

Application Number 07/2023/00070/FUL

Address Lancashire Constabulary HQ, Police Headquarters – Saunders Lane & Lindle Lane

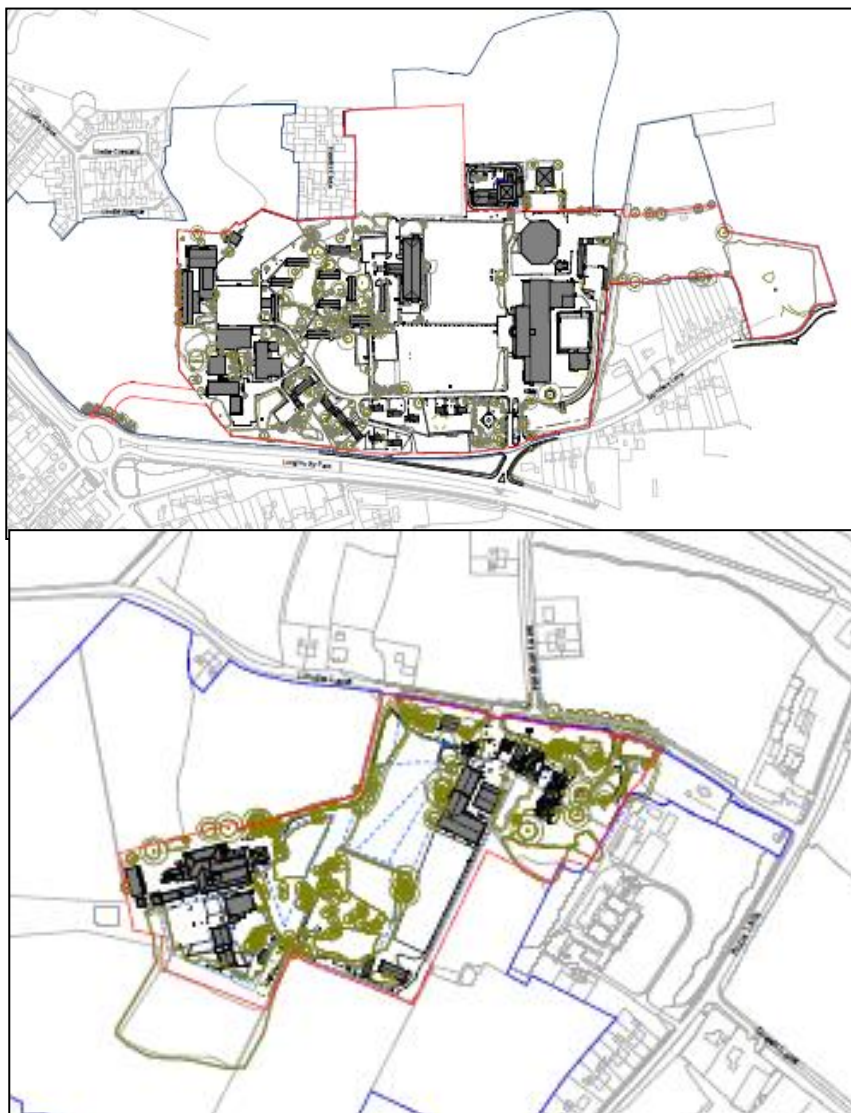
Applicant Lancashire Constabulary

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Development Hybrid planning application for redevelopment of Lancashire Constabulary Headquarters sites at Lindle Lane & Saunders Lane comprising:
a) Full planning application (Masterplan phases 1-3) to develop Saunders Lane and Lindle Lane sites
- Phases 1 and 2 Saunders Lane
- Phase 3 Lindle Lane
b) Outline planning application relating to Masterplan Phases 4-7 for Saunders Lane site

Validation Date 8.2.2023
Target Date 10.5.2023
Extension of Time 15.01.23

Recommendation **Approval with Conditions**



1. Report Summary

1.1. This proposal relates to two functionally connected but separate sites – the main Lancashire Constabulary HQ site on Saunders Lane, Hutton and its ancillary site at Lindle Lane, Hutton.

1.2. The proposal – as described in full at Section 4 seeks hybrid permission for redevelopment of both sites comprising:

a) Full application to develop Saunders Lane (Phases 1 and 2) and Lindle Lane (Phase 3) sites

And

b) Outline application relating to Masterplan Phases 4-7 for Saunders Lane site

1.2. In response to publicity, 121 letters of representation were received at the time of writing this report. Late representation will be reported verbally at committee. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition.

1.3. In policy 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 Saunders Lane site is designated by both Policies G7 (Green Infrastructure – playing fields and recreational areas only) and G1 (Green Belt – entire site) of the South Ribble Local Plan. The Lindle Lane site is designated wholly as Green Belt.

2.2. Saunders Lane is the main headquarters site (HQ) for Lancashire Constabulary. It comprises a range of buildings in a variety of sizes, which in the main are not fit for modern purposes and are in need of attention. In addition, modern policing practices necessitate a different approach which these proposals seek to address. Access is possible from two points; the main gate located towards the site centre facing Saunders Lane, and a lesser used secondary gate to the north. A smaller unmade road – Hutton Hall Avenue - used currently for ad-hoc parking, runs parallel between the HQ and Saunders Lane. To the north of the site is open land and woodland, beyond which is Liverpool Road, whilst east are dwellings off Hewitt Close and open land. West/South-west is Saunders Lane with dwellings, a major roundabout junction and commercial premises beyond, and south are residential properties on Sanders Lane

2.3. Lindle Lane Lancashire Constabulary Mounted Unit site comprises stables, offices, riding school, ancillary buildings and car parks located towards the north-eastern side. A similar complex of buildings but with kennelling associated with Lancashire Constabulary dog handling unit is located towards the west of the site. The whole complex is well screened by mature trees and hedgerow and accessed off Lindle Lane in the north. Surrounding on all sides are open tracts of land, although there are residential properties on Pope Lane (eastern boundary). Holme Mead is a former dwelling within the site which has until recently been used as office space.

3. Site Context / Planning History

3.1. There are thirty-two and five applications on the history of Saunders Lane and Lindle Lane sites respectively. Whilst each relates to a different part of the existing sites, none of the earlier permissions would impact on this proposal for wholesale re-development.

4. **Proposal**

4.1. The proposal is a hybrid planning application for redevelopment of Lancashire Constabulary Headquarters sites at both Lindle and Saunders Lanes comprising:

a) Full planning application (Masterplan phases 1-3) to develop Saunders Lane and Lindle Lane sites

- Phases 1 and 2 Saunders Lane

- Phase 3 Lindle Lane

And

b) Outline planning application relating to Masterplan Phases 4-7 for Saunders Lane site

Initial proposals raised some concern for adjacent residents, and as such the applicant has considerably revised the proposal where possible, to take into account those concerns, whilst maintaining a secure but physically operational facility which meets the needs of the applicant. The amended scheme now is as follows:

4.2 Full Permission

Full permission relating to phases 1-2 (Saunders Lane) and 3 (Lindle Lane) comprises:

4.2.1. *Demolition* - Demolition at Saunders Lane would be undertaken in two phases – referred to in documentation as Phase 2 and ‘end phase’ or ‘Phase 8’ to facilitate the full and outline applications respectively. Demolition plans provide for removal of 30 buildings including accommodation blocks - some of the more central ones, a number east of the HQ building and those facing the southern boundary during Phase 2, and the remainder towards final stages of development. Front and rear sections of the main office building would be removed during Phase 2, but the central section of this structure is to remain and be redeveloped.

4.2.2. Demolition at Lindle Lane would be limited to removal of old stables to make way for a proposed extension, and of two smaller kennel buildings which would be replaced.

4.2.3. Across both sites there would be a net gain of 3442m² of space in the Sui Generis Use Class (general HQ/Lindle Lane uses), but a net reduction of Class E space (2128m²), and C2 residential (341m²) – a cumulative net gain of 973m² floor area.

4.2.4. Saunders Lane

4.2.5. *Main HQ Building* – The HQ building is the most dominant structure facing, but at right angles to the main Saunders Lane access. Front and rear later additions would be removed, and an extension (36m x 135m) erected on the northern side. The resulting structure would offer a coherent design more suited to modern working practices. External plant rooms to accommodate sustainable energy systems are proposed to both ends – 17m x 14m x 9.5m high – and the southern façade would remain. Proposals also provide for cosmetic upgrade of the entire building.

4.2.6. *Gate House* – proposed adjacent to the main access would be two gatehouse buildings. The main would be 13m x 8.6 with a 3m high flat roof located north of the access. Adjacent to the egress on a central reservation would be a smaller building of 3m x 3m x 3m. A visitors car park outside of the security fence is also proposed (73 spaces)

4.2.7. *Vehicle Maintenance Unit (VMU) Support and Ancillary Buildings* – Two buildings and ancillary car park are proposed to the southern side of the site beyond rear gardens of Saunders Lane dwellings as follows:

a) VMU Building – the larger of the two would have a footprint of 56m x 68m wide. The majority – 60m length – would be 8m high whilst a shorter section would rise to 11m high towards the eastern edge furthest from Saunders Lane. The building would be partially glazed and constructed in cladding with relevant signage. Access would be from the north-western side.

b) The smaller building (8m x 33m) would be located north of the VMU outdoor parking area and south of VMU building. It comprises 4 bays facing the southern parking area.

c) A surface car park for contractors, emergency and visitor vehicles (186 spaces) would be located south of the smaller building with direct access to both proposed Saunders Lane access (see Para 4.2.9.) and internal circulatory roads, but would be secured outside of the main site by 2.4m high mesh fencing.

4.2.8 *Decked Car Park* – This would be located to the south of the HQ building. The structure would be ‘L’ shaped measuring 25m – 39m x 108m – 126m. It would accommodate 283 spaces plus 16 DDA compliant and 15 with vehicle charging points – in total 314 spaces.

The first floor section (108m x 39m) would be for parking only, whilst the smaller 16.6m x 25.4m single storey part would include parking and circulation space.

4.2.9. *New Access Roads* – two new access roads are proposed into the Saunders Lane site:

a) *Off Saunders Lane* - running in a southerly direction would be a new, L shaped tarmac access road for VMU, emergency and service vehicle use only. The road would run from behind the HQ building, through the site, east of the proposed decked car park, and behind the rear of dwellings on Saunders Lane. It would exit onto Saunders Lane running through woodland for a length of 70m, at 7m wide with 17m wide connection to, and 43m wide sightlines onto Saunders Lane. This road would be secured by internal site fencing and would allow for visitor parking outside of secure areas.

b) *Off Liverpool Road* – whilst pertinent to the full part of this permission, this access is identified as extending from the north-western corner of the site and forms part of the outline application (see Para 4.3 below)

4.2.10. *Parking/Transport* - In addition to the VMU, Gatehouse and decked car parks, surface car parking is also proposed to the east of the HQ building/west of existing offices (132 spaces), and to the north of an existing building across landscaped areas towards the site’s centre. (117 spaces).

