

Application Number 07/2022/00475/FUL

Address Storage Building
Newgate Lane
Whitestake
Lancashire

Applicant Mr Steve Fairclough

Agent Mr Chris Weetman

1 Reeveswood
Eccleston
Chorley
PR7 5RS
undefined

Development Change of use from agricultural storage barns to non agricultural storage (B8 Use Class) together with the formation of an area of hardstanding (part retrospective)

Officer Recommendation **Approval with Conditions**
Officer Name Mr Chris Sowerby

Date application valid 20.06.2022
Target Determination Date 11.11.2022
Extension of Time 11.11.2022



1.INTRODUCTION

1.1 The application is brought before the Planning Committee following a request from a Local Ward Councillor.

2. REPORT SUMMARY

2.1 The application relates to a parcel of land which consists of two detached steel portal framed buildings, previously used for agriculture, and associated areas of hardstanding to the west of Newgate Lane in Whitestake.

2.2 Planning permission is sought, part retrospectively, for the change of use of existing buildings from agricultural storage barns to non-agricultural storage (Use Class B8) together with the formation of an area of hardstanding (part retrospective).

2.3 The proposal retrospectively seeks permission for the change of use to non-agricultural storage (B8 Use Class), with the westerly building (Unit 2) being used for the storage of motor cars and the larger, eastern, building (Unit 1) being used for the storage of card boxes on crates.

2.4 No external alterations are proposed to the building and no external lighting is proposed.

2.5 Policy G2 sets out the requirements for considering the re-use of existing buildings in the Green Belt. The application does not propose any alterations to the built form of the existing buildings and no external storage is proposed. Whilst 10 on-site car parking spaces are proposed on the former farm yards it is not considered that this would materially impact on the openness of the Green Belt especially when it is considered that the under the existing lawful use of the site for agriculture the farm yards could be used to store various pieces of farm equipment and machinery.

2.6 The application also seeks retrospective permission for hardstanding (currently crushed rubble) along the southern side of Unit 1 (8m in width x 60m in length) and seeks permission for proposed hardstanding along the southern side of Unit 2 (5m in width x 30m in length) act as an access track to serve Unit 2 and the existing area of hardstanding to the rear of Unit 2 where car parking is proposed. Neighbours have expressed concern that no justification has been provided for the additional areas of hardstanding, however the plans have been amended since originally being submitted in order to reduce the width of the access to serve Unit 2 and remove proposed parking along the southern side of Unit 1. It is accepted that the formation of this track has an impact on the openness when in use, however vehicles using the access would not be permanent features and would be seen against the backdrop of existing built development. The access track therefore is considered not to have a material impact on openness.

2.7 A minimum distance of 180m is present from Unit 2 to the residential property at The Paddocks to the north, with minimum distance of 80m to the nearest residential property to the south (Newgate Farm) and a minimum distance of 170m to the nearest property to the west at Rawstorne House. These distances are considered to be sufficient to safeguard the amenities of neighbours.

2.8 The proposal, as originally submitted, raised concerns from County Highways as a result of the two route options for accessing the site, from Newgate Lane and from Green Lane, being unsuitable for HGVs and other large vehicles. The applicant responded by providing a Highways Statement which confirms that the use of HGVs will not be required and a suitably worded condition can be imposed on any given permission to secure this. After receiving this information County Highways have advised *“With regard to the ‘Highway Statement’ by CW Planning Solutions it would be difficult to substantiate an objection based on the traffic movements outlined”*.

2.9 Whilst it is acknowledged that the use will generate some traffic, the current users of the site have a relatively low levels of traffic frequenting the site which is not materially greater, and is arguably similar, to that of the previous agricultural use. A condition can be imposed on any given permission restricting the volume of traffic to the site.

2.10 Neighbours have raised concern at the potential for noise and disturbance as a result of the proposed use. Environmental Health have considered the use of the buildings for storage, together with the spatial separation distances to neighbouring properties, and have raised no objections to the proposal, recommending a condition be imposed to restrict the hours of operation of the site.

2.11 The proposal accords with Policies 3, 9, 13, 29 and 30 of the Core Strategy and Policies F1, G2, G13 and G17 of the South Ribble Local Plan together with the Central Lancashire Rural Development Supplementary Planning Document. The application is therefore recommended for approval subject to the imposition of conditions.

