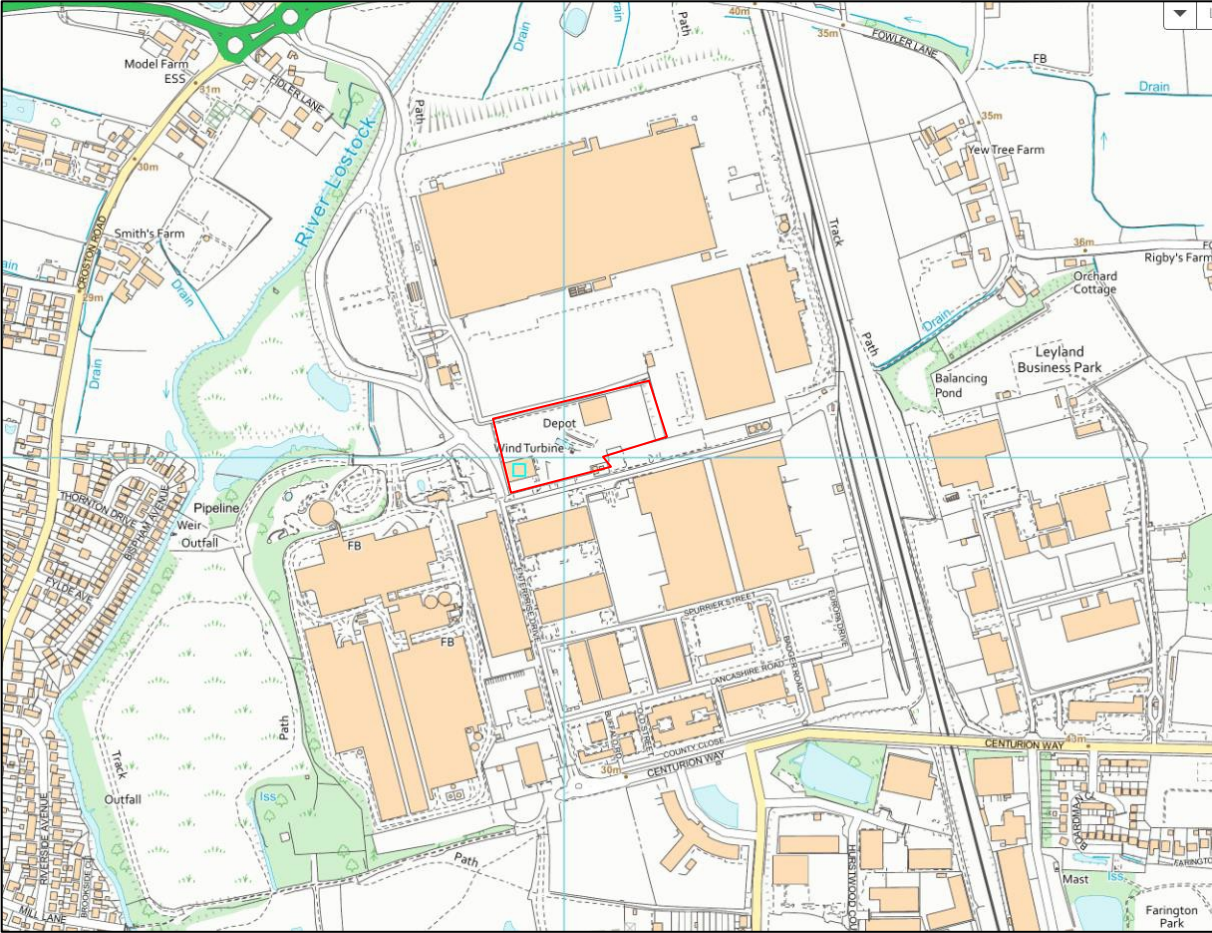


| | |
|-------------------------------|---|
| Application Number | 07/2023/00286/FUL |
| Address | Hurt Plant Hire Ltd Sandham House Red Rose Drive Lancashire Enterprise Business Park Farington PR26 6TJ |
| Applicant | Hurst Plant Hire Ltd |
| Agent | Mr Martin Smith Clover Architectural Design Ltd |
| Development | Proposed new workshop building, new weighbridge, relocated wheel wash facility, new asphalt plant and associated aggregate storage bays, new concrete plant and new site entrance. Demolition of existing wind turbine structure. |
| Officer Recommendation | Approval with Conditions |
| Date application valid | 19.07.23 |
| Target Determination Date | 18.10.23 |
| Extension of Time | 13.11.23 |



1. Report Summary

1.1. The application relates to a 1.9-hectare piece of employment land located to the centre of Lancashire Business Park, Farington. To the south are large warehousing units, beyond which are smaller commercial units and dense residential development. East are similar units which are screened by hedgerows, and in the north is land in the ownership of Leyland trucks; this land is used for temporary truck storage. West is Enterprise Drive which is home to Global Renewables Waste Recycling plant.

1.2. The business park is allocated as employment land by South Ribble Local Plan Policy E2 (protection of employment areas).

1.3. The proposal seeks permission to redevelop the Clive Hurt site as described in full at Section 4.

1.4. In response to publicity, no letters of representation have been received. Statutory consultee comments have been dealt with either by amendments to the scheme or by condition.

1.5. In policy and spatial separation terms the proposal is considered compliant, and having regard to the following commentary, it is recommended that the application should be approved subject to the imposition of conditions.

2. Application Site and Surrounding Area

2.1. The application site is a 1.9-hectare, level piece of employment land located to the centre of Lancashire Business Park, Farington.

2.2. The site is accessed off Red Rose Drive and includes Sandham House (two storey office block) and weighbridge on the western side, a small storage building to the rear (NE) and a wind turbine towards the site frontage. To the centre is a small copse of trees but otherwise areas surrounding are used for vehicle parking and storage, and as circulatory roadway. Staff and visitor parking is available outside of the site along its frontage with Red Rose Drive.

2.3. To the south is large scale warehousing; beyond which are smaller commercial units and dense residential development. East are similar commercial units which are screened by hedgerow and the railway, and north is land in the ownership of Leyland Trucks now used for temporary truck storage (permission granted 2022).

2.4. West is Enterprise Drive which runs north to south through the business park; Global Renewables waste recycling plant sits across Enterprise Drive.

2.5. The whole area is designated as employment land by Policy E2 (Protection of Employment Areas) of the South Ribble Local Plan.

3. Site Context / Planning History

- ② 07/1989/0994 – New access road. Approved Dec 1989
- ② 07/1998/0467 - Two storey office extension. Approved August 1997
- ② 07/2011/0753/FUL - Erection of 50kw wind turbine. Approved Jan 2012
- ② 07/2012/0673/DIS – discharge of condition 2 of 2011/0753/FUL. Dec 2012
- ② 07/2019/9032/FUL - Single storey extension to existing unit. Approved October 2019

Also, of particular relevance is permission 07/2023/00255/FUL for retrospective use of railway siding for delivery and distribution of aggregates. Approved 15th June 2023

4. Proposal

4.1. *Background Information* - The site is used as the headquarters and depot for Hurt Plant Hire; part of the Fox Group which employs up to 40 office staff, in addition to on-site workshops which employ around 30 staff, and the fabrication shop (essential vehicle maintenance) which employs 6 operatives. In addition to business administration, the site has a longstanding history of recycling and screening of materials such as soil, and the crushing of hardcore and similar materials. The site also presently contains a weighbridge.

4.2. In tandem with approval 07/2023/00255/FUL for retrospective use of railway siding for delivery and distribution of aggregates (approved 15th June 2023) this proposal as described below, provides an opportunity for both sites to be used as part of the larger operation. Materials would be imported by rail to the site for production and distribution prior to onward passage to the construction sector. In addition, materials will also be transferred into the site for the production of concrete and asphalt (see below).

