both plan-making and decision taking*', to help to deliver, amongst other things economic development, to support growth and to buoy the local economy. Given the sites location it is the Officer's view that the site is especially sustainable and that the development accords with the overall principles of the NPPF; in particular:

8.2.1.2. **Chapter 4 (Promoting Sustainable Transport)** encourages the use of alternative and public transport options, and installation of sustainable infrastructure such as electric vehicle charging points into new development. This chapter also reflects to some extent the sentiments of **Chapters 8 (Promoting Healthy Communities)** and **10 (Meeting the Challenge of Climate Change)** which support the move towards a low carbon future.

8.2.1.3. **Chapter 7 (Requiring good design)** attaches great importance to the design of the built environment which contributes positively to making better places for people.

#### 8.2.2. *Central Lancashire Core Strategy*

8.2.2.1. The Core Strategy was adopted at full Council on 18<sup>th</sup> July 2012, and is therefore a material consideration in the determination of this planning application.

8.2.2.2. **Policy MP** states that when considering development, the Council will take a positive approach that reflects the presumption in favour of sustainable development in the National Planning Policy Framework.

8.2.2.3. **Policy 1 (Locating Growth)** focusses growth and investment on well-located, brownfield sites within key service and urban areas of the Borough; one of which is Bamber Bridge.

8.2.2.4. **Policy 3 (Travel)** encourages alternative, sustainable travel methods to reduce dependence on motor vehicles.

8.2.2.5. **Policy 17 (Design of New Buildings)** requires new development to take account of the character and appearance of the local area.

8.2.2.6. **Policy 10 (Employment Premises and Sites)** seeks to protect existing employment for B class uses

8.2.2.7. **Policy 27 (Sustainable Resources and New Development)** aims to improve the quality of built development by facilitating higher standards of construction, greater accessibility and ensuring that sustainable resources are incorporated into new development.

8.2.2.8. **Policy 30 (Air Quality)** assists with air quality improvement through delivery of green infrastructure and traffic reduction methods.

#### 8.2.3. *South Ribble Local Plan*

8.2.3.1. In addition to site allocation policy E2 (above), the following are also pertinent:

8.2.3.2. **Policy F1 (Parking Standards)** requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

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

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

8.2.3.5. **Central Lancashire Controlling the Re-Use of Employment Premises SPD** ensure that *'all existing employment sites and premises (including those last used for employment purposes) are protected for employment use, and the presumption that urban sites will be retained for B use classes'*.

### 8.3. Impact of Development on Neighbouring Properties

8.3.1. Between 25m and 35m to the west are the rear gardens to terraced residential properties facing Station Road; these are separated by an existing scaffolding storage yard. Although some impact as a result of noise emission might be possible, its effect on these properties as identified by the applicant's noise impact report (as verified by Environmental Health - below) is expected to be minimal; particularly in the wider employment area/ town centre context.

8.3.2. Premises to the south and east are already in commercial/light industrial use and as such are unlikely to be affected. Approved residential properties beyond units to the north would be approximately 55m from the rear wall of the existing unit; more than acceptable for a proposal of this nature.

### 8.4. Design, Character & Appearance

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

8.4.2. In consideration of the above, local distinctiveness and character of the area have been assessed. This part of Bamber Bridge is a traditional, small scale employment area comprising a mix of premises in a variety of sizes. Proposed design is considered to offer some betterment of a very untidy site which would not only benefit the immediate streetscene, but might also encourage others to upgrade in the same way.

8.4.3. NPPF Para: 65 states that *'local planning authorities should not refuse planning permission for developments which promote high levels of sustainability'*. This particularly sustainable site is within walking reach of both community and public transport facilities, sits well within its own environment and would help to upgrade the employment area whilst providing business expansion opportunities for the applicant.

### 8.5. Highways Considerations, Suitability of Access and Parking Arrangements

8.5.1. The applicant has supplied a swept path analysis of its parking provision, and a transport assessment (Croft 2060: Nov 17) which has been assessed by Lancashire County Council Highways. The report concludes that the proposal provides access to a range of sustainable transport options, would result in similar traffic movements to that of the existing plant storage use, and that there are no severe transport impacts resulting from development. See LCC Highways comments in response to this report (above).

8.5.2. The proposal identifies 29 parking spaces. Policy F1 of the Local Plan requires a car parking standard of 1 per 32m<sup>2</sup>, 48m<sup>2</sup> and 100m<sup>2</sup> for B1, B2 and B8 respectively. Taking an overall average of 1 space per 60m<sup>2</sup>, provision for this site policy would require somewhere in the region of between 27 spaces, and as such parking provision is considered acceptable. Proposed one way access and egress is also considered safe.

### 8.6. Sustainability & Construction Standards

8.6.1. *Sustainable Transport* - One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'* (Para: 17). It is

considered that the proposed layout and its district centre location offers maximum accessibility for pedestrians, cyclists and users of public transport.