4.2.11. Proposed parking across all areas including spaces which would be retained amounts to 1229 car spaces by end of Phase 3. This includes DDA compliant, light goods vehicle, motorbike and separate cycle storage spaces. By the end of phase 8 this will increase to 1497 vehicle spaces, and as the proposal involves redistribution of employee numbers rather than any staff increases – currently and proposed at 2371 - parking provision which does increase is considered to be acceptable. Currently around 200 parking spaces are said to be ‘improvised’. This proposal will regularise that situation.

4.2.12. *Landscaping* – Landscaping in phases 1-2 would be more concentrated towards the site centre and western sides where much of the demolition will take place; indicative plans for the outline application also show significant mitigation and planting on the western side, but details would be secured at reserved matters stage should permission be granted. Both areas enhance the green feel to the site where currently development is more scattered in approach.

A bund buffer with wooded planting has been identified on revised boundary treatment plans between Hewitt Close residential development and the proposed playing pitch to its immediate south. Typical ball stop netting to these courts would also be installed.

4.2.13. West of the main access would be a relocated memorial garden with low key seating area; water permeable paths would wind throughout. Water gardens, drainage swales, rills and an open water area with a small bridge complete the facility’s outside space.

4.2.14. Playing fields would be retained between the HQ and existing office buildings.

4.2.15. Existing woodland would be retained where possible but proposed to the north-west of the HQ building would be mixed native woodland planting as mitigation for tree losses on both Saunders and Lindle Lane sites. Tree avenues are also proposed throughout, and amenity grassland will supplement the existing, and infill former developed areas.

4.2.16. Lindle Lane

4.2.17. *Mounted Unit* - Existing stables on site comprise a 15m x 35m, 16 stable unit building located towards the eastern boundary. The existing stables would be partially demolished to make way for a new 6-unit stable block extension measuring 15m x 13m, beyond which would be a new indoor arena (footprint 37m x 36m)

4.2.18. The building would have a maximum 8m ridge height reducing to the existing single storey structure which stands at 5.3m high. It would be constructed using vertical, sinusoidal (metal) and timber cladding, with areas of curtain walling and an engineering brick base.

4.2.14. *Kennels* - Two small kennel buildings would be removed on the western side to provide space for proposed isolation kennels and the new kennelling block. Three new kennel blocks are proposed as follows:

- a) 12m x 11m building comprising 4 long run kennels on the western side of the site
- b) Replacement of kennels on the western side to provide 16 smaller kennels.
- c) Isolation kennels – a building with maximum footprint of 8.5m x 10m will accommodate 6 isolation kennels, store and office space. This would be on the southern edge of the western complex of buildings.

4.2.13. *Holme Mead* – a two storey former dwelling currently used as offices/ancillary functions for staff would be updated but otherwise remains physically unchanged. The Police Occupational Health team will use this building.

4.2.14. *Access* – The Lindle Lane site benefits from 3 access points. The eastern side would be used as an entry/egress point for Holme Mead, whilst the western point would be entrance and egress for dog and mounted divisions – as existing. The central entrance would be restricted to exit only by service and horse box vehicles. All access points would be secured by gates set back into the site, and a new 2.4m high security fence which bounds the entire complex.

4.2.15. *Parking* – The principle of already established development would not alter significantly, and as such access arrangements have not changed in any great respect. Parking on site however would be formalised to reduce conflict and blocked routes – currently grass verges are used for overflow parking. Proposed parking across all areas amounts to 166 car spaces which would be reconfigured but not increased; this includes relevant cycle storage, 5% DDA compliant spaces and 10% with electric vehicle charging points.

4.3. Outline Permission

4.3.1. Outline permission is also proposed relating to Masterplan Phases 4-7 for the Saunders Lane site as follows. Indicative plans have been provided but do not yet include details of scale and design which would form part of any future reserved matters application and are subject to change. Officers are however satisfied that parking and amenity arrangements as detailed in proposals for full permission have accounted for indicative proposals for the outline element. As noted earlier, staff numbers are not anticipated to significantly change; re-development would simply redistribute those staff around the same site footprints.

- *Training accommodation* to the north of the HQ building including coherent landscaping.
- *Sleeping accommodation* – to be located inside the existing secondary Saunders Lane access behind tree planting.
- *Sports Hall* – located behind sleeping accommodation/north of training accommodation.
- *Firing range* – to the north of the site within an area currently occupied by accommodation blocks.
- *Surface car park* located adjacent to existing buildings.
- *Decked car park* – towards the northern site centre between the firing range and open land separating the site from dwellings on Hewitt Close
- *New access* onto Liverpool Road roundabout from north-western side

- *Proposed playing fields* – between existing buildings and Hewitt Close on open land (eastern boundary), and along the northern boundary line.

5. Summary of Supporting Documents

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

6. Representations

6.1. Summary of Publicity

6.1.1. Two site notices have been posted at each site, and 101 neighbouring properties consulted on two occasions – the second following amended plans. Ward Councillors Mr and Mrs Smith have also been notified.

6.1.2. Pre application consultation also took place prior to submission of the application as follows:

- In-person event at Hutton Village Hall, Moor Lane, Hutton on Wednesday 7th December 2022.
 - 105 attendees, with 49 people completing multi choice and free text feedback forms
- letter drop to local residents and businesses - in total 444 letters to 436 households and 8 local businesses.
- Feedback captured at both pre-application and first consultation stages is reported in the accompanying Design & Access Statement and has factored into the final set of proposal drawings.

6.2. Letters of Objection or Support

6.2.1. Following two periods of public consultation, 121 letters of representation have been received; some being duplicates of the first round of consultation and referring to issues which have since been amended. In summary comments at the time of writing this report are as follows. Late representation will be reported verbally at committee.

6.2.2. *In Objection*

Highways

- Driver and pedestrian safety on Saunders Lane
- Dangerous new access on blind bend at Saunders Lane which is a country lane
- Separate requests for new accesses onto Liverpool Road and John Horrocks Way through different areas of the site
- New Saunders Lane access will encourage traffic through New Longton village.
- Condition of Saunders Lane cannot accommodate new access.
- Increased traffic from M6 through New Longton
- Request for construction/general traffic signage highlighting alternative, preferred routes.
- Proximity of access to, and safety of users at nurseries on Saunders and Chapel Lanes – *Officer Note: permission granted Nov '23 to change the nursery on Chapel Lane back to residential dwelling.*
- Requests change of Give Way sign on Saunders/Chapel Lane to Stop sign.
- Respondent suggests one way system for HQ access.
- Request to close HQ and redirect traffic via proposed Hutton access and away from New Longton/Hutton altogether.
- Transport Statement refers to bus use, but bus doesn't run on Sunday.
- Reference to accidents on Saunders Lane
- Request to make Saunders Lane a dead end.
- Problems of speeding by HQ staff on Saunders Lane

- No details as to how proposed Hutton access will work/be used/controlled – *Officer Note: This forms part of the outline element and would be detailed as part of any future reserved matters application.*

Design

- Decked car park will ‘resemble Preston Bus Station’ – similarities referenced.
- Security fence is not in keeping with the area’s character.
- Request to move car parking to site centre away from residential.
- Request for surface car park instead of decked car park and buildings
- Semi-rural location is not the place to ‘invite hundreds of cars to park’ – *Officer Note: staff numbers are not expected to rise but would be relocated throughout the site.*
- Objection to lost sports fields.

Residential Amenity

- Loss of view
- Request for better fencing/landscaping between car park/lights and dwellings
- Contradictory request for less fencing
- Request for more planting between Hewitt Close and decked car park (now amended to surface parking)
- Lost amenity during construction
- Impact upon wellbeing
- Noise and light pollution including from firearms and helicopters – *N.B. these already occur at the site.*
- Proximity of internal roads and decked parking to residential
- Local homes will be ‘surrounded by police activity’.
- Request for fence adjacent Holme Mead to be removed from plans.
- Request for acoustic fencing adjacent the decked car park.
- Several requests for all parking to be moved away from Saunders Lane residents. Separately a number of residents of Hewitt Close asking for parking to be moved towards the Saunders Lane side.

Natural Environment

- Biodiversity loss from new access
- Loss of green space during climate change crisis
- Why cut trees down and replant as part of a landscaping scheme?
- Increased flood risk resulting from reduced drainage capacity.
- Unnecessary demolition releases carbon to detriment of climate
- Too much of the information is redacted.
- Anecdotal evidence suggests presence of protected species.
- Lack of ecological information – assessment not possible.
- Objection to car park in a meadow instead of to the centre of the site
- Works already ongoing to clear land in readiness
- Loss of land used for sheep grazing.
- Loss of Green Belt and loss of Green Belt openness from security fence

Officer Note: A full suite of ecology reports has been provided and passed to the consulting ecologist for complete assessment (Para 7.4 below). For both site and ecological security reasons full reports however have not been made available online for public access.

Other

- No response from SRBC planners as to what amendments are – *officer note: this comment was made only a few days after revisions received for publication, and to the case officer’s knowledge no request for information at that time had been made.*
- Lack of public consultation in line with the Council’s Statement of Community Involvement
- Request to use other HQ land for development instead of current sites.

- Poor use of £75m – ‘*Lancs HQ deserve the best ... this won't provide it*’. Conversely a separate respondent objects to the use of public funds when there is a need for front line police officers.
- Bowling green is ‘*theoretically covenanted*’ so should not be lost.
- Poor quality of online submission/missing documents.
- Lack of public transport options
- Lack of pre application consultation (see Para 6.1.2)
- Respondent reports objection from local schools – although the aforementioned schools have not commented.
- Rifle and riot training should be away from residential.
- Bypass is a waste of money and has introduced a ‘rat run’ through Saunders Lane
- Won’t improve policing in Lancashire.
- Inaccurate Lindle Lane drawings
- Respondent unable to comment in 21 days and asks for deferral to ‘late 2024’.
- Many different suggestions as to how the scheme could be redesigned.
- Need for the rugby pitch – conversely separate representation questions why a rugby pitch is needed.
- Health and safety re: emergency access to rear of Rawstone Crescent properties

Officer Comment: whilst the submission includes sufficient information to allow for full and complete public and statutory consultation in line with relevant legislation, some documents have not been published online and were provided only to a restricted number of officers. These remain confidential for security reasons.

It is correct that the Lindle Lane site plan does not show recently constructed dwellings on Meadowcroft. Original and more recent construction drawings for the dwellings have however been used to identify the correct spatial separation, and to assess any amenity issues which might be caused by the proposal.