3. APPLICATION SITE AND SURROUNDING AREA

3.1 The application relates to a parcel of land which consists of two detached steel portal framed buildings, previously used for agriculture, and associated areas of hardstanding to the west of Newgate Lane in Whitestake.

3.2 To the south of the site is Newgate Lane Nurseries Garden Centre, with open fields to the north and east.

3.3 The access to the site is located 450m north of the junction between Newgate Lane and Chain House Lane. The first 75m of Newgate Lane from the junction with Chain House Lane is adopted, with the remainder of the lane up to the junction with Green Lane being unadopted. Signage is present at the Chain House Lane junction stating the land is unsuitable for heavy goods vehicles.

3.4 Between the Chain House Lane junction and Newgate Nurseries Garden Centre the width of Newgate Lane is capable of accommodating two-way traffic although on-street parking, particularly between 26 and 52 Newgate Lane, restricts the land to single traffic in sections.

3.5 Beyond Newgate Nurseries Garden Centre the 70m stretch of Newgate Lane to the site access changes from a 30mph speed limit to derestricted, with the width of the lane also reducing to a single lane. No footways are present along this stretch, which continues beyond the site and onto Green Lane.

3.6 The site and the surrounding area are designated as Green Belt by Policy G1 of the South Ribble Local Plan

4. SITE HISTORY

4.1 The following applications have previously been made on the site:

07/2011/0010/FUL – Erection of agricultural building for the housing of livestock. Approved.

07/2012/0258/FUL – Erection of detached building for the storage of manure. Approved.

07/2014/0192/FUL – Extension to existing agricultural building for the storage of hay, straw and machinery. Approved.

07/2016/0075/FUL – Extension of existing agricultural building for the storage of grain. Approved.

5. PROPOSAL

5.1 Planning permission is sought, part retrospectively, for the change of use of existing buildings from agricultural storage barns to non-agricultural storage (Use Class B8), together with the formation of an area of hardstanding (part retrospective), with the westerly building (Unit 2) being used for the storage of motor cars and the larger, eastern, building (Unit 1) being used for the storage of card boxes on crates

5.2 The car storage is in association with second hand cars sales, with the retail element of the business taking part from a separate site outside of the Borough. It is advised in the submitted Highways Statement that the total number of cars stored on the site would be between 5 and 10 vehicles, with on average 1 vehicular movement per week on the back of a pick-up truck.

5.3 It is stated within the submitted Highways Statement that the card boxes are delivered and dispatched on vehicles no bigger than a 3.5 ton van (large transit style van).

5.4 No external alterations are proposed to the building and no external lighting is proposed.

5. Access is achieved from Newgate Lane, with a historic farm track leading to Unit 1. Planning permission is sought retrospectively for hardstanding (circa 8m width x 60m length) along the southern elevation of Unit 1 to provide access for standard motor vehicles to Unit 2. This hardstanding was formed within the last year and has become partially overgrown with weeds and therefore could require further works to formalise should planning permission be granted. In addition to this further areas of hardstanding are proposed along the eastern side of Unit 1, to improve the access arrangements, and a continuation of the access track along the southern side of Unit 2 (5m in width x 30m in length) to link up with an existing area of hardstanding to the rear of the building.

5.6 On the existing farm yard to the west of Unit 1 a 5m x 13m area is proposed to be marked out for car parking (to accommodate 4 vehicles). On the existing farm yard to the west of Unit 2 a 5m x 19m area is proposed to be marked out for car parking (to accommodate 6 vehicles)

5.7 The agent states within supporting information that the use of the site would be limited between 7am – 8pm on any day.

5.8 The wider field in which the buildings are situated does not form part of this application and is outside of the red edged extent of the application on the submitted location plan.

5.9 Within a submitted Highways Statement the applicant advises:

“The application site was previously used for the keeping of cattle and other large agricultural machinery. It did not form part of a farmstead, so all trips to and from the site had to come from an external location. This includes all trips to feed the cattle twice a day and to move machinery around.

The proposal is for a relatively low-level non-agricultural storage. The highway authority appears to have concerns about the proposed use on the grounds that a) the road (Green Lane is relatively narrow) and b) the potential for large scale storage and associated large scale vehicles using unsuitable highways.

The proposal is to use the westerly building for the storage of motor cars associated with a small sales garage located within Chorley Borough. The envisage number of cars to be stored is between 5 and 10 and each would arrive on the back of a pick-up truck, as the garage owner has no car transporter. On average there would be 1 vehicle movement in and out per week as vehicles are moved to the sales garage and in reverse.”