8.6.2. *Construction Standards* - One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments, by facilitating higher standards of construction. Conditions to ensure appropriate construction standards are therefore considered appropriate. The applicant's sustainability statement claims that compliance with the Council's usual BREEAM requirement would be prohibitive in cost terms, but that the energy performance aspect of this – as acceptable to Core Strategy 27 - would be satisfied by undertaking a SBEM (Simplified Building Energy Model) calculation. SBEM determines CO<sup>2</sup> emission rates in non-domestic buildings in compliance with Part L of the Building Regulations. In addition thermal insulation in the building is proposed, along with proposed reduction in CO<sup>2</sup> emissions of at least 19% (as opposed to 15% required by policy). As such the applicant requests that any condition refers to SBEM calculations rather than BREEAM standards which, when coupled with environmental mitigation already outlined across the site (Para 8.7.1) would have the same effect.

8.6.3. *Drainage* - Specific drainage proposals have not at this stage been submitted, but a condition to require pre-commencement detail would be imposed should permission be granted. The applicant has been advised of United Utilities comments with regards to sewer diversion and an informative note would be included should permission be granted.

## 8.7. Air Quality & Noise Impact

8.7.1. The applicants Noise Impact and Air Quality Assessments conclude that the proposal would not result in any detrimental impact on surrounding residential properties, and would not be constrained by its location. In terms of noise, further mitigation is not required. Proposed vehicle charging points, cycle parking, showers to encourage sustainable transport and a commitment to develop a travel plan are considered adequate as mitigation towards air quality management. Environmental Health have considered the reports and subject to conditions to control operating hours of the site during construction and occupation have no objection

### 8.7.2. Central Lancashire Employment Skills SPD (Sept 2017)

8.7.3. One of Central Lancashire's priorities is to encourage economic growth, in part by helping businesses to find suitable staff, and by improving the skills of local people. One of the SPD requirements is that any application for commercial development over 1000m<sup>2</sup> floorspace should be accompanied by an Employment and Skills Statement to identify measures to promote local skills e.g. apprenticeship creation, use of local trades, work trials etc.

8.7.4. An Employment & Skills Statement (PWA: Jan 2018) has been submitted which clearly shows the applicants commitment to providing employment opportunities including guaranteed apprentice interview, apprenticeship and school placements, staff training, and support for locally sourced suppliers and employees. The proposal would also allow expansion of an established local employer into purpose built premises.

## 9. Conclusion

9.1 It is considered that this untidy, brownfield site has little potential to revert to any appropriate use other than industrial. Planning policy dictates its protection for the B class uses and as the above commentary clearly shows that all other requirements of the plan have been achieved, this proposal is therefore considered to be acceptable.

9.2 The proposed development is deemed to be in accordance with the National Planning Policy Framework, Core Strategy and Local Plan Policies as detailed within this report and the Central Lancashire Employment Premises and Employment Skills SPD's, and is 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 with reference to the following approved plans and suite of documents:
  - Transport assessment (Croft Transport 2060 Rev 2: 20.11.17)
  - Swept Path Analysis (Croft 2060-SP01 Rev 1)
  - Sustainability statement (E-Mission)
  - Planning, design & access statement (PWA Planning 17-393-PS: 1.11.17)
  - Air quality assessment (PWA 17-393-PS: Nov 17)
  - Environmental noise impact assessment (Red Acoustics R1422-REP01-JW: 29.11.17)
  - Swept path analysis (Croft Transport Dwg 2060-SP01)
  - Proposed elevations (Architectural Services Dwg 17.072.04/P1: Oct 17)
  - Proposed floor plans (Architectural Services Dwg 17.072.03/P2: Oct 17)
  - Proposed site and location plan (Architectural Services Dwg 17.072.02/P2: Jan 17)
  - Existing site and location plan (Architectural Services Dwg 17.072.01/P3: Jan 17)
  - Employment & skills assessment (PWA: Jan 2018)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. Prior to first occupation of the development hereby approved, the associated parking spaces identified on approved drawing 17.072.02 (AS: Jan 17) shall be drained and surfaced with a material to be agreed by the Local Planning Authority. This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.  
REASON: To ensure the provision and retention of adequate on-site parking in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026
4. No part of the development shall be commenced until the amended site access from the adopted highway has been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of an appropriate legal 184 agreement, under the Highways Act 1980.  
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026..

5. No part of the development hereby approved shall be occupied until the approved scheme referred to in condition 4 has been constructed and completed in accordance with the scheme details.  
REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works
6. Prior to commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.  
The surface water drainage scheme must be restricted to existing run off rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewer system either directly or indirectly.  
The development shall be completed, maintained and managed in accordance with the approved details.  
REASON: In order to satisfy the Local Planning Authority that the final details of proposed surface water drainage are acceptable before work commences on site, for the avoidance of doubt and to protect the living conditions of future occupants of the site in accordance with Policy 29 in the Central Lancashire Core Strategy
7. No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:  
a) a timetable for its implementation, and  
b) management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.  
REASON: In order to satisfy the Local Planning Authority that the final details of proposed drainage are acceptable before work commences on site, to reduce the risk of flooding, to protect the living conditions of future occupants of the site by ensuring satisfactory storage and/or disposal of surface water from the site, and for the avoidance of doubt in accordance with Policy 29 in the Central Lancashire Core Strategy with Policy 29 in the Central Lancashire Core Strategy
8. The premises hereby approved, shall not be open to visiting members of the public outside the hours of 0800 hrs to 1800 hrs Monday to Saturday and 1000 hrs to 1600 hrs on Sunday, Bank or Public Holidays unless otherwise agreed in writing with the Local Planning Authority  
REASON: In the interests of the amenity of nearby residential properties in accordance with Policy 17 in the Central Lancashire Core Strategy
9. 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, photographic evidence of all ground working shall be submitted together with a description of the ground encountered 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