The Town and County Planning (Development Management Procedure) (England) Order 2015 as amended details the level of public consultation expected by the local planning authority on receipt of a planning application. In this case that was

- (a) by site display in at least one place on or near the land to which the application relates for not less than 21 days: or
- (b) by serving the notice on any adjoining owner or occupier.

As a precaution both site notices and individual letters have been posted, and as such the authority has fulfilled its statutory duty with regards to application consultation.

6.2.3. In Support

- Benefits from replacement of gym with green space – existing noise from training sessions is an issue.
- Site needs updating – ‘*prefer this to another prison*’.
- General overall support subject to changes
- Supports the scheme but requests additional soundproofing to kennels.

Comments made which are not material planning considerations and are not relevant to this determination are as follows. The application cannot be used as a vehicle to fix existing problems outside of the remit of, or unrelated to the proposed development:

- Existing issues relating to noisy car parks.
- Existing flooding issues in New Longton
- Existing lighting on gatehouse inadequate
- Existing traffic problems in Hutton and on Saunders Lane
- Existing noise from gardeners/contractors
- Existing discharge of car alarms

6.2.4. *Parish Council Responses* – both Hutton and Longton Parish Councils objected on the same grounds to both rounds of consultation, despite some of these issues having since been addressed.

- Low visibility at point of new access (Saunders Lane)
- Proximity of new access to nursery
- Request for more screening behind existing dwellings
- Request for landscape screening early in the process
- Lost Green Belt/Green Spaces
- Decked car park will affect visual amenity of adjacent properties.
- Poor quality design
- Potential for access to be two-way.
- Proximity of emergency access behind dwellings
- Poor pre-application public consultation
- Statutory consultation period too short. *Officer Note: The statutory period for consultation is 21 days but remained open and comments accepted up until the closing of the agenda for this meeting.*

7. **Summary of Responses**

7.1. **Arborist** – the accompanying reports offer the following information:

Saunders Lane - 307 trees, 27 groups. Hedgerow and 4 woodlands identified. 15 trees are unsuitable for retention regardless of the development, and two of the woodlands are protected by Tree Preservation Order.

The development requires removal of 122 individual trees - 3 category A (most valuable), 66 category B, 47 category C and 6 category U (unworthy/classified), plus the partial removal of a hedgerow, and clearance of a section of 2 woodlands. Total stem-count outside the woodland is estimated therefore at 226 trees.

Lindle Lane - 4 trees and 1 group comprising of 8 trees. Total stem-count therefore of 12 trees. None noted for removal.

The Councils Arborist notes that in accordance with the Local Plan trees identified for removal will be replaced on a 2:1 basis but asks for details of trees to be planted. An arboricultural method statement should also be supplied where development within the tree root protection areas is required including a cross sectional drawing detailing ground protection measures. Conditions to secure the above are recommended.

LCC Highways also note that trees affected within the highway need to be replaced within highway margins – either on the site frontage or on site. The aforementioned condition would account for this need.

7.2. **LCC Archaeology** - the application covers the former Hutton Hall site which was purchased by the County c1930 and was part of the original police HQ before demolition c1960. The Hall's construction date is uncertain, although the manor is recorded in the Domesday Book (AD 1086) and was given to Cockersands Priory in the C12th until the C16th dissolution of the monasteries. It is also possible that the hall was constructed on the site of a much older building at the centre of the priory held estate. First edition Ordnance Survey maps (1840s) show the site as comprising the hall and a courtyard/home farm of buildings.

Maps also show a farm (Moor Farm) on the Lindle Lane site and, from the form of the landscape, divisions around the buildings were probably established to exploit former wetland that had been drained (C18th origin). A revised desk-based assessment provides an overview which suggests that site potential for archaeological remains is low, with large parts of the site affected by construction of the current Constabulary HQ buildings which will have removed any previous archaeological features or deposits. The site of Hutton Hall may still have some features so this

area, just north of the resited memorial garden, should be carried out under an archaeological watching brief to record any features, structural remains or archaeological deposits relating to the former hall (and any predecessors which may have existed on the site) that might have survived. This can be secured by condition.

7.3. Lancashire County Council Highways - parking provision and highways access as described above have been assessed by LCC. Pre application advice (Dec 2022) was largely supportive and has been factored into proposal drawings.

Further to re-consultation of October 2023, LCC offer the following highway observations. The application is supported by revised Transport Statement and Design and Access Statements, and it would appear that the proposed additional amendments are not anticipated to result in an increase in development trips.

The amended scheme includes new vehicular access directly off the A59, via a new arm on the Hutton 'Anchor' roundabout. The Transport Statement indicates that this provides a primary access for all staff and visitors. Meanwhile, servicing and delivery vehicles will access and egress the site from the new access point on Saunders Lane. The new A59 access however will only be brought forward after completion of Phase 2 of the Masterplan.

The principle of both Saunders Lane and A59 new accesses is acceptable to LCC, but it is not clear if the existing main entrance would be closed with the construction of the new direct A59 entrance. As outline plans are not yet complete LCC have however agreed that technical design details of new and existing accesses may be conditioned, on the understanding that if the A59 access does come forward the main access would be closed within 30 days of first use of the new entrance.

Officer note: Current proposals suggest the existing main access would be retained with the A59 entrance being only ancillary to that access, but if proposals change as part of future reserved matters application changes to the main access would also be provided for assessment.

7. 4. Ecology Consultant (GMEU) - both sites are located within areas designated as Impact Risk of Ribble Estuary Site of Special Scientific Interest (SSSI), and National Nature Reserve and Newton Marsh SSSI. The Ribble SSSI is also designated in conjunction with Ribble and Alt Estuary Protection Area (LPA) and Ramsar site. Preston junction Local Nature Reserve is 1.9km north-east, and there are five biological heritage sites (BHS) within 2kms of the sites; neither development is expected to impact on the BHS's.

A number of buildings detailed on ecology reports relating to both sites show high, moderate and low potential for bat and barn owl roosting, and the sites both have potential as foraging ground, and for the presence of other protected species for which the applicant's ecologist recommended a series of secondary surveys. These have since been provided. An invasive species assessment has also been undertaken.

GMEU recommend updated ecological surveys for the outline phases if reserved matters do not come forward, prior to April 2024. This would be conditioned.

Proximity to SPA – GMEU are satisfied that there are no likely significant effects to any qualifying species associated with the SPA. This is the redevelopment of an existing well utilised site and will not increase disturbance levels.

Bats – (Saunders Lane) - Emergence surveys were carried out for all relevant buildings on the Saunders Lane site. A number were found to have small common pipistrelle roosts, all proposed for demolition during the first part of the demolition. No bats were found in any building proposed for demolition during the second phase of demolition. GMEU have no reason to doubt the report's findings and are satisfied given the maximum count of bats emerging from any building that on-site mitigation is feasible and the nature conservation of bats in the locality can be maintained.

Similarly, whilst no bats were located in any of the buildings proposed for second stage of demolition, it is very unlikely that bat reports will still be valid by the time demolition commences. The ecology survey notes that updated bat surveys will likely be required if buildings with bat roosts are not demolished prior to April 2024. Given there appears to be a small number of non-breeding common pipistrelle bats utilising several very similar buildings, with other buildings of the same design present on the site where no bats were recorded, GMEU regard an update of the bat reports as necessary for all buildings as of April 2024.

The preliminary ecological appraisal also recommended bat activity surveys for the Saunders Lane site. This information does not appear to have been provided, though GMEU note that the nocturnal bat survey report of buildings noted that moderate to high levels of bat activity were recorded across the site. It may therefore be that the ecologists do not now require further activity surveys.

Bats – (Lindle Lane) – The updated ecological appraisal includes an assessment of trees for bat roosting potential on the Lindle Lane site. This found that no trees on the site had more than negligible bat roosting potential, GMEU has no reason to doubt the report's findings, and *no further information or measures are required*. They have also confirmed that it has been determined that bat activity surveys are not required as the high value bat foraging and commuting habitat is being retained. GMEU have no issues with this and accept that bat activity surveys are not required on the Lindle Lane Site.

Surveys also confirmed that further assessment of Holme Mead on the Lindle Lane site has occurred. Internal access was granted which had been previously denied, and the more detailed assessment was sufficient to reduce the risk level from high to very low. A precautionary working conditions are recommended.

Great Crested Newts - eDNA surveys were carried out at a suitable time of year. No evidence of great crested newts was detected. The risks regarding ponds 2-5 are very low as all at the nearest point are over 200m from any demolition. No further information is required.

Otter/Water Vole - An otter survey has been provided. No holts were found on the site, but evidence of otter was found approximately 550m from the development. It is therefore likely that otter will pass through the site along the Longton Brook on occasion. The consultant has provided recommendations within sections 4.2.1 & 4.2.2 of the otter report, and GMEU therefore amend their requirement to comply with these recommendations.

Badger – Report assessed, and reasonable avoidance measures suggested via condition.

Barn Owl - Barn Owl boxes were found on both sites with evidence of use on the Lindle Lane site and within one building. The Lindle Lane box and building will not however be impacted upon, and no further information or measures are required. For the Saunders Lane site, whilst no evidence of Barn Owl was recorded, the box will be impacted upon, becoming more disturbed. GMEU agree with the consultant that the barn owl box should be moved to a more suitable location. The disturbance will occur as part of the full application.

Invasive Species - Himalayan balsam recorded along Longton Brook.

Protection of Longton Brook - The brook should be protected from any negative impacts to its ecological potential during and post construction. During construction, measures should be incorporated into the Construction Management Plan to ensure it is protected from dust, debris, pollution and sediment. Post development discharge levels to the Brook should be no higher and no more polluted than existing drainage levels from the site and ideally of a higher quality.

Having regard to the above comments, conditions relating to bat protection, newt, badger and ecology resurvey, nesting birds, invasive species eradication and roosting procedures are considered necessary.

7.5. Environmental Health have assessed the applicant's noise impact, air quality and land investigation reports and have not objected but have requested a noise impact assessment for the new kennels on Lindle Lane. This has not yet been supplied but if approved would be secured by condition prior to any work being undertaken.

7.6. Environment Agency – the adjacent section of Longton Brook is not a main river line. As an ordinary watercourse EA have no jurisdiction in maintaining the watercourse or agreeing easement requirements/consents which comes under the LLFAs jurisdiction.

7.7. Lead Local Flood Authority has no objection subject to inclusion of drainage conditions to be discharged in consultation with LLFA.