4.3. Large parts of the site also currently act as a transport hub, with an overall fleet of around 150 vehicles. Proposals would result in a reduction in vehicle storage on site as these would be displaced to other depots. Containment of overall operations within the same site has the potential to benefit the business, local employment and residential amenity as traffic would reduce.

4.4. When addressing sustainability, the applicants statement notes that *'site operations include a significant element of recycling of materials, including those from street works and other construction sites. This has obvious sustainable benefits as the materials are reused. The present building is a recycling facility with a crusher/screener for hardcore and other building products. Its containment results in little by way of any external effects on the local environment. It is proposed to install photo voltaic panels on the roofs of the buildings with the objective of powering a large proportion of the operations on site – basically from renewable sources - as far as is possible. The proposition to fully utilise the re-planned site with the importing of materials by rail and in significant quantities, has considerable sustainability benefits. It is an essential part of the operations for the Fox Group as its business adapts and consolidates its important position within the construction industry and supply to the construction chain.*

4.5. *The recycling aspects of the business operations is an essential aspect of the site and business operation. Batching of materials, as existing is likewise important relative to the construction supply chain and the role that the Fox Group plays in this respect. The Fox Group has close working relationships with major construction firms across the region including the private and public sectors. The site at Farington, accessed directly from the national rail artery site, is an advantageous location to serve the local and wider area. It is, as a result, strategically significant and presents a particular opportunity. The two sites are well located and will operate in a complimentary way. This is a 24-hour operation, which is within the well-established industrial character of the locality, sited well away from residential uses'.*

4.6. *Proposed Development* - Proposed development takes several parts which in combination support and enhance the existing construction/ancillary works business. Key aspects of the proposal are as follows:

4.6.1. *Retention of existing buildings including Sandham House (corporate headquarters/office)* - Sandham House and its use would remain unaltered.

4.6.2. *Concrete batching plant/jet wash bays* – Proposed towards the north-east corner is a new concrete batching plant. The site area identified for this is 35m x 48m but the structure itself would cover only 31m x 38m, and comprises a shallow sloping roofed building (36m x

31m x 12.2m high), to the side of which would be two silos (14m high x 4m diameter) and four hoppers (total 12m wide x 4m deep x 4m high) Existing recycling space and jet wash bays would be retained on the eastern side.

4.6.3. *Asphalt Plant* – Also proposed to the site’s centre would be a new asphalt plant, which is described in the applicants statement as ‘*a functional array of exposed plant, rather than a building in the conventional sense - a production plant, which generates its shape, plan form and elevation*’. The plant would comprise 3 silos and plant infrastructure, with 5 cold feeder bins at right angles. A silt trap would be installed adjacent the wheel wash and blue/diesel storage areas on the southern side.

Silos would measure 14m high x 4m diameter each and would be connected to the main plant proposed at roughly 30m x 16m footprint at the widest points, although most of this is lower level infrastructure. The main plant would comprise a raised platform with access stairs, delivery chutes and other working structures to a height of 27m. This areas footprint would be 16m x 20m approx.

Cold feeder bins would measure 24m x 4m deep x 4m high in total

4.6.4. *Note re: Asphalt and Concrete Plant operations* - materials would be brought into the site, via the most sustainable transport method. Most would arrive on train via the railhead, which is approximately 200 metres east of the site. Other materials (e.g. bitumen and cement) would arrive by road. Materials would be stockpiled on site in the purpose-built storage bays and loaded into hoppers which directly load the plants. Customers and business vehicles would access the site and place their order with the control offices. Whilst waiting for the product to be blended, they would wait in designated ‘waiting areas’ before being called for loading and would leave the site via the designated route.

Noise, air quality and odour have been considered by the Councils Environmental Health consult. Their comments and permitting requirements are noted at Para 8.3 below

4.6.5. *New Workshops* - A new workshop constructed in green metal cladding with 56m x 20m footprint would be erected along the northern boundary. It would have a shallow sloping roof measuring 7m, eaves to 6m and 7 shutter doors on the site facing side. Inside there would be 4 inspection pit areas, workshop, stores and a smaller mezzanine/first floor with canteen, toilets and kitchen.

4.6.6. *Aggregate Storage Bays* – a terrace of 5 storage bays would be erected along the site’s frontage with Red Rose Drive. The terrace would be 40m long x 12m deep, with a mono-pitched roof measuring between 4.3m and 6.3m high. Three sides would be closed with the wall facing the site being open

4.6.7. *Rationalised External/Parking/Manoeuvring Areas*

a) *Weighbridge* – an ‘in/out’ weighbridge (approx. 11m long x 4 wide on each side) would replace the current weighbridge alongside Sandham House. The new internal road between existing and proposed new accesses would sit to the eastern side of the weighbridge.

b) *HGV Parking* – proposed to the east of the new workshop are electric vehicle truck charging points. This section can accommodate 14 trucks and is roughly 20m x 30m in size. To accord with the Councils environmental agenda, and to ensure that parking is for these vehicles only, conditions securing charging points for HGV use are recommended.

Currently the existing site can provide for overflow parking, although none is marked out, and this use would disrupt the construction business working areas. Overflow parking would not

be possible if proposed development was to be completed and there would be a slight reduction in provision, but parking would remain along the Red Rose Drive frontage, in addition to a small, private car park and a separate car park opposite used under licence. Parking otherwise off site is not possible as all surrounding areas are traffic restricted and marked as no parking and/or stopping. Adjacent car parks are private and in full use.

c) *Wheel Wash Facility* – a small wheel wash unit (22m x 6m) would be relocated south of the charging area

4.6.8. *New Access point* - A new 8.5m wide access would be provided to the eastern side of the new storage bays to allow more efficient 'in and out' circulation within the site. The access would be approx. 58m from the existing with gates set back from the highway by 31m. A turning circle for HGVs would also be provided to the north of Sandham House.

4.6.9. *Demolition of Wind Turbine* – a small wind turbine (40m high) which does not appear to have been connected would be removed to make way for the asphalt plant.

An assessment of the physical and visual impact of the above structures is made at Para 9.3 below

5. Summary of Supporting Documents

5.1. The application is accompanied by the suite of documents noted in condition 2

6. Representations

6.1. Summary of Publicity

6.1.1.A site notice has been posted, and five neighbouring properties consulted. Ward Councillors Walton and Rear has also been notified. Representation has not been made

7. Summary of Responses

7.1. **Lancashire County Council Highways** have no objections and feel the proposals at an established industrial estate should have a negligible impact on highway safety and capacity. The proposed new access to the site is off a private road, and whilst there would be a decrease of four parking spaces, proposed plans do not appear to be increasing employee numbers.

8. **Ecology Consultant (GMEU)** have assessed the accompanying ecology survey and do not consider it necessary to request further supporting ecological surveys. The site has no nature conservation designations, and apart from the small number of trees on site, habitats present have very limited potential to support protected species. GMEU however request an advisory note should the developer find or suspect that proposals will impact on protected species such as bats and nesting birds. Conditions relating to nesting birds also recommended.

8.1. **Natural England** – have not responded but having regard to GMEU comments above, officers feel they are unlikely to do so.

8.2. **Environment Agency** have no objection but note that the site is regulated by the Environment Agency under permit number EA/EPR/NP3094EE. The applicant is advised to contact the EA to discuss whether the development will require a variation to the existing permit. This information has been passed to the applicant

8.3. **Environmental Health** have assessed the applicant's noise impact, air quality and land investigation reports and subject to a number of conditions relating to hours of working

during construction and construction management have no objection. They also offer advice with regards to production permits, and offer assistance throughout that process

8.4. Health & Safety Executive - the HSE standing advice, self-assessment (PADHI+) system finds that the proposed development site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted formally.

8.5. Lead Local Flood Authority withdrew its earlier objection subject to drainage related conditions. **United Utilities** also objected to the original drainage proposal but has not responded to amended proposal. As LLFA are the statutory consultee their agreement is sufficient.

9. Material Considerations

9.1. Site Allocation Policy

9.1.1. The site is designated as part of Site 10 (Lancashire Business Park) by Policy E2 (Protection of Employment Areas) of the South Ribble Local Plan.

9.1.2. Policy E2 seeks to protect and enhance existing employment sites for uses within the B Class (light and general industry, heavy industry and storage and distribution). The aim of this policy is to support the local economy by ensuring that there are jobs for local people, and to attract commuters from outside of the borough.

9.2. Additional Policy Background

Economic Policy

9.2.1. The NPPF at Para 11: provides a presumption in favour of sustainable economic growth and development. Chapter 6 (Building a Strong and Competitive Economy) of the same document commits to securing growth, job creation and prosperity in order to meet the challenge of global competition whilst Para 81 ensures that the planning system does everything it can to support sustainable economic growth.

9.2.2. Central Lancashire Policy 10 (Employment Premises and Sites) and Local Plan E2 (Employment Areas and Sites) offer similar protection to employment sites by promoting development to ensure their retention, with Policy E2:8.24 stating that *'industrial and business premises within the borough are essential to its prosperity, and the ability for existing firms to expand is seen as a main component of job retention and creation'*

Highways/Transport Policy

9.2.3. NPPF (2021) Chapter 9 (Promoting Sustainable Transport) states that *'developments should allow for the efficient delivery of goods, and access by service and emergency vehicles' ...'in safe accessible locations'* (Para 112) and should *'provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy (Para 106c)*. Any significant impacts on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree, but *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*

9.2.4. Core Strategy Policy 3 (Travel) seeks to improve pedestrian facilities, opportunities for cycling and public transport through a number of measures. Local Plan Policy F1 (Parking Standards) also expects off road parking to adopted standards

Design Policy

9.2.5. Core Strategy Chapter 7 (Requiring Good Design) and Local Plan Policy G17 (Design of New Buildings) both attach great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety.

Environmental Protection Policy

9.2.6. NPPF Chapter 15 (Natural Environment), Core Strategy 29 (Water Management) and Local Plan G16 (Biodiversity/Nature Conservation) seek to conserve and enhance the natural environment, reduce flood risk and protect site biodiversity; as reflected by Core Strategy Policy 22.

9.2.7. Chapter 15 (Natural Environment) amongst other things states that planning should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and any subsequent adverse impacts on health and the quality of life

9.3. Other Material Considerations

9.3.1. ***Character and Appearance, Visual Impact Assessment, and Relationship With Neighbouring Properties***

9.3.1.1 *The application includes a Visual Impact Assessment (VIA) which describes the visual impact of each structure, and assesses it in the context of the wider industrial business park and neighbouring properties. The VIA concludes that a business park is the most appropriate location for the proposed plant, and there is no reason subject to all other matters being acceptable, to dispute this argument.*

9.3.1.2. Proposals include formation of a new access to enable more efficient one way loading and unloading of vehicles. The site sits to the centre of a large industrial/commercial development which has operated for many years. Traffic generation in the locality is considerable and it is expected that proposed development will have little material impact on highways capacity. Car parking for staff will remain as existing, and public transport also serves the site with stopping points along Enterprise Drive. There are no obvious visual impacts resulting from the access, but benefits include the more streamlined manoeuvre of vehicles on and off site. Vehicles which currently occupy the wider road network would in many cases now gravitate towards the business parks rail facility, with enhanced residential and visual amenity resulting from reduced traffic generation.

9.3.1.3. In terms of larger proposed structures, the applicant has acknowledged the asphalt plants' height by locating it to the site's centre – higher structures are best placed towards central areas where they are screened by outer buildings – but its siting is also dictated by the logistics of site management. Proposed plant will rise to a total height of 27 metres, which is higher than existing site buildings, but does align with other large buildings and structures in the vicinity. The asphalt plant has three elements - a lower profile closest to ground level, the middle broader section (max 15m height) and the top section with reduces in width. Plant has been positioned with the 'long side' facing and being screened by Sandham House - the shorter side being the most publicly exposed elevation when approaching the site. The widest upper section would have a maximum width of 11m although the structure, which has open aspects, diminishes as it rises to its peak height.

9.3.1.4 Proposed concrete plant and workshops do not exceed 14m and 7m respectively in height and would abut the rear boundary adjacent to the Leyland Trucks site. Land to the rear is also subject to an application by Leyland Trucks for installation of battery storage containers (Ref 07/2023/00598/FUL – not yet decided). Neither structure is likely to be overly visible other than from adjacent industrial units, nor expected to impact more than the current situation in visual terms. Similarly structures of less significance such as storage bays, HGV parking, weigh bridge etc are considered to be appropriate in this industrial setting.

9.3.1.5. *Wind turbine* - In January 2012 (Reference 07/2011/0753/FUL), planning permission was granted for the wind turbine – the remnants of which remain on site. Its approved total height if completed offers some comparison with regards to height impact. Whilst incomplete the turbine permission could be re-implemented at a total height of 40m including the vertical tip of the blade. The maintenance platform is set at 27 metres which coincides with the high point of the proposed asphalt plant. The blade length is 9.6m. As described above the proposed asphalt plant has a staged and diminishing form as regards its width. The widest point to the upper level is 11m which equates approximately to the length of the blade. Taking this into account, the plant's widest point would appear relatively narrow when set against the foreground and backdrop of large buildings, and the overall wide panoramic views. Proposed and existing frontage buildings and landscape cover also soften the overall impact of the site and plant.

9.3.1.6. For context, adjacent is Sandham House – the applicants own two storey office block (approx. 10m high), whilst facing are two storey industrial units of similar height at around 80m distance. To the east is a three-storey industrial building at around 180m from the site's centre, and at the rear is Leyland Trucks building at 280m distance beyond storage areas but generally three storeys high. It is accepted that a 24hr operation may in terms of noise be intrusive, but against a backdrop of existing 24hr uses and at a distance of at least 480m to the nearest residential property, impact in terms of loss of privacy or residential amenity is unlikely.

9.3.2. Highways and Access

9.3.2.1. There is no objection from Lancashire County Council highways department on highway safety and capacity grounds. The slight reduction in parking provision is considered acceptable. If anything, use of the nearby train railhead should benefit in highways terms as traffic takes a shorter route without accessing the main highway network.

9.3.3. Natural Environment, Ecology and Ground Conditions

9.3.3. .1. Full visual impact assessment has been provided, and environmental assessment undertaken by qualified ecologists. The latter has been assessed by the council's ecologists who subject to conditions have no objection to the proposal.

9.3.3.2. The impact on residential and local amenity has also been considered in terms of noise issue from the proposed development and air quality. Environmental Health are satisfied that subject to works in line with approved noise and air quality reports this proposal should be acceptable and is policy compliant.

9.3.4. Economic Evaluation

9.3.4.1. Proposed asphalt and concrete plants are large structures, but both are integral to the company's future, and an important part of the material production which serves the construction and associated industries. Proposed investment and the resultant economic benefits including local employment are particularly significant, and approval of this development will ensure that the company will retain its position as a major player in the construction, supply and recycling sector. The combined operations as proposed – including the railway sidings, in addition to being an essential aspect of the business, are felt to be a

suitably sustainable alternative to the high volume, high traffic, multi-site options currently employed.

10. Conclusion

10.1. On balance, 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**

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans and supporting documents.
 - o Proposal Drawings (Clover Architectural)
 - o Existing site plan 23-009/1000A
 - o Location Plan 23-009/1001
 - o Proposed Site Plans 23-009/1100E and 1101K
 - o Proposed workshop plans 23-009/1102C
 - o Proposed workshop elevations/sections 23-009/1103C
 - o Proposed site entrance 23-009/1104
 - o Proposed storage bays 23-009/1105
 - o Proposed crushing shed/ concrete plant elevations 23-009/1109
 - o Proposed asphalt plant elevations 23-009/1106
 - o Acoustic Report (ADC ARR/C/3227.02 Rev A)
 - o Planning Statement
 - o Transport Statement (Amni 400-23-1 v2 2.6.23)
 - o Drainage strategy (Hamilton technical 6/16/2023 C0966)
 - o Odour Assessment (Miller Goodall 103025 May 23)
 - o Sandham House ImagesREASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. Prior to first occupation of the development hereby approved, the HGV parking spaces identified on site plan 23-009/1100E shall be provided in accordance with the approved plan and fitted with Electric Vehicle Recharge points, including adequate charging infrastructure and cabling. These spaces shall not be used at any time for charging of private cars or personal vehicles.
REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

4. 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

5. During the site preparation, demolition, and construction of the development no machinery, plant or powered tools shall be operated outside the hours of 08:00 to 18:00 Monday to Friday 09:00 - 13:00 on Saturdays. No construction shall take place at any time on Sundays or nationally recognised Bank Holidays.
Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.

6. No deliveries of construction materials or removal of construction waste shall be undertaken outside the hours of 09:00 - 17:00 Monday to Friday. No deliveries or removal of waste shall be carried out at weekends or nationally recognised Bank Holidays.
Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and NPPF

7. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. The detailed surface water sustainable drainage strategy shall be based upon the indicative surface water sustainable drainage strategy (C1056 Rev. 3, Hamilton Technical Services, 09/05/2023) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.
No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly. The details of the drainage strategy to be submitted for approval shall include, as a minimum;
 - a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.
 - b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;
 - c) Evidence of an assessment of the existing on-site surface water drainage systems to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development. The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

8. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority. The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:
 - a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent runoff rate from the site prior to redevelopment.
 - b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance. The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.Reasons To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.
9. The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The details of the manual to be submitted for approval shall include, as a minimum:
 - a) A timetable for its implementation;
 - b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures;
 - c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
 - d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
 - e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life; f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and g) Means of access for maintenance and easements. Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.Reason To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.
10. The commencement of use of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor

variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

Reason To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 7 Affordable and Special Needs Housing
- 10 Employment Premises and Sites
- 22 Biodiversity and Geodiversity
- 29 Water Management

South Ribble Local Plan

- E2 Protection of Employment Areas and Sites
- F1 Car Parking
- G17 Design Criteria for New Development
- G16 Biodiversity and Nature Conservation

Note:

1. Lead Local Flood Authority - General Advice

The Lead Local Flood Authority's general advice is provided through the Lancashire SuDS Pro-forma and accompanying guidance. All applications for major development are expected to follow this guidance and submit a completed SuDS pro-forma.

This decision does not cover highway drainage, matters pertaining to highway adoption (s38 Highways Act 1980) and/or off-site highway works (s278 Highways Act 1980). Should the applicant intend to install any sustainable drainage systems under or within close proximity to a public road network (existing or proposed), then they would need to separately discuss the use and suitability of those systems with the relevant highway authority. The applicant is encouraged to discuss the suitability of any overland flow routes and/or flood water exceedance with the relevant highway authority should they have the potential to impact the public highway network and/or public highway drainage infrastructure (either existing or proposed).

Other application Informative

2. 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

3. Wildlife Note: 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 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.

4. Environmental Health Notes: The cement batching plant and the asphalt plant require permits under the Environmental Permitting (England and Wales) Regulations 2016.

- o Section 3.5 Other mineral activities. Part B (e) Coating road stone with tar or bitumen Process Guidance note PG 3/15 (12).

- o Section 3.1 Production of cement and lime. Part B (b) Blending, packing, loading, unloading and use of cement. Process Guidance Note 3/01 (12).

If permission is granted, Environmental Health would advise the operator to make early contact with the Environmental Health Department to ensure the correct application process is followed and, more importantly, the required permits are in place before the plant is operational.

5. Environment Agency Note: the application site is regulated by the Environment Agency under permit number EA/EPR/NP3094EE. If they have not already done so, the applicant should contact the EA to discuss whether or not the development will require a variation to the existing permit.