10. 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:
  - parking of vehicles of site operatives and visitors
  - loading and unloading of plant and materials
  - storage of plant and materials used in constructing the development
  - location of site compound
  - suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
  - measures to control the emission of dust and dirt during construction
  - measures to control the emission of noise during construction
  - details of external lighting to be used during construction
  - a scheme for recycling/disposing of waste resulting from demolition and construction works
  - anticipated delivery timesREASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
11. The development hereby permitted shall be required to achieve a minimum Target Emission Rate of 19% above 2013 Building Regulations. No phase or sub-phase of the development shall commence until a Design Stage Assessment Report or similar calculation e.g. SBEM showing that the development will achieve this target 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
12. On completion of the development hereby approved a Building Research Establishment issued 'Post Construction Review Certificate' or SBEM 'As Built' document confirming that the development has achieved the level identified by condition 11 of this permission shall be 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
13. During construction and site clearance, no machinery, plant or powered tools shall be operated, outside the hours of 0800 hrs to 1800 hrs Monday to Friday, 09:00 to 13:00 Saturdays. No construction shall take place at any time on Sundays or nationally recognised bank holidays.  
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy
14. Prior to first use of the development hereby approved, cycle storage facilities as identified on approved site plan 17.072.02 P2 shall be provided. These shall be maintained and retained thereafter.

Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.

15. The development hereby approved shall not be brought into use until details of facilities for the storage of refuse and waste materials for each unit have been submitted to and approved by the Local Planning Authority and completed entirely in accordance with the approved scheme. The approved facilities shall not be located within any of the designated parking spaces identified by approved drawing 17.072.02 (AS: Jan 17) and shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.  
REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
16. Prior to first use of the development hereby approved, 2 no: electric vehicle recharge points with appropriate infrastructure and cabling (minimum 3m) as identified by approved Site Plan 17.072.02 Rev P2 (Architectural Services) shall be provided. Bays shall be appropriately marked to ensure the sole use by electric vehicles, and shall be maintained and retained thereafter.  
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
17. The existing access point on Hopwood Street shall be physically and permanently closed and the existing footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads, concurrent with the formation of the new access.  
REASON: To limit the number of access points to, and to maintain the proper construction of the highway in accordance with Policy G17 in the South Ribble Local Plan 2012-2026
18. No deliveries of construction materials, or removal of construction waste shall be undertaken outside the hours of 09:00 - 17:00 Monday to Friday. Deliveries or removal of waste shall not be carried out at weekends or on nationally recognised bank holidays.  
REASON: To safeguard the living conditions of nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy
19. Prior to the commencement of the development hereby approved a scheme for the disposal of foul water shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system and this scheme, which shall be maintained and managed in accordance with the approved details, shall be implemented during construction and no building shall be occupied until the approved scheme has been completed to serve that building. Confirmation that a sewer diversion is not required from Untied Utilities shall be submitted to the Local Planning Authority  
REASON: To safeguard local watercourses and avoid pollution of the water environment in accordance with Policy 29 in the Central Lancashire Core Strategy

## **RELEVANT POLICY**

### **NPPF National Planning Policy Framework**

#### **Central Lancashire Core Strategy**

- 1 Locating Growth
- 3 Travel
- 10 Employment Premises and Sites
- 17 Design of New Buildings
- 27 Sustainable Resources and New Developments
- 30 Air Quality

#### **South Ribble Local Plan**

- F1 Car Parking
- G17 Design Criteria for New Development

#### **Central Lancashire Supplementary Planning Documents**

- Employment Premises
- Employment Skills

#### **Informative Note:**

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £97. The forms can be found on South Ribble Borough Council's website [www.southribble.gov.uk](http://www.southribble.gov.uk)

2. Highways Note 1: The applicant is advised that the amended vehicle access will need to be constructed under an appropriate legal agreement. The Highways Authority hereby reserves the right to provide the highways works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact Lancashire County Council before works begin on site. Further information and advice can be found at [www.lancashire.gov.uk](http://www.lancashire.gov.uk).

3. United Utilities Note 1: A public sewer crosses this site and United Utilities may not permit building over it. An access strip width of six metres, three metres either side of the centre line of the sewer would be required - the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with the Developer Engineer at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk) as a lengthy lead in period may be required if a sewer diversion proves to be acceptable. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems. The applicant can discuss any of the above with Developer Engineer, Graham Perry, by email at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk).

4. United Utilities Note 2: A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Please contact UU on 0845 7462200 regarding water mains/public sewers or 0870 7510101 to access a fully supported mapping service.

It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development.

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

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

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

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

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