5.10 Email correspondence with the operating of Unit 1 advises the unit is used for the storage of use cardboard boxes, stating:

“We are a small Family run Business with only 2 Employees and myself. Established over 85 years, we buy and sell clean used cardboard boxes.

Simply put, we buy someone’s redundant boxes, put them into stock and then hopefully sell them on. The process requires nothing to be done to the boxes, other than place them on a pallet [...]

As a Company we have only 2 vehicles. A Renault 3.5 tonne Luton Van and a Trailer pulled by a Ford Ranger Pick up. Both vehicles are White and have no signwriting at all, as the building itself doesn’t.

No other vehicles will use the site, apart from once a month when a wagon will come between the hours of 8am to 5.30pm, to collect excess stock. He will be on site no more than 30 minutes. As this is being sold to a competitor, at a discounted price, it is our intention to see him as little as possible.

Our own vehicles will not use the site before 8am and leave before 5.30pm.”

6. REPRESENTATIONS

As of the 10th October, 22 letters of objections have been received in relation to the proposal (some letters being received from the same households). A summary of the points raised follows:

Policy Issues

- ☐ Proposed B8 Use would be inappropriate in the Green Belt
- ☐ No ‘very special circumstances’ have been demonstrated

- ☐ Impact on openness
- ☐ No justification provided for the additional areas of hardstanding

Character / Appearance

- ☐ External changes to the buildings would be out of character with the area (*note: amended plans have been received and no external alterations are now proposed to the buildings*)
- ☐ Urbanising impact on the rural character

Relationship To Neighbours

- ☐ Loss of privacy

Highway Issues

- ☐ Newgate Lane and Green Lane are not suitable for the increase in traffic and use of HGVs
- ☐ Conflict with dog walker, horse riders, cyclists and pedestrians
- ☐ Proposed 26 parking spaces is excessive (*note: amended plans have been received and the number of parking spaces reduced*)

Noise and Disturbance Issues

- ☐ Noise and pollution as a result of the proposed use

Ecology Issues

- ☐ Potential for bats roosting in the buildings and impact on wildlife

Other Issues

- ☐ An application for B8 (Storage and Distribution) is not specific as to what goods or materials would be present
- ☐ The buildings are currently being used for storage without planning consent
- ☐ No information has been submitted in regards to utility connections
- ☐ Hardstanding to the west of Unit 2 has never officially been used and is outside of the curtilage of the agricultural buildings
- ☐ Approval of the application could lead to a future application for redevelopment of the site for housing

7. CONSULTATION REPLIES

County Highways have raised no objections to the proposal following the submission of a Highways Statement and subject to conditions being imposed controlling the use of the units, the number of vehicle movements and a no HGV restriction, stating:

“With regard to the 'Highway Statement' by CW Planning Solutions it would be difficult to substantiate an objection based on the traffic movements outlined. However, the indicated use outlined in the statement does not accord with the submitted plans with subdivided buildings and extensive parking and service areas”. [note: amended plans have since been received which align the proposed plans with the details set out in the submitted Highway Statement]

“If you confident that the use can be restricted in terms of the number of vehicle trips and a no HGV restriction as outlined in the statement there are no highway objections subject to suitable condition restricting use.”

In separate correspondence County Highways also recommend the imposition of conditions relating to surfacing and formation of the site access, visibility splays, cycle storage and the provision of parking and manoeuvring areas. A recommended condition relating to the provision of electric vehicle charging points is not considered reasonable given the site does not benefit from an electrical connection to the grid.

Environmental Health have raised no objections to the proposal, recommending a condition restricting the hours of operation.

8. MATERIAL CONSIDERATIONS

Policy Considerations

8.1 NPPF

8.1.1 In relation to proposals affecting the Green Belt the NPPF advises in paragraphs 147-148:

“147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

148. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”

8.1.2 Paragraph 149 then lists exceptions as to what new buildings are not considered to be inappropriate, however as no construction of new buildings is proposed this paragraph is not relevant to the consideration of this planning application.

8.1.3 Paragraph 150 then states:

“Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

[...] d) the re-use of buildings provided that the buildings are of permanent and substantial construction; [...]”