7.8. Sport England (SE)

Background/Officer Comment: - SE originally objected to the proposal. Amended plans to try and address SE concerns were provided and SE submitted a lengthy response which is summarised below, but in essence SE maintain their objection to the proposal because of the loss of some playing fields at the Saunders Lane site. Since that objection, the applicant, Council officers and SE met to discuss future arrangements, and it was made clear that the pitches have not been used since around 2010 and will not be used by HQ staff as all sports and training are now provided within buildings rather than outside. It was also noted that community use is in no way possible because of security arrangements, and the presence of armoury facilities on site. This was accepted by SE and its associate organisations, but SE were clear that regardless of pitch redundancy, the regulations relating to playing fields are prescriptive in that they cannot be lost, and that in the distant future may be required by another organisation if Lancs HQ relocate. On the basis of this proposal SE cannot lawfully remove their objection.

That being said, SE are not a statutory consultee as defined by the Consultation Direction 2021, and as the fields have not been used by an educational establishment in the last 5 years, and are not council owned, there is no statutory requirement to pass this scheme to the Secretary of State for determination should the Council go against SE's objection and approve the scheme. As South Ribble Borough Council are the decision-making body a balanced, sensible approach therefore needs to be taken to this point.

The applicant has been clear that pitches will not be used in any way, and even if retained there is no positive obligation under law for any playing field to be actively used as such, yet their retention will hinder the wider redevelopment of a critical, national facility. Areas identified for development of necessary training buildings which would allow for an increased, modern police presence will not be possible, and on balance despite SE objection, officers feel that the proposal in terms of pitch provision is in fact acceptable. There would be no loss of ancillary/changing facilities which would be provided to staff within existing buildings.

SE comments in summary:

Aerial imagery shows that development proposals at Saunders Lane would result in the loss of playing field land comprising natural turf pitches marked out for football and rugby, as well as a tarmac area that was once marked out for tennis and netball, as well as what appears to be a bowling green adjacent to Longton Brook. The development proposal is also immediately located to the south of an athletics track and a number of football pitches.

As part of this assessment, Sport England has consulted relevant National Governing Bodies of Sport (NGBs) who act as Sport England's technical advisors for their relative sports.

- Football Foundation
- England and Wales Cricket Board
- Rugby Football Union
- England Netball
- England Volleyball

Most NGB's suggest that there is deficiency of sports pitches for community use and ask that the site is made available for their member organisations. Several asked for improved changing facilities, and England Netball asked for floodlighting.

Officer note: This proposal seeks to enhance and protect existing, but secure police HQ facilities. It is not a scheme for a sports facility, and security and chaperone arrangements are such that the site will not at any time be open to the public or community in the future. Such NGB requests, whilst relevant and worthy, should not therefore be given considerable weight in the planning balance.

Further Assessment

In March 2023, Sport England sought a legal opinion on the definition of the 'whole of the site' in reference to playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015. It was held that any sport facility which in physical and functional terms was attached to the playing field formed part of the whole site. (SE emphasis)

Sport England's Playing Fields Policy covers the entire playing field site and not just the areas currently marked out with pitches. This is because playing field is a resource for pitches to be marked out on, repositioned to allow areas of the playing field to rest from over play, and to change from one pitch sport type to another to meet demand.

The playing field does not have to be available for community use to fall within the definition of playing field. Neither the DMPO, NPPF or Sport England Policy make any distinction between private and publicly owned or used nor is there a positive obligation (under planning law) for any playing field to be actively used as such. Both policies are applied equally, irrespective of the ownership.

Sport England considers cases where the proposal would mean the entire loss of playing field land against Policy Exceptions E1 or E4, as summarised below:

- Exception 1: A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
- Exception 4: The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.

In light of the information submitted it appears the applicant is seeking to meet Policy Exception 4 of Sport England's Playing Fields Policy and Guidance as well as paragraph 99 (b) of the NPPF.

In an email dated 2nd March 2023, Sport England previously requested the following information:

- Annotated existing site plan(s) and floor plans and cross section drawings of all of the site's outdoor and indoor sports facilities, including dimensions and areas.
- Supporting Statement detailing the elements listed in 'Supporting Statements' in Annex B. Particular regard should also be given to Section 6.4 of the Playing Field Policy and the 'Equivalent Quality Assessment of Natural Turf Playing Fields Briefing Note'
- Information that includes internal layouts, elevations, cross section drawings, specification sheets for proposed new, extended or enhanced facilities for sport (including relevant ancillary

facilities) that clearly demonstrates that the proposed outdoor and indoor sports facilities satisfies the concerned National Governing Bodies of Sport technical design guidance, as well as Sport England's technical design guidance

Unfortunately, this information has not been provided and it is difficult for Sport England to assess whether or not the proposal would meet Policy Exception 4 of Sport England's Playing Fields Policy and Guidance as well as paragraph 99 (b) of the NPPF.

That said, Sport England notes that site plans and feasibility study by PSD now show that the proposal will result in the loss of natural turf playing field that accommodates football and rugby pitches. New pitches are proposed to the north and east of the site on land that has not been used as playing field and located within the red line boundary. However, Sport England are unable to find any detailed site plans of the existing and proposed playing fields with all of the proposed pitch markings and dimensions (including safety run off areas) that clearly show that they can accommodate football and rugby union. Furthermore, Sport England cannot find any site plans or supporting information detailing the area of playing field land to be lost will be replaced with of equivalent or greater quantity of playing field land. From the information provided, it appears that only the area of the playing pitches are proposed to be replaced and not the area of playing field land.

Sport England are unable to find any information in relation to the playing field's associated facilities (i.e. changing rooms, toilet provision, car parking, pavilions, etc) and whether they would be appropriately retained and/or replaced?

Sport England are still unclear as to how the existing playing field as well as the site's other indoors and outdoors sports facilities are used, managed and accessed by the police and the local community sports teams and how the proposed development would not affect these arrangements, during and post construction. Furthermore, it appears that there may be the temporary/permanent loss of some facilities, such as a crown bowling green.

It is also noted that the proposed playing pitches would be located close to the residential dwelling houses, as well as another building associated with Lancashire Constabulary. As such, Sport England would require a Ball Strike Risk Assessment and Noise Impact Assessment by reputable consultants and details of any proposed mitigation to clearly understand whether there would be any adverse impact on residential amenity and whether they could be effectively mitigated.

Please note that ball strikes have the potential to constitute a nuisance under the Environmental Health legislation and as such could prejudice the sporting use of the site. This was the case in *Miller -v- Jackson* [1977] QB 966 where cricket balls from a village green kept going into a nearby house. *Officer note: Reference has been made to case law (not detailed here) but as England and Wales Cricket confirm that cricket is not currently played at the HQ, and there is to be no future cricket provision this point is not relevant to the proposal. A ball strike assessment condition however is recommended as part of any future reserved matters application where relevant and in accordance with NPPF Para 187.*

It appears that two Multi Use Games Areas are proposed, with line markings for tennis, netball and basketball. Sport England request that more detailed site plans are submitted that clearly show the line markings and dimensions of the sports pitches and/or courts (including safety run off areas) to be provided and details of the sports that will use the MUGA to ensure that the sports courts meet Sport England's Comparative Sizes of Sports Pitches & Courts (Outdoor) guidance. Sport England also require further layout, design and construction details (e.g. equipment, surface treatments, foundations, drainage, enclosure, and access, etc) to fully understand whether or not they can be considered fit for their intended sporting purpose and accord with Sport England's Artificial Surfaces for Outdoor Sport design guidance, as well as the other relevant National Governing Body of Sport technical design guidance. This can be secured by condition.

It also appears that the proposed MUGA would not benefit from any sports lighting. The lack of sports lighting would limit the sporting benefits associated with the MUGA, particularly during the winter months. An appropriately located and designed MUGA with a well-designed artificial sports lighting scheme that used LED and louvre technology would likely be able to reduce any light spillage and any potential adverse impact on residential amenity.

Sport England strongly advise that the applicant use products and contractors that are recognised by the Sports and Play Construction Association (SAPCA)

As explained in the Sport England's Playing Fields Policy and Guidance, Sport England normally expect community use of any proposed sports facility. Any community use should be realised through a community use agreement, or equivalent arrangement, and be secured by an appropriate planning condition or legal agreement.

Conclusion

In light of the above, Sport England maintains its objection to the application because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 99 of the NPPF.

7.9. United Utilities have not responded to revised plans, but previously asked for conditions relating to sustainable drainage. As LLFA are the statutory body their conditions have been imposed to achieve the same aim.

8. Material Considerations

8.1. Site Allocation Policy

8.1.1. The site is designated under policies G1 (Green Belt) and G7 (Green Infrastructure) of the South Ribble Local Plan

8.1.2. Policy G7 seeks to protect and enhance existing Green Infrastructure. Development will not be permitted in areas allocated by this policy unless alternative provision of similar or better community facilities can be provided within the locality; or it can be demonstrated that the site is not required to satisfy a local recreational need. Developers should also demonstrate that the scheme's public benefits would outweigh any loss of amenity or nature conservation value of the site.

8.1.3. Local Plan Policy G1 (Green Belt) in line with the National Planning Policy Framework supports the general presumption against Green Belt development other than for specifically detailed, exempt purposes. The granting of planning permission for new buildings in the Green Belt which do not benefit from exemption (listed below) will therefore be considered inappropriate, unless it can be demonstrated that there are very special circumstances which clearly outweigh the harm caused to the Green Belt by reason of inappropriateness and any other harm resulting from the proposal.

8.1.4. Relevant exceptions as prescribed by both NPPF and Policy G1 (Green Belt) are:

- a) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- b) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
- c) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

8.1.5. NPPF Para 155 also confirms that certain other forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include points b) engineering operations; c) local transport infrastructure which can demonstrate a requirement for a Green Belt location and e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds which are pertinent to this scheme.

8.2. Green Belt /Green Infrastructure Development

8.2.1. The scheme provides for appropriate facilities for outdoor sport and recreation following reconfiguration of existing facilities (point b) and existing buildings would be extended and altered across both sites. Demolition across the sites would allow for replacement and extension of various elements without the overall proposal resulting in disproportionate additions but with the benefit of functional and visual improvements and within the same lawful use (points c and d).

8.2.2. Point g) thereafter also provides for limited infilling, or partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the existing development. Both sites are clearly previously developed, and as such the final test of exception (g) is whether the use of the land would have a greater impact on the openness of the Green Belt than the existing.

8.2.3. *Impact on Openness* - Paragraph 142 of the NPPF (2023) advises that a fundamental aim of the Green Belts is to prevent urban sprawl by keeping land permanently open, with an essential characteristic being openness.

8.2.4. Para 143 further advises that the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas.
- b) to prevent neighbouring towns merging into one another.
- c) to assist in safeguarding the countryside from encroachment.
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

In this aspect the proposals for both contained, secure sites would pass the requirement of the above.

8.2.5. Paragraph 153 goes on to say that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, and that very special circumstances will not exist unless that potential harm by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

8.2.6. Given the wording of the above paragraphs of the NPPF, if following assessment of harm resulting from development there is found to be a greater impact, the proposals would be

considered inappropriate development, and therefore harmful to the Green Belt. This approach is also reiterated through the Council's Local Plan Policy G1.

8.2.7. The proposed Lindle Lane redevelopment would extend and replace existing buildings, but in a form and layout which would differ little from the existing. The site is well screened by mature trees and views through the site are limited. Openness therefore would not be compromised.

8.2.8. Saunders Lane is a large site with a variety of buildings scattered throughout in a range of styles and heights. Landscaping exists but it is sporadically placed and appears to work around a site which has evolved over time rather than being planned. The proposal removes some of the more disparate buildings and replaces them with more useable, visually pleasing structures. Green space would be centralised in a planned manner and would be more useable and open as a result. Openness on the side proposed for the decked car park would be reduced but screening into this part of the site already limits loss of openness, and the site's current use prevents access or use of open areas as community open space or for local recreational need.

8.2.9. On balance the proposal is considered to accord with Policy G1 points b,,c,,d and g and Policy G7. As the proposal is compliant with at least one G1 exemption the very special circumstances required of Green Belt policy do not have to be demonstrated, although the benefits seem from enhancement, visual betterment and strategic protection of the county's main constabulary hub are in officers' opinion sufficient to warrant compliance in terms of those very special circumstances alone.

8.3. Additional Policy Background

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

8.3.1. *National Planning Policy Framework (2023)*

The NPPF (Dec 2023) at Para 11: presumes in favour of sustainable development which means approving development which accords with the development plan unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the framework as a whole. Other chapters of the NPPF of interest are:

- Chapter 6 (Building a Strong Competitive Economy) supports protection and enhancement of economic opportunity and employment.
- Chapter 12 (Achieving Well Designed Places) attaches great importance to the built environment's design which contributes positively to making better places for people.
- Chapter 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change – the planning system supports the transition to a lower carbon future taking account of flood risk and climate change.
- Chapter 15 (Conserving and Enhancing the Natural Environment) – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity.

8.3.2. *Central Lancashire Core Strategy*

- Policy MP requires that planning applications which accord with Local Plan policies will be approved without delay unless material considerations indicate otherwise.
- Policy 3 (Travel) encourages alternative, sustainable travel methods to reduce motor vehicle dependency.

- Policy 17 (Design of New Buildings) requires new development to take account of the character and appearance of the local area.
- Policy 18 (Green Infrastructure) manages and improves environmental resources through a green infrastructure approach.
- Policy 22 (Biodiversity & Geodiversity) aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area.
- Policy 24 (Sports and Recreation) provides opportunities for access to sport and protects existing sport facilities unless they are surplus to requirement.
- Policy 26 (Crime and Community Safety) plans for reduced levels of crime and improved community safety.

8.3.3. South Ribble Local Plan

In addition to site allocation policies G1 and G7 (above), the following are also pertinent:

- Policy G2 (Reuse and Adaptation of Buildings in the Green Belt) provides for re use and adaptation of existing buildings where there is no materially greater impact on the Green Belt, buildings are of permanent construction and have access to the highway without major highway improvements.
- Policy F1 (Parking Standards) requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.
- Policies G13 (Trees, Woodland & Development) and G16 (Biodiversity/Nature Conservation) both seek to conserve and enhance the natural environment and protect site biodiversity. G13 states that development will not be permitted where it affects trees and woodland, but where loss of non-protected trees is unavoidable this may be accepted where suitable mitigation is offered.
- Policy G16 (Biodiversity and Nature Conservation) protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks. Development proposals should minimise impact upon biodiversity by ensuring that significant harm is avoided, or where unavoidable reduced, mitigated against or compensated; this being the last resort.
- Policy G17 (Design) of the same document attaches great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety.

8.4. Other Material Considerations

8.4.1. Character and Appearance, and Relationship with Neighbouring Properties

8.4.1.1. Inter-relationships

8.4.1.2. Saunders Lane - The proposal is surrounded on all sides by residential and other properties; most of which are some distance from the site boundary, further from proposed infrastructure, and are well screened from existing and proposed site uses.

8.4.1.3. When assessing residential development, the Councils separation standard requires 21m between facing windows and 13m from a facing window and blank wall. Although this scheme presents non-residential against residential and the spatial requirement is not a rigid standard, it does give a good starting point from which to consider matters.

8.4.1.4. South are a row of residential properties addressed onto Saunders Lane. The closest would be 'The Laund' whose side elevation would be 35m from the decked car park. This property is screened by mature woodland. This and neighbouring dwellings would be around 100m – 110m from the surface car park at the rear – again screened by mature woodland. The closest properties from the proposed Saunders Lane access would be 'Dalegarth' (36m south), 'Stoneleigh' (80 north-west) and a children's nursery which lies 50m west.

8.4.1.5. West are a number of properties – the closest on Saunders Lane would be between 43m and 96m from the proposed gate house, HQ and car park, whilst those facing across Longton bypass would be 108m – 135m from proposed southern buildings. A smaller number would face the indicative location of the proposed Liverpool Road Access at around 80m distance across the existing roundabout.

8.4.1.6. North are playing fields in the ownership of the applicant; these are screened by woodland and would be more than 350m from the closest property.

8.4.1.7. East are two small residential estates.

a) The closest property (No: 4 Hewitt Close) would be 35m from the proposed surface. The same car park and indicative northern sports fields would be 110m and 95m from no: 8 Hewitt Close, whilst eastern playing fields would be around 20m from no's 1-4. Proposed landscape screening has been identified on proposal drawings and can be secured by condition, as are ball strike and pitch specific noise assessments.

b) Further north and facing existing playing fields are Lindle Avenue dwellings. No: 6 would be 30m from indicative northern playing field which would benefit from landscape screening

8.4.1.8 *Lindle Lane* – To the east are newly erected dwellings on Meadowcroft Gardens at around 85m from the proposed paddock, and 30m from proposed formal car parking. Meadowcroft Gardens would be 250m from proposed replacement kennels; a similar distance to dwellings on the end of Royalty Avenue in the south.

8.4.1.9. In the south dwellings on Pope Lane are at least 170m from proposed kennels. The same would be 375m from 19 Balmoral Road in the south-west.

8.1.1.10. Wide tracts of open land separate the western side from other property, and in the north dwellings are around 240m, 130m – 210m and 50m – 160m from proposed kennels, stabling and surface parking respectively.

8.4.1.11 Character and Appearance

8.4.1.12 Saunders Lane is an edge of settlement, urban location primarily characterised by traditionally placed and styled dwellings. Lindle Lane is similar but much more rural in nature. Both sites face well used roads but are very screened by mature hedgerow, woodland, and neither site - apart from the HQ entrance way - is particularly visible from the streetscene.

8.4.1.13. Whilst an assessment of the character and appearance of both sites has been made, the fact that both sites already provide for a backdrop of existing, large scale non-residential use must be given weight in the decision. Proposals for Lindle Lane replace existing buildings and regularise untidy parking and uses which have evolved over time. Saunders Lane development is much bigger but again replaces existing structures in a more controlled, visually pleasing way, and with modern, useable buildings which would be constructed using up to date materials and to current environmental protection standards.

8.4.1.14. Amendments to the scheme have been made following concerns about noise and activity, but there are areas where from an operational and security perspective changes requested by residents and ward councillors cannot be made. The scheme submitted will provide for infrastructure to support effective, modern policing, retained employment within South Ribble and will deliver benefits to local residents by improving access, and reducing on street, car parking. Whilst there may be some additional impact to residents arising as a result of relocation of sports pitches and additional car parking facilities, these potential impacts have been mitigated by design and landscaping. Overall, the proposal works well in terms of the area's character and appearance and complies with require spatial separation distances.

8.4.2. Highways and Access – see detailed LCC Highways response at Para 7.3 above.

8.4.3. Site Sustainability and Sustainable Construction

8.4.3.1. *Construction Standards*- One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments, encouraging the use of renewable energy sources whilst improving quality by facilitating higher standards of construction. Conditions to ensure appropriate construction standards are recommended in line with adopted policy; in this case to BREEAM 'Excellent' and 'Very Good' levels, or equivalent standard.

8.4.3.2. The applicant's energy statement notes that '*the development uses energy positive technology and passive design measures to ensure climate resilience and maximum energy efficiency of building and minimise associated carbon emissions*'. All buildings are to be DDA compliant.

8.4.3.3. *Sustainable transport* – the Saunders Lane site is surrounded by well lit, accessible pavements, and has several public rights of way in the immediate vicinity. There are bus routes on Liverpool Road and Chapel Lane (Saunders Lane site) and Pope Lane (Lindle Lane) and easy connection between Saunders and Lindle Lanes. Cycle route 62 is located west of Saunders Lane (A59) and there is a cycle route from Lindle Lane to Lostock Hall and outlying areas. Preston and Lostock Hall train stations are a 15- and 10-minute drive respectively from both sites.

8.4.3.4. As employee numbers are not expected to increase, and changes to access/egress would be limited. the proposal is considered sustainable when assessing transport to and from both site areas.

9. Conclusion

9.1.1. Disturbance of the area's green space and loss of some trees to accommodate development would - if the proposal is approved - be inevitable. Built development would however be restricted to existing areas, with only access points and playing fields which are low level in nature encroaching onto open lands. Movements within the Saunders Lane site would be reconfigured, but staff numbers and as a consequence, traffic generation would not rise. Landscape mitigation would screen all areas suitably, and loss of view, visual disruption, overlooking or loss of privacy as a result of the scheme is not expected to exceed the current situation.

9.1.2. Development will differ from the existing, but considerable weight must be given to the site's current and established, use as a police HQ, administration, service and training facility. This scheme does not seek permission for development of a virgin site, but for reconfiguration and access betterment, and this is a material consideration which carries significant weight. Improvements to public safety must also be balanced against any perceived harm caused by development, and in this case, it is felt that the benefits of maintaining and upgrading essential operational police facilities to a modern standard are considerable and do in fact outweigh any harm caused. Notwithstanding this demonstration of very special circumstances, the proposal wholly benefits from exemption as prescribed by Green Belt policy.

9.2. In policy and spatial separation terms the proposal is therefore 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 (See Appendices 1 & 2).

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

3 Travel

South Ribble Local Plan

G1 Green Belt

G7 Green Infrastructure

G12 Green Corridors/Green Wedges

G13 Trees Woodland and Development

G16 Biodiversity/Nature Conservation

G17 Design Criteria for New Development

Appendix 1: SCHEDULE OF CONDITIONS

CONDITIONS AND REASONS RELATING TO FULL PLANNING PERMISSION

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:

Lindle Lane Plans (McBain's Prefix LAN02-MCB-)

Kennels

Proposed floor plan LLKN-ZZ-DR-A-0300-S4-P02

Proposed elevations LLKN-ZZ-DR-A-0500-S4-P01

Mounted Unit

Proposed GA stables LLMU-ZZ-DR-A-0300-S4-P01

Proposed elevation stables LLMU-ZZ-DR-A-0500-S4-P02

Site

Location plan LLZZ-ZZ-DR-A-0100-S4-P03

Existing site plan LLZZ-ZZ-DR-A-0100-S4-P03

Demolition plan LLZZ-ZZ-DR-A-0120-S4-P03

Proposed site plan LLZZ-ZZ-DR-A-0140-S4-P03

Saunders Lane Plans (McBain's Prefix LAN02-MCB-)

Gate House

GA proposed site plan SLGH-S1-DR-A-0140-S4-P03

Proposed elevations SLGH-S1-DR-A-0500-S4-P02

Headquarters

Existing sections SLGH-ZZ-DR-A-0230-S4-P03

Existing elevations SLGH-ZZ-DR-A-0240-S4-P02

Proposed sections SLGH-ZZ-DR-A-0400-S4-P03

Proposed elevations SLGH-ZZ-DR-A-0500-S4-P02

Multi Storey Car Park

GA proposed site plan SLPI-S1-DR-A-0140-S4-P02

GA first/ground floor plans SLPI-ZZ-DR-A-0300-S4-P02

Proposed sections SLPI-ZZ-DR-A-0400-S4-P02

Proposed elevations SLPI-ZZ-DR-A-0500-S4-P02

Site

Location plan (outline) SLZZ-ZZ-DR-A-0100-S4-P07

Location plan (detailed) SLZZ-ZZ-DR-A-0101 S2-P06

Existing site plan SLZZ-ZZ-DR-A-0102-S4-P07

Demolition site plan – Phase 2 SLZZ-ZZ-DR-A-0120-S4-P07

Demolition site plan - end state SLZZ-ZZ-DR-A-0121-S4-P03

Proposed site plan – end phase 2 SLZZ-ZZ-DR-A-0145-S4-P09

Site plan proposed end state SLZZ-ZZ-DR-A-0150-S4-P09

Sections (outline) SLZZ-ZZ-DR-A-0400-S4-P05

VM Support Building

VM proposed sections SLVM-ZZ-DR-A-0400-S4-P03

VM proposed elevations SLVM-ZZ-DR-A-0500-S4-P02

VM Ancillary Building

Ancillary proposed site plan SLVM-ZZ-DR-A-0150-S4-P02

Landscaping (ARES Prefix 101-ALA-XX-XX-DR-L-)

Landscaping GA 1 of 3 0005 S2/P04

Landscaping GA 2 of 3 0006 S2/P04

Landscaping GA 3 of 3 0007 S2/P04

Landscaping (AREs Prefix 101-ALA-00-XX-DR-L-)

Landscape illustrative master plan 0001 S2/P04 and 0002 S2/P04

Planting strategy phase 2 0003 S2/P04

Planting strategy end 0004 S2/P04

Planting strategy schedule 0005 S2/P04

Access and Circulation End 0010 S2/P04

Secure Line end 0011 S2/P04

Hewitt Close Boundary Treatment (Revised Provision) 101-ALA-XX-XX-DR-SK-0031/P02 (ARES)
Supporting Documents

Energy Statements

LAN02-MCB-XX-XX-RP-V-0004-S4-P03 Redacted (McBain's)

Flood Risk Assessment

Flood risk assessment/drainage strategy (McBain's Jan 2023)ref LAN02-MCB-XX-ZZ-RP-C-0001-S4-P04

Noise Assessments

Noise Impact Assessment (Saunders Lane) RP-01-22305-R2 (Cass Allen Jan 23)

Noise Impact Assessment (Lindle Lane) RP-02-22305-R0 (Cass Allen Jan 23)

Transport

Transport assessment 111-286-TA-Rev 06 (RSK)

Transport plan 111-286-TP-Rev 2.0 (RSK Dec 2022)

Transport statement 111-286-TS-Rev 2.0 (RSK Dec 2022)

Alternate access proposals 220393-000-SK01B, SK02B, SK03B, Sk04B and SK05B

Design & Access statement (McBain's LAN02-MCB-XX-XX-RP-A-0031-S4-P04)

Confidential Documents

Ecological Appraisals

Preliminary Ecological Assessment (Saunders Lane) 81-036-R1-4 (E3P Nov 23)

Preliminary Ecological Assessment (Lindle Lane) 81-036-R1-2 (E3P Nov 22)

Waterbody plan 81-037-004 (E3P)

HQ Feasibility Study TGMS1329.1 14.9.23

Nocturnal bat survey 81-036-R6-2

Otter and Water Vole Survey 81-036-R5-1

Great Crested Newt eDNA survey 81-036-L2-1

Arboricultural

Arboricultural Impact Assessment end phase 2 81-036-R2-3-SL (E3P Jan 23)

Drainage

Appendix A – Phase 1 & 2 LAN02-MCB-XX-XX-RP-A-0031-S4-P02

Appendix B – Surface water & foul water drainage strategy drawings LAN02-MCB-XX-XX-DR-X
0201/A3/C03 thru 0209/A3/C03

Appendix C – Drainage calculations

Appendix D – United Utilities plan

Appendix E – Suds maintenance

Appendix F – Suds Pro Forma

Appendix G – Existing Impermeable Area

Appendix G2 Proposed impermeable area.

Appendix H – Catchment Plan

Appendix I – Topographical Survey

Appendix J – Greenfield Run Off / Surface Water Estimation

Appendix K – Environment Agency advice

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. Development shall proceed in materials detailed on each approved plan unless otherwise agreed in writing with the local planning authority. REASON: In the interests of the visual amenity of the area and so that the Local Planning Authority shall be satisfied as to the details in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

4. 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:

- a) proposed suitable times of construction.
- b) parking of vehicles of site operatives and visitors
- c) loading and unloading of plant and materials
- d) storage of plant and materials used in constructing the development
- e) location of site compound
- f) suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
- g) measures to control the emission of dust and dirt during construction
- h) measures to control the emission of noise during construction
- i) details of external lighting to be used during construction
- j) a scheme for recycling/disposing of waste resulting from demolition and construction works
- k) anticipated delivery times

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

5. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to achieve a BREEAM rating of 'Very Good' (or where possible in urban areas ('Excellent')). No phase or sub-phase of the development shall commence until a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of 'Very Good' or 'Excellent' or equivalent alternative 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

6. Prior to first occupation of each phase of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of

'Very Good' (or where possible in urban areas) 'Excellent' or equivalent alternative 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.

7. Within 6 months of completion of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban area) 'Excellent' or equivalent alternative 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

8. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:

- 0800 hrs to 1800 hrs Monday to Friday
- 0800 hrs to 1300 hrs Saturday

No activities shall take place on Sundays, Bank or Public Holidays.

REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

9. If piling works are required, prior to commencement of piling works on site, details of that piling activity shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30 – 17:00 and shall be carried out in accordance with the approved details.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

10. No external flood or other lighting shall be erected without the prior written approval of the Local Planning Authority. Prior to installation of any proposed lighting not hereby approved, details of all external lighting equipment shall be submitted to and be agreed in writing by the Local Planning Authority. The scheme shall include:

- a. the location and height of the lighting columns.
- b. the details of the light fittings.
- c. the colour of the lights.
- d. the lux levels; and
- e. the details of louvers on the light fittings.

The lighting shall be erected, directed and shielded so as to avoid nuisance to residential accommodation in close proximity. No other lighting equipment may then be used within the development other than that approved by the Local Planning Authority. The agreed measures shall be installed prior to occupation of the development and shall be thereafter retained and maintained for the duration of the approved use.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy

11. Prior to installation of any playing fields or pitches, a ball strike assessment and noise impact assessment for that field or pitch including proposed mitigation shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be implemented prior to first use of the field or pitch, and shall be retained thereafter.

REASON: and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy

12. Prior to commencement of work on any sports pitch or playing field, detailed site plans shall be provided for that pitch or field to clearly show the line markings and dimensions of the sports pitches and/or courts (including safety run off areas) to be provided. Details shall also be provided of sports that will use the MUGA and of its layout, design and construction details (e.g. equipment, surface treatments, foundations, drainage, enclosure, and access, etc) to ensure that the sports courts meet Sport England's Comparative Sizes of Sports Pitches & Courts (Outdoor) guidance./

The playing pitch/ fields/ MUGA shall be constructed in accordance with the approved details and retained thereafter unless otherwise agreed.

REASON: to ensure that facilities are fit for their intended sporting purpose in accordance with Sport England's Artificial Surfaces for Outdoor Sport design guidance, and Core Strategy Policy 24 Drainage

13. 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 site-specific flood risk assessment and indicative surface water sustainable drainage strategy (for Saunders Lane site: LAN02-MCB-XX-ZZ-RP-C-0001-S4-P04, McBains, 25/09/23; and for Lindle Lane site: LAN02-MCB-XX-ZZ-RP-C-0002-S2-P2, McBains, 09/12/22) 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.

b) Final sustainable drainage plans appropriately labelled to include, as a minimum:

i. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels.

ii. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems

iii. 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; except for where level access is required for compliance with Approved Document M.

iv. Details of proposals to collect and mitigate surface water runoff from the development boundary.

c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365.

d) Evidence of an assessment of the existing on-site watercourse 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.

e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

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

14. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and storm water 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 greenfield runoff rate from the site.

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.

15. 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, including all watercourses and their ownership.
- 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) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- e) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- f) 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.

16 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.

Highways

17. Prior to the commencement of the development hereby approved within the full planning application (Phases 1-3), a scheme for the construction of the site access points and highway works shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highways Authority. The submission shall include but not be limited to:

- Timescales for the upgraded main entrance on Saunders Lane,
- Details of the upgraded main entrance on Saunders Lane,
- Details of the new service entrance on Saunders Lane and closure of the existing field access,

- Details of future car park management across both the Saunders Lane and Lindle Lane sites.

The scheme shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

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 secure completion of the approved highway works within the full planning application.

18 No development of any building above ground level shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality. Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

19 Prior to first occupation of each approved building, the parking spaces associated with that building shall be drained and surfaced and provided in accordance with the approved plan. These areas 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

20 Prior to first use of each car park, electric vehicle charging infrastructure shall be provided to 10% of all parking spaces on that car park. Once installed this shall be maintained and retained thereafter unless with the prior approval of the local planning authority.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

22 Prior to the first occupation of each approved building, secure cycle storage facilities shall be provided for that building as approved and thereafter retained.

Reason: - to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

23 Prior to first commencement of works on the Lindle Lane site, a noise impact assessment referring specifically to the kennels including any mitigation measures shall be submitted to and approved in writing by the local planning authority. The approved mitigation measures shall be implemented prior to the kennels being brought into use and shall be retained thereafter.

REASON: In the interest of the amenity of nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and National Planning Policy Framework.

Natural Environment

24 No demolition of buildings B14, B15, B18, B22, B23 & B28 at Saunders Lane shall commence unless the local planning authority has been provided with either:

- a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
- b) a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license

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

25 Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees within ten meters of any aspect of the proposed development. Fencing shall consist of a scaffold framework in accordance with Figure 2 of BS 5837 - 2012 comprising a metal framework. Vertical tubes will be spaced at a maximum interval of 3m. Onto this, weldmesh panels shall be securely fixed with scaffold clamps. Weldmesh panels on rubber or concrete feet should not be used. The site manager or other suitably qualified appointed person shall be responsible for inspecting the protective fencing daily; any damage to the fencing or breaches of the fenced area should be rectified immediately. Within these fenced areas no

development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

26 Prior to commencement of development, the size, siting and species of replacement trees including those removed within the high-way margins shall be submitted to and approved in writing by the Local Planning Authority. The replacement trees shall then be planted on site in accordance with the approved details, in the first available planting season after the completion of each phase of development. Any tree that within a period of five years after planting, dies or, in the opinion of the Local Planning Authority, becomes seriously damaged or defective shall be replaced with another of the same species and size as originally approved.

REASON: To ensure that the visual appearance of the development is satisfactory in accordance with Policy 17 of the Central Lancashire Core Strategy and Policies G13 and G17 of the South Ribble Local Plan 2012 – 2026.

27 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

28 External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within the site or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Professionals guidance Bats and Artificial Lighting in the UK 08/18).

REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

29 The approved landscaping scheme shall be implemented in the first planting season following completion of each phase of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

30 Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam, Rhododendron and Cotoneaster should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full for the duration of development, unless otherwise agreed in writing by the local planning authority.

REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs

31 No development shall commence until an Ecological Management Plan (EMP) relating to protection of Longton Brook has been submitted to and approved in writing by the Local Planning Authority. The EMP shall propose measures to mitigate environmental biodiversity effects during the construction phases of the proposed development and shall also include.

Reasonable Avoidance Measures for protected and notable species. The development shall be implemented in full accordance with the approved Ecological Management Plan.

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

32 Should any building not have been demolished by 30th April 2024 an additional bat survey should be undertaken to establish whether bats or other protected species are present at the site. Surveys shall be undertaken by a suitably qualified person or organisation. In the event of surveys confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

33 Prior to any development or demolition either side of Longton Brook, details of where the Barn Owl box will be relocated to and a timetable for relocation shall be provided to and agreed in writing with the local planning authority. The barn owl box shall be relocated in accordance with the approved details.

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

34 If demolition and earthworks are not complete within 250m of pond WB1 by 30th April 2025 then a resurvey for great crested newts as identified in the Great Crested Newts Survey Report, Saunders Lane, Hutton e3p ref: 81-036-L2-1 shall be provided to and agreed in writing by the LPA. Once agreed the findings of the report shall be implemented thereafter.

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

35 The development shall be carried out in accordance with the details within the approved Otter and Water Vole Report, Saunders Lane, Hutton e3p ref: 81-036-R5-1 Sections 4.2.1 & 4.2.2

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

36 Prior to any development including earthworks, demolition and vegetation clearance a badger mitigation and avoidance strategy for the Lindle Lane site as well as an updated survey for both Lindle Lane and Saunders Lane sites shall be provided to and agreed in writing by the LPA. Once agreed the findings of the report shall be implemented thereafter.

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

37 An updated Badger mitigation and avoidance strategy shall be provided as part of the reserved matters application for Saunders Lane.

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

38 The refurbishment of Holme Mead shall be carried out in accordance with the precautionary measures for bats contained in the Preliminary Ecological Appraisal- Lindle Lane and Holme Mead Report, e3p ref: 81-037-R1-2 Section 5.1 as already submitted with the planning application and agreed in principle with the LPA prior to determination.

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

39 No works to the application site, including any clearance or preparation works shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological works, to the standards and guidance set out by the Chartered Institute for Archaeologists as an integral part of the demolition and/or groundworks required for the development. This must be carried out by an appropriately qualified and experienced professional contractor and in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

Note: Relevant archaeological standards and lists of potential contractors can be found on the ClfA web pages: <http://www.archaeologists.net> and the BAJR Directory: <http://www.bajr.org/whoseWho/>.

Informative Notes

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 £145. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk.

2

Highways Note 1: The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the LCC Highways Team at Cuerden Mill Depot, Cuerden Way, Bamber Bridge, Preston PR5 6BJ in the first instance to ascertain the details of such an agreement and the information to be provided.

Highways Note 2: The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the developer's expense.

Highways Note 3: The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's High-ways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Highways Note 4: This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system

4 The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, Wild Mammal (Protection) Act 1996 and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species, or to inflict unnecessary suffering to wild animals. The work hereby granted does not override the statutory protection afforded to these species or provide defence against prosecution under this act, and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species.

Note 1: Ordinary Watercourse (Land Drainage) Consent

Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), you need consent from the Lead Local Flood Authority if you want to carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not.

- Consent must be obtained before starting any works on site. It cannot be issued retrospectively.
- Sites may be inspected prior to the issuing of consent.
- Unconsented works within the Highway or Sustainable Drainage System may prevent adoption.
- Applications to culvert an existing open ordinary watercourse will generally be refused.
- Enforcement action may be taken against unconsented work.

For the avoidance of doubt, once planning permission has been obtained it does not mean that Ordinary Watercourse Consent will be given. It is strongly advised that you obtain any required consent before or concurrently as you apply for planning permission to avoid delays.

You should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. In-formation on the application process and relevant forms can be found here:

<https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse/>

Note 2: The LLFA response 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).

Appendix 2: SCHEDULE OF CONDITIONS

CONDITIONS AND REASONS RELATING TO RESERVED MATTERS PLANNING PERMISSION

1. An application for approval of reserved matters must be made no longer than the expiration of three years beginning with the date of this permission and the development must be commenced not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: Required to be pursuant to section 92 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:

Lindle Lane Plans (McBain's Prefix LAN02-MCB-)

Kennels

Proposed floor plan LLKN-ZZ-DR-A-0300-S4-P02

Proposed elevations LLKN-ZZ-DR-A-0500-S4-P01

Mounted Unit

Proposed GA stables LLMU-ZZ-DR-A-0300-S4-P01

Proposed elevation stables LLMU-ZZ-DR-A-0500-S4-P02

Site

Location plan LLZZ-ZZ-DR-A-0100-S4-P03
Existing site plan LLZZ-ZZ-DR-A-0100-S4-P03
Demolition plan LLZZ-ZZ-DR-A-0120-S4-P03
Proposed site plan LLZZ-ZZ-DR-A-0140-S4-P03

Saunders Lane Plans (McBain's Prefix LAN02-MCB-)

Gate House

GA proposed site plan SLGH-S1-DR-A-0140-S4-P03
Proposed elevations SLGH-S1-DR-A-0500-S4-P02

Headquarters

Existing sections SLGH-ZZ-DR-A-0230-S4-P03
Existing elevations SLGH-ZZ-DR-A-0240-S4-P02
Proposed sections SLGH-ZZ-DR-A-0400-S4-P03
Proposed elevations SLGH-ZZ-DR-A-0500-S4-P02

Multi Storey Car Park

GA proposed site plan SLPI-S1-DR-A-0140-S4-P02
GA first/ground floor plans SLPI-ZZ-DR-A-0300-S4-P02
Proposed sections SLPI-ZZ-DR-A-0400-S4-P02
Proposed elevations SLPI-ZZ-DR-A-0500-S4-P02

Site

Location plan (outline) SLZZ-ZZ-DR-A-0100-S4-P07
Location plan (detailed) SLZZ-ZZ-DR-A-0101 S2-P06
Existing site plan SLZZ-ZZ-DR-A-0102-S4-P07
Demolition site plan – Phase 2 SLZZ-ZZ-DR-A-0120-S4-P07
Demolition site plan - end state SLZZ-ZZ-DR-A-0121-S4-P03
Proposed site plan – end phase 2 SLZZ-ZZ-DR-A-0145-S4-P09
Site plan proposed end state SLZZ-ZZ-DR-A-0150-S4-P09
Sections (outline) SLZZ-ZZ-DR-A-0400-S4-P05

VM Support Building

VM proposed sections SLVM-ZZ-DR-A-0400-S4-P03

VM proposed elevations SLVM-ZZ-DR-A-0500-S4-P02

VM Ancillary Building

Ancillary proposed site plan SLVM-ZZ-DR-A-0150-S4-P02

Landscaping (ARES Prefix 101-ALA-XX-XX-DR-L-)

Landscaping GA 1 of 3 0005 S2/P04
Landscaping GA 2 of 3 0006 S2/P04
Landscaping GA 3 of 3 0007 S2/P04

Landscaping (ARESS Prefix 101-ALA-00-XX-DR-L-)

Landscape illustrative master plan 0001 S2/P04 and 0002 S2/P04
Planting strategy phase 2 0003 S2/P04
Planting strategy end 0004 S2/P04
Planting strategy schedule 0005 S2/P04
Access and Circulation End 0010 S2/P04
Secure Line end 0011 S2/P04

Hewitt Close Boundary Treatment (Revised Provision) 101-ALA-XX-XX-DR-SK-0031/P02 (ARES)

Supporting Documents

Energy Statements

LAN02-MCB-XX-XX-RP-V-0004-S4-P03 Redacted (McBain's)

Flood Risk Assessment

Flood risk assessment/drainage strategy (McBain's Jan 2023)ref LAN02-MCB-XX-ZZ-RP-C-0001-S4-P04

Noise Assessments

Noise Impact Assessment (Saunders Lane) RP-01-22305-R2 (Cass Allen Jan 23)

Noise Impact Assessment (Lindle Lane Lane) RP-02-22305-R0 (Cass Allen Jan 23)

Transport

Transport assessment 111-286-TA-Rev 06 (RSK)

Transport plan 111-286-TP-Rev 2.0 (RSK Dec 2022)

Transport statement 111-286-TS-Rev 2.0 (RSK Dec 2022)

Alternate access proposals 220393-000-SK01B, SK02B, SK03B, Sk04B and SK05B

Design & Access statement (McBain's LAN02-MCB-XX-XX-RP-A-0031-S4-P04

Confidential Documents

Ecological Appraisals

Preliminary Ecological Assessment (Saunders Lane) 81-036-R1-4 (E3P Nov 23)

Preliminary Ecological Assessment (Lindle Lane) 81-036-R1-2 (E3P Nov 22)

Waterbody plan 81-037-004 (E3P)

HQ Feasibility Study TGMS1329.1 14.9.23

Nocturnal bat survey 81-036-R6-2

Otter and Water Vole Survey 81-036-R5-1

Great Crested Newt eDNA survey 81-036-L2-1

Arboricultural

Arboricultural Impact Assessment end phase 2 81-036-R2-3-SL (E3P Jan 23)

Arboricultural Impact Assessment (Saunders Lane) 81-036-R3-4-SL (E3P Nov 23)

Arboricultural Impact Assessment (Lindle Lane) 81-036-R2-1 (E3P Dec 22)

Drainage

Appendix A – Phase 1 & 2 LAN02-MCB-XX-XX-RP-A-0031-S4-P02

Appendix B – Surface water & foul water drainage strategy drawings LAN02-MCB-XX-XX-DR-X 0201/A3/C03 thru 0209/A3/C03

Appendix C – Drainage calculations

Appendix D – United Utilities plan

Appendix E – Suds maintenance

Appendix F – Suds Pro Forma

Appendix G – Existing Impermeable Area

Appendix G2 Proposed impermeable area

Appendix H – Catchment Plan

Appendix I – Topographical Survey

Appendix J – Greenfield Run Off / Surface Water Estimation

Appendix K – Environment Agency advice

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. As part of the reserved matters, a Construction Method Statement shall be 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:

- a) proposed suitable times of construction.
- b) parking of vehicles of site operatives and visitors
- c) loading and unloading of plant and materials
- d) storage of plant and materials used in constructing the development
- e) location of site compound
- f) suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
- g) measures to control the emission of dust and dirt during construction
- h) measures to control the emission of noise during construction
- i) details of external lighting to be used during construction
- j) a scheme for recycling/disposing of waste resulting from demolition and construction works
- k) anticipated delivery times

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

4 During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:

- 0800 hrs to 1800 hrs Monday to Friday
- 0800 hrs to 1300 hrs Saturday

No activities shall take place on Sundays, Bank or Public Holidays.

REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

5 If piling works are required, prior to commencement of piling works on site, details of that piling activity shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30 – 17:00 and shall be carried out in accordance with the approved details.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

6 No external flood or other lighting shall be erected without the prior written approval of the Local Planning Authority. Prior to installation of any proposed lighting not hereby approved, details of all external lighting equipment shall be submitted to and be agreed in writing by the Local Planning Authority. The scheme shall include:

- a. the location and height of the lighting columns.
- b. the details of the light fittings.
- c. the colour of the lights.
- d. the lux levels; and
- e. the details of louvers on the light fittings.

The lighting shall be erected, directed and shielded so as to avoid nuisance to residential accommodation in close proximity. No other lighting equipment may then be used within the development other than that approved by the Local Planning Authority. The agreed measures shall be installed prior to occupation of the development and shall be thereafter retained and maintained for the duration of the approved use.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy

7 As part of the reserved matters, a ball strike assessment and noise impact assessment for fields or playing pitches (outline permission) including proposed mitigation shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be implemented prior to first use of the field or pitch, and shall be retained thereafter.

REASON: and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy

8. As part of the reserved matters, detailed site plans shall be provided for any playing pitch or field to clearly show the line markings and dimensions of the sports pitches and/or courts (including safety run off areas) to be provided. Details shall also be provided of sports that will use the MUGA and of its layout, design and construction details (e.g. equipment, surface treatments, foundations, drainage, enclosure, and access, etc) to ensure that the sports courts meet Sport England's Comparative Sizes of Sports Pitches & Courts (Outdoor) guidance./ The playing pitch/ fields/ MUGA shall be constructed in accordance with the approved details and retained thereafter unless otherwise agreed.

REASON: to ensure that facilities are fit for their intended sporting purpose in accordance with Sport England's Artificial Surfaces for Outdoor Sport design guidance, and Core Strategy Policy 24 Drainage

9. 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 site-specific flood risk assessment and indicative surface water sustainable drainage strategy (for Saunders Lane site: LAN02-MCB-XX-ZZ-RP-C-0001-S4-P04, McBains, 25/09/23; and for Lindle Lane site: LAN02-MCB-XX-ZZ-RP-C-0002-S2-P2, McBains, 09/12/22) 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.

b) Final sustainable drainage plans appropriately labelled to include, as a minimum:

i. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels;

ii. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems

iii. 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; except for where level access is required for compliance with Approved Document M.

iv. Details of proposals to collect and mitigate surface water runoff from the development boundary.

c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365.

d) Evidence of an assessment of the existing on-site watercourse 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.

e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

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

10. 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 greenfield runoff rate from the site.

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.

11. 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, including all watercourses and their ownership.

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) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;

e) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and

f) 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.

12 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.

Highways

13. As part of the reserved matter application, an access strategy plan shall be provided to, and agreed in writing by the local planning authority. The access strategy shall include, but not be limited to:

- timescales for the upgraded main entrance on Saunders Lane,
- details of the new service entrance on Saunders Lane and closure of the existing field access,
- details of construction of the new vehicular entrance off the A59 at the Hutton roundabout.
- details of closure of the existing main entrance on Saunders Lane to vehicular traffic within 30 days of the new A59 entrance being open to traffic, including reinstatement of the footway (and/or verge) to full kerb height, where any vehicle crossover is redundant, in accordance with the approved plans.
- Details of future car park management across both sites

The development shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

14 As part of the reserved matters, details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality. Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

15 Prior to first occupation of each approved building, the parking spaces associated with that building shall be drained and surfaced and provided in accordance with the approved plan. These areas 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

16 Prior to first use of each car park, electric vehicle charging infrastructure shall be provided to 10% of all parking spaces on that car park . Once installed this shall be maintained and retained thereafter unless with the prior approval of the local planning authority.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

17 Prior to the first occupation of each approved building, secure cycle storage facilities shall be provided for that building as approved and thereafter retained.

Reason: - to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

18 No demolition of buildings B14, B15, B18, B22, B23 & B28 at Saunders Lane shall commence unless the local planning authority has been provided with either:

- a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
- b) a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license

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

19 Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees within ten meters of any aspect of the proposed development. Fencing shall consist of a scaffold frame-work in accordance with Figure 2 of BS 5837 - 2012 comprising a metal framework. Vertical tubes will be spaced at a maximum interval of 3m. Onto this, weldmesh panels shall be securely fixed with scaffold clamps. Weldmesh panels on rubber or concrete feet should not be used. The site manager or other suitably qualified appointed person shall be responsible for inspecting the protective fencing daily; any damage to the fencing or breaches of the fenced area should be rectified immediately.. Within these fenced areas no

development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

20 Prior to commencement of development, the size, siting and species of replacement trees including those removed within the high-way margins shall be submitted to and approved in writing by the Local Planning Authority. The replacement trees shall then be planted on site in accordance with the approved details, in the first available planting season after the completion of each phase of development. Any tree that within a period of five years after planting, dies or, in the opinion of the Local Planning Authority, be-comes seriously damaged or defective shall be replaced with another of the same species and size as originally approved.

REASON: To ensure that the visual appearance of the development is satisfactory in accordance with Policy 17 of the Central Lancashire Core Strategy and Policies G13 and G17 of the South Ribble Local Plan 2012 – 2026.

21 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

22 External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within the site or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Professionals guidance Bats and Artificial Lighting in the UK 08/18).

REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

23 As part of the reserved matters, details of future landscaping for the outline permission shall be provided and agreed in writing by the local planning authority. The approved landscaping scheme shall then be implemented in the first planting season following completion of each phase of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

24 Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam, Rhododendron and Cotoneaster should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full for the duration of development, unless otherwise agreed in writing by the local planning authority.

REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs

25 No development shall commence until an Ecological Management Plan (EMP) relating to protection of Longton Brook has been submitted to and approved in writing by the Local Planning Authority. The EMP shall propose measures to mitigate environmental biodiversity effects during the construction phases of the proposed development, and shall also include Reasonable Avoidance Measures for protected and notable species. The development shall be implemented in full accordance with the approved Ecological Management Plan.

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

26 Should any building not have been demolished by 30th April 2024 an additional bat survey should be undertaken to establish whether bats or other protected species are present at the site. Surveys shall be undertaken by a suitably qualified person or organisation. In the event of surveys confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

27 Prior to any development or demolition either side of Longton Brook, details of where the Barn Owl box will be relocated to and a timetable for relocation shall be provided to and agreed in writing with the local planning authority. The barn owl box shall be relocated in accordance with the approved details.

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

28 If demolition and earthworks are not complete within 250m of pond WB1 by 30th April 2025 then a resurvey for great crested newts as identified in the Great Crested Newts Survey Report, Saunders Lane, Hutton e3p ref: 81-036-L2-1 shall be provided to and agreed in writing by the LPA. Once agreed the findings of the report shall be implemented thereafter.

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

29 The development shall be carried out in accordance with the details within the approved Otter and Water Vole Report, Saunders Lane, Hutton e3p ref: 81-036-R5-1 Sections 4.2.1 & 4.2.2

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

30 An updated Badger mitigation and avoidance strategy shall be provided as part of the reserved matters application for Saunders Lane.

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

31 No works to the application site, including any clearance or preparation works shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological works, to the standards and guidance set out by the Chartered

Institute for Archaeologists as an integral part of the demolition and/or groundworks required for the development. This must be carried out by an appropriately qualified and experienced professional contractor and in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

Note: Relevant archaeological standards and lists of potential contractors can be found on the ClfA web pages: <http://www.archaeologists.net> and the BAJR Directory: <http://www.bajr.org/whoseWho/>.

Informative Notes

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 £145. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk.

2 Highways Note 1: The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the the LCC Highways Team at Cuerden Mill Depot, Cuerden Way, Bamber Bridge, Preston PR5 6BJ in the first instance to ascertain the details of such an agreement and the information to be provided.

Highways Note 2: The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the developer's expense.

Highways Note 3: The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's High-ways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Highways Note 4: This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system.

4 The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, Wild Mammal (Protection) Act 1996 and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species, or to inflict unnecessary suffering to wild animals. The work hereby granted does not override the statutory protection afforded to these species or provide defence against prosecution under this act, and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species.

5 LLFA Note:

Note 1: Ordinary Watercourse (Land Drainage) Consent

Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), you need consent from the Lead Local Flood Authority if you want to carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not.

- Consent must be obtained before starting any works on site. It cannot be issued retrospectively.
- Sites may be inspected prior to the issuing of consent.
- Unconsented works within the Highway or Sustainable Drainage System may prevent adoption.
- Applications to culvert an existing open ordinary watercourse will generally be refused.
- Enforcement action may be taken against unconsented work.

For the avoidance of doubt, once planning permission has been obtained it does not mean that Ordinary Watercourse Consent will be given. It is strongly advised that you obtain any required consent before or concurrently as you apply for planning permission to avoid delays.

You should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. In-formation on the application process and relevant forms can be found here:

<https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse/>

Note 2: The LLFA response 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).