8.1.4 This will be assessed in the Green Belt section of this report.

8.2 South Ribble Local Plan

8.2.1 In regards to the re-use and adaptation of buildings in the Green Belt Policy G2 of the Local Plan advises:

“The re-use of existing buildings within the Green Belt will be allowed provided that it meets the following criteria:

- a) The proposal does not have a materially greater impact on the openness of the Green Belt and the purposes of including land in it;*
- b) The building is of permanent and substantial construction, of sufficient size and suitable for conversion to the proposed use without the need for additions or alterations which would harm its existing form or character;*
- c) The proposed development would not result in an adverse impact in respect of noise, odours, emissions or traffic; and*
- d) The building and site has access to a public highway available for use without creating traffic hazards and without involving significant road improvements which would have an undue environmental impact”*

8.2.2 The justification for Policy G2 then states a preference for the re-use of buildings for commercial, industrial and recreationally uses over residential in stating:

“It will be necessary to demonstrate, in the case of proposals for residential conversions, that the building is unsuitable for commercial, industrial or recreational uses because of its size, form, general design, method of construction or relationship with neighbouring properties”.

8.2.3 This again will be assessed in the Green Belt section of this report.

8.2.4 The absence of any re-building works negates the need for a structural survey which is normally reserved for brick and stone structures and not sheeted steel portal framed buildings.

8.3 Green Belt

8.3.1 Policy G2 sets out the requirements for considering the re-use of existing buildings in the Green Belt. The application does not propose any alterations to the built form of the existing buildings and no external storage is proposed. Whilst 10 on-site car parking spaces are proposed on the former farm yards it is not considered that this would materially impact on the openness of the Green Belt especially when it is considered that the under the existing lawful use of the site for agriculture the farm yards could be used to store various pieces of farm equipment and machinery.

8.3.2 Criterion d) of Policy G2 requires the proposed use to take place without the need for significant road improvements which would have an undue environmental impact. The proposal utilises the existing farm access onto Newgate Lane, which comprises of a crushed rubble track. In their consultation response County Highways have confirmed that should the application be approved they would require the part of the access extending from the highway boundary for a minimum of 20m into the site be appropriately paved in a material to be agreed with the Local Planning Authority. The surfacing of the existing access track is not considered to constitute a “significant road improvement” and is not considered to have an undue environmental impact.

8.3.3 Consideration of noise, odour, emission and traffic disturbance, listed under Criterion c) of the Policy G2 and the highway safety impact listed under criterion d) will be given the later in this report under the relevant ‘Material Consideration’ section.

8.3.4 The application also seeks retrospective permission for hardstanding (currently crushed rubble) along the southern side of Unit 1 (8m in width x 60m in length) and seeks permission for proposed hardstanding along the southern side of Unit 2 (5m in width x 30m in length) act as an access track to serve Unit 2 and the existing area of hardstanding to the rear of Unit 2 where car parking is proposed. Neighbours have expressed concern that no justification has been provided for the additional areas of hardstanding, however the plans have been amended since originally being submitted in order to reduce the width of the access to serve Unit 2 and remove proposed parking along the southern side of Unit 1. It is accepted that the formation of this track has an impact on the openness when in use, however vehicles using the access would not be permanent features and would be seen against the backdrop of existing built development. The access track therefore is considered not to have a material impact on openness.

8.3.5 Whilst all the storage is currently contained within the buildings, any future storage of materials/goods externally would have the potential to have a material impact on openness. This can be controlled by a suitably worded condition that prevents external storage on the site.

8.3.6 For the above reasons, and with the imposition of a condition preventing external storage, the proposal is not considered have a detrimental impact on the openness of the Green Belt and does not conflict with the purpose of Green Belt policy.

8.4 Character / Appearance

8.4.1 Policy G17 of the Local Plan, sets out design criteria for new development and requires development to be well related to neighbouring buildings and the locality in terms of its size, scale and intensity (plot coverage).

8.4.2 With no external changes proposed to the buildings and the imposition of a condition preventing the external storage of materials/goods the proposed development is not considered to have an adverse impact on the character and appearance of the area.

8.5 Relationship To Neighbours

8.5.1 A minimum distance of 180m is present from Unit 2 to the residential property at The Paddocks to the north, with minimum distance of 80m to the nearest residential property to the south (Newgate Farm) and a minimum distance of 170m to the nearest property to the west at Rawstone House.

8.5.2 With no external alterations proposed to the building, the proposal will not have an adverse impact on neighbouring properties in terms of overshadowing / overdominance.

8.5.3 A neighbour has object to the proposal citing loss of privacy as a concern. The distances to neighbouring properties are however considered to be sufficient to prevent the proposal from having an undue impact in terms of overlooking / loss of privacy. The site has also previously been actively used as part of a farming enterprise.

8.6 Highway Issues

8.6.1 The proposal, as originally submitted, raised concerns from County Highways as a result of the two route options for accessing the site, from Newgate Lane and from Green Lane, being unsuitable for HGVs and other large vehicles. The applicant responded by providing a Highways Statement which confirms that the use of HGVs will not be required and a suitably worded condition can be imposed on any given permission to secure this. After receiving this information County Highways have advised *"With regard to the 'Highway Statement' by CW Planning Solutions it would be difficult to substantiate an objection based on the traffic movements outlined"*.

8.6.2 Whilst it is acknowledged that the use will generate some traffic, the current users of the site have a relatively low levels of traffic frequenting the site which is not materially greater, and is arguably similar, to that of the previous agricultural use. A condition can be imposed on any given permission restricting the volume of traffic to the site.

8.6.3 Sufficient off-street parking, and suitable turning areas, are proposed for the proposed use.

8.6.4 For the above reasons, and with conditions preventing the use of HGVs accessing the site and restricting the occupation of the units to the current operators, the proposal is deemed to accord with the requirements of Policy G2 d) and Policy G17 c) in regards to highway and pedestrian safety.

8.7 Noise and Disturbance Issues

8.7.1 Neighbours have raised concern at the potential for noise and disturbance as a result of the proposed use. Environmental Health have considered the use of the buildings for storage, together with the spatial separation distances to neighbouring properties, and have raised no objections to the proposal, recommending a condition be imposed to restrict the hours of operation of the site.

8.7.2 As previously stated, the current users of the site have a relatively low levels of traffic frequenting the site which is not materially greater, and is arguably similar, to that of the previous agricultural use. The storage uses are also not considered to result in the potential for any odours that would impact on residential amenity.

8.7.3 For these reasons the proposal is considered to comply with the required of Policy G2 c) in regards to noise, odours, emissions and traffic.

8.8 Ecology Issues

8.8.1 Neighbours have raised concern at the potential for the development to impact on wildlife.

8.8.2 As no alterations are proposed to the roof structure of the buildings no bat survey was required to be submitted. However following concerns raised by neighbours confirmation of this was sought from the Council's Ecology consultants who advised that "*no bat survey is required in order to determine this proposal*". There is also nothing to suggest that the site is a habitat for any protected species.

8.9 Other Issues

8.9.1 It is also important to consider the change of use of agricultural buildings to a flexible commercial use, which includes Class B8 (storage and distribution) is allowed as permitted development, subject to meeting a number of criteria and the submission of an application for Prior Approval, under Class R of the Town and Country Planning (General Permitted Development) Order 2015. It would appear that the only criterion this proposal fails to satisfy to be able to be considered as permitted development under a Prior Approval application is the floor area of the buildings exceeding 500sq m.

8.9.2 Neighbours have raised concern that an application for 'B8 (Storage and Distribution) Use' is not specific as to what goods or materials would be present. For the purposes of applying for a change of use there is no requirement for such specific details to be provided. However, for the purposes of controlling the amount and type of traffic frequenting the site the Planning Committee may wish to impose a condition controlling the uses of businesses that can occupy the units.

8.9.3 Neighbours have highlighted that the site is currently being used for storage without planning consent. This is confirmed above in this report, with the application being 'part retrospective'. However, the application is still required to be considered on its own merits.

8.9.4 It has been noted by objectors that no information has been submitted in regards to utility connections. Such details are normally secured by way of suitably worded conditions on planning permissions and are not normally required to be submitted with planning applications. From discussions with the applicant it is advised that there are currently no intentions for the units to be connected up to utility infrastructure.

8.9.5 Neighbours argue that hardstanding to the west of Unit 2 has never officially been used and is outside of the curtilage of the agricultural buildings. Historic aerial photographs show this area of farm yard hardstanding being formed concurrently with the buildings circa 2013 and whilst becoming over grown in the last 12 months remaining clearly fenced off from fields to the west and north.

8.9.6 Neighbours have raised concern at the approval of this application could lead to a future application for redevelopment of the site for housing. Each application however needs to be determined on its own merits. Also, permitted development rights already exist for the conversion of agricultural buildings to residential properties subject to Prior Approval being sought from the relevant Local Planning Authority.

9. CONCLUSION

9.1 It is the view of Officers that the proposal would not have a greater impact on the openness of the Green Belt and constitutes an appropriate form of development in the Green Belt, according with the requirements of Policy G2 in the South Ribble Local Plan and paragraph 150 of the NPPF.

9.2 The proposed development would not be out of character with the local area and, with the imposition of conditions restricting the volume of traffic to the site and preventing HGV usage, there are no highway safety issues associated with the proposal. The inter-relationships with neighbours are considered to be acceptable.

9.3 There are no objections from any of the statutory consultees to the proposal.

9.4 The proposed development is deemed to be in accord with Policies 3, 9, 13, 29 and 30 of the Core Strategy and Policies F1, G2, G13 and G17 of the South Ribble Local Plan together with the Central Lancashire Rural Development Supplementary Planning Document. For these reasons, and those contained within the report, the application is recommended for approval.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans numbered 2226/S2E (Proposed Location Plans) and 2226/101A.

REASON: To ensure a satisfactory standard of development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G1 of the South Ribble Local Plan (2012-2026).

2. There shall be no more than 40 weekly vehicular movements in total to and from the site during operational hours. Vehicular movements to and from the site shall be limited to the hours of 8am to 6pm Monday to Friday, 8am to 1pm Saturday. No vehicle movements in regard of the approved use as B8 shall be carried out on Sundays or Bank Holidays.

A log shall be kept detailing of all vehicle movements to and from the site and submitted quarterly to the Local Planning Authority.

Reason: In the interests of highway safety and the amenity of the nearby residents in accordance with Policy 17 and 28 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan (2012-2026).

3. The uses hereby approved on the site shall not be serviced by vehicles over 3.5 tonnes (gross weight).

REASON: In the interests of highway safety in accordance with Policies G2 and G17 in the South Ribble Local Plan 2012-2026

4. No raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be stacked or stored on the site except within the buildings at any time, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To enable to the Local Planning Authority to retain control over the impact of the development on openness in accordance with Policy G2 in the South Ribble Local Plan (2012-2026).

5. Within 3 months of the date of this permission, that part of the access extending from the highway boundary for a minimum distance of 20m into the site shall be appropriately

paved in tarmacadam, concrete, block paviments, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

6. Within 3 months of the date of this permission the car parking and manoeuvring areas as detailed on approved plan re. 2226/S2E shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

7. That any tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not take place between March and July inclusive of any year, unless the absence of nesting birds has been confirmed by further surveys or inspections and written approval has been given from the Local Planning Authority.

REASON: To protect habitats of wildlife, in accordance with Policy 22 of the Core Strategy.

8. The existing hedge on the highway frontage of the site to Green Lane shall be permanently maintained at a height not greater than 0.9m above the nearside carriageway level.

REASON: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

9. The uses hereby approved shall not operate outside the hours of 8am to 6pm Monday to Friday, 8am to 1pm Saturday. No operation shall be carried out on Sundays or Bank Holidays.

Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 and 28 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan (2012-2026).

10. Prior to the installation of any external lighting full details shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of the amenity of local area and neighbouring residential properties so as to accord with Policy 17 of the Core Strategy and Policy G17 of the South Ribble Local Plan (2012-2026).

11. Within 3 months of the date of this permission, a scheme for the provision of foul and surface water drainage shall be submitted to and be approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in accordance with the approved plans and shall be thereafter retained and maintained for the duration of the approved use.

REASON: For the avoidance of doubt and in the interest of providing proper drainage for the site in accordance with Policy 29 in the Central Lancashire Core Strategy

12. Any construction works associated with the development shall not take place except between the hours of:

0800 hrs to 1800 hrs Monday to Friday
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

RELEVANT POLICY

- 3 Travel (Core Strategy Policy)**
- 9 Economic Growth and Employment (Core Strategy Policy)**
- 13 Rural Economy (Core Strategy Policy)**
- 29 Water Management (Core Strategy Policy)**
- 30 Air Quality (Core Strategy Policy)**

POLF1 Car Parking

- POLG2 The Re-Use and Adaptation of Buildings in the Green Belt**
- POLG13 Trees, Woodlands and Development**
- POLG17 Design Criteria for New Development**

Note:
