

Application Number 07/2022/00251/FUL

Address Land At
Old School Lane
Lostock Hall
Lancashire

Applicant Brookhouse Group Limited

Agent

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Development The creation of a new vehicular access off Old School Lane, realignment of Old School Lane and alterations to the junction of Old School Lane and Lostock Lane (A582)

Officer Recommendation **Approval with Conditions**

Date application valid 28.03.2022
Target Determination Date 5.02.2023
Extension of Time 5.02.2023



1. Report Summary

- 1.1 This application seeks planning permission for the creation of a new vehicular access off Old School Lane, realignment of part of Old School Lane and alterations to the junction of Old School Lane and Lostock Lane (A582).
- 1.2 Objections have been received with a number of residents concerned that the proposal will result in an increase in noise and traffic. Lancashire County Council Highways have no objections but consider there should be a number of matters secured by condition.
- 1.3 The Highway Authority have advised that they will support the junction for residential purposes. As the adopted Cuerden Strategic Site Masterplan and Policy C4 identifies the area within the blue line for residential use, the proposal is considered compliant – although it is important to note that any future application for development would have to be fully assessed and require a new application to be considered and all parties including LCC Highways would be consulted again. Having regard to the comments of statutory bodies and the below commentary, it is recommended that the application for the access should be **approved subject to the imposition of conditions**.

2. Application Site and Surrounding Area

- 2.1. The site is designated by Policies C4 (Cuerden Strategic Site) of the South Ribble Local Plan and part of Policy 1: Locating Growth of the Adopted Core Strategy (Cii) as a named Strategic site and Appendix B (Proposals Map).
- 2.2 The red line boundary, denoting the application site, identifies the limits of the outer boundary of the proposed junction. To the north of the site lies the A582, where to the west this leads onto the roundabout which is at the intersection of Lostock Lane (A582) and Stanifield Lane. The area denoted by the blue line shows the wider landownership of the applicant which extends to the immediate south west of the proposed site.
- 2.3 The strip of land between this boundary and the existing A582 and Stanifield Lane is owned by LCC Highways.
- 2.4 The site is within a wider area which comprises largely gently undulating lowland farmland.

3. Planning History

- 3.1 In December 2017 a hybrid planning application (ref. 07/2017/0211/ORM) covering the wider Cuerden Strategic Site Local Plan allocation was approved by South Ribble Borough Council for the following:

“Hybrid planning application comprising of Full and Outline development – Environmental Impact Assessment (EIA) development Part 1 FULL – Retail floorspace (Use Class A1 & A3) and associated car parking, site access, highway works, drainage and strategic landscaping Part 2 OUT – Employment floorspace (Classes B1, B2 & B8), hotel (Class C1), health and fitness and leisure (Class D2), creche/nursery (Class D1), retail (Classes A1, A2, A3, A4 & A5), car showrooms (Use Class Sui Generis), residential (Classes C2/C3) and provision of associated car parking, access, public

open space, landscaping and drainage (Access applied for) and affecting the setting of a Listed Building”

3.2 Whilst site preparation works commenced in respect of the planning permission 07/2017/0211/ORM, the anchor retail operator (Ikea) pulled out of a deal to occupy the site in May 2018. Because of this the planning permission had not been implemented, with the permission expiring in December 2022. Applications to discharge conditions - 07/2018/1239/DIS, 07/2018/9077/DIS, and 07/20190583/DIS and 07/2018/0248/DIS were approved.

3.3 Prior to this, in April 2015, a Masterplan for the development of the whole Cuerden Strategic Site was adopted by the Council.

3.4 Application 07/2022/00281/FUL – for Retrospective planning permission for the change of use of the site to allow the use of the land for exercising dogs (Sui Generis) for a further period of up to 5 years was refused by Planning Committee in April 2022 for the following reason:

‘The use by virtue of the nature of the activity and associated noise, loss of privacy and traffic generation is seriously detrimental to the amenity of neighbouring residential property contrary to the provisions of Policy G17 of the South Ribble Local Plan’

3.5 Lancashire County Council recently considered the following application:

LCC/2022/0044 - Application for Outline Planning Permission (with all matters reserved save for access from the public highway and strategic green infrastructure/landscaping) for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); retail (use Class E(a)); food, drink and drive-through restaurant use (Use Class E(b)/Sui Generis Drive-Through); hotel use (Use Class C1); health, fitness and leisure use (Use Classes E(d)/F(e)/F2(b)); creche/nursery (Class E(f)); car showrooms (Use Class Sui Generis Car Showroom); Residential use (C3) the provision of associated car parking, access, public open space, landscaping and drainage. South Ribble Borough Council were consulted with regard to the application and raised a number of concerns.

3.6 The above application was considered by Lancashire County Council’s Development Control Committee on the 6th December 2023. The application was recommended for approval by officers and the application was subsequently approved at Committee and planning permission was issued on 12.12.2023. It is understood that the application was the subject of third party requests to be Called In for determination by the Secretary of State for Levelling Up, Housing and Communities who considered the request and did not call the application in.

3.7 A separate planning application (07/2023/00245/FUL) is also being considered which has been submitted by the same applicant for an additional access off Stanifield Lane. The two applications are independent of each other and relate to different parcels of land.

4. Proposal

4.1 This application seeks planning permission for the creation of a new vehicular access off Old School Lane, realignment of part of Old School Lane and alterations to the junction of Old School Lane and Lostock Lane (A582).

4.2 Whilst the application is for access only it has been designed with the objective of facilitating residential development on land owned by Brookhouse. It is important to

note that the purpose at this stage is purely to establish the principle of the access and not to consider residential or any other type of development which would be outside of the red line subject of this application.

- 4.3 The proposed access would be a priority access junction, and would maintain the left in and left out arrangement at the junction of Old School Lane with the A582 where it is proposed to include a splitter island separating turning movements. The proposed access into the area with the blue line around the perimeter would follow a curved 5.5m wide road bending to the west. The existing Old School Lane would become a spur leading off the new access road, measuring 3.8m wide which is consistent with the existing road width on Old School Lane. At the junction of this spur there is proposed to be a sign denoting that Old School Lane would be 'access only'. This secondary junction would have a 2.4m x 25m visibility splay which follows Manual for Streets requirements for 20mph requirements. A two metre wide footway is to be provided on either side of the proposed new access road leading into and out of the blue area. At the outer perimeter of this is a proposed post and rail fence.
- 4.4 In relation to proposed mitigation measures several junction improvements to the junction of the A582 and Old School Lane include:
- Eastern Arm – Entry – Left turn lane increased in length by c.71m.
 - Western Arm – Entry – New left turn lane c.75m in length.
 - Western Arm – Exit – Two lane exit extended by 30m prior to merge.

5. Summary of Supporting Documents

5.1 The application is accompanied by the following documents:

- ☐ Full application forms
- ☐ Site Location Plan
- ☐ Proposed Site Layout Drawing (Access Design)
- ☐ Site Layout and Boundary Treatment Drawing
- ☐ Arboricultural Assessment
- ☐ Arboricultural Method Statement
- ☐ Ecological Assessment
- ☐ Noise Assessment
- ☐ Highways Technical Note
- ☐ Construction Management Plan
- ☐ Covering Letter with general planning matters

5.2 Amended and additional Highways information was submitted during the course of the application following extensive discussions with LCC County Highways in the form of a Wider Context Plan, off-site Improvement Scheme and Proposed off-site Highways Mitigation Works.

5.3 The application was originally accompanied by a Certificate B, however following representations of behalf of LCC and Maple Grove Developments, a land registry search was undertaken and whilst Old School Lane is an adopted Highway, it is not registered. Correspondence from the applicant in March 2023 advised it has not been possible to identify the owner of the subsoil under the adopted highway. Therefore, in response to this, a further Notice No. 1 was served on LCC and Certificate C was completed to replace the original Certificate B, and confirmation received that a Land Registry Search had been undertaken and Notice of the application was published in both the Lancashire Evening News and Preston Today Newspaper publications on 1.3.2023.

6. Representations

6.1 A site notice has been posted, and 14 neighbouring properties consulted. Six letters of objection were received from neighbouring properties and can be summarised as follows:

- ☐ Unclear how the application could be considered consistent with policy C4 of the Local Plan regarding; how the application would lead to the comprehensive development of the wider strategic site; consistent with the approved masterplan for the site. It has not been demonstrated that residential development on the land edged blue would help fund essential site wide infrastructure.
- ☐ Not consistent with the access points under the 2017 planning permission.
- ☐ The proposed no access signs would not prevent traffic coming down Old School Lane
- ☐ In the original Masterplan it was agreed that the historic Old School Lane would remain as is
- ☐ Dangerous currently to exit onto Lostock Lane
- ☐ Productive farmland should be protected as well as trees, hedges and woodland not concreted over
- ☐ There is alternative employment land at Walton Summit with empty units with existing infrastructure
- ☐ Old School Lane is a narrow lane with no pavements or designated passing points, and needs to be blocked off at one end to stop rat runners.
- ☐ Increase in traffic noise
- ☐ Assume the access will be through the newly constructed dog exercising area
- ☐ Construction would impact utilities and services and cause disruption.
- ☐ It will require high levels of street lighting in an area where there is no street lighting currently
- ☐ The development would result in air pollution.
- ☐ The development would have a harmful impact on the local highway network.
- ☐ The development would result in increased noise harmful to neighbouring amenity.
- ☐ Would have a harmful impact on biodiversity.
- ☐ Visual impact
- ☐ Ludicrous to alter the junction close to a roundabout that already can't handle the volumes and speed of traffic
- ☐ Will lose large sections of grass verges and hedgerows.
- ☐ May result in an increase of criminal activity.

6.2 Separate letters of objection have been received by two different planning consultants on behalf of Lancashire County Council and Maple Grove Developments in relation to the application. These can be summarised as follows:

- ☐ They consider the application is not consistent with the 2017 planning permission. That permission contained no access point in the location currently proposed by this application. Second, the 2017 planning permission has now expired and as such it should carry minimal weight in the determination of this application.
- ☐ The Masterplan does not propose any access points in the location currently proposed. There is no consistency with the Masterplan.
- ☐ The applicant seeks to undermine the current planning application for the wider Lancashire Central scheme (LPA Ref: LCC/2022/0044) on the basis that it doesn't promote the comprehensive development of the strategic employment site.

7. Summary of Responses

7.1 **Lancashire County Council Highways** provided initial comments on the application advising that LCC as the Local Highway Authority had concerns of significance and could not support the access arrangements for reasons of insufficient information presented at the time. The access proposal was not considered suitable as originally presented. However, following the submission of further documentation (J326530 TN02 v1 Dated 19th July 2023) with limited regard to the transport note dated March 2022 (which was submitted with the planning application) LCC have now confirmed that these previous concerns have been overcome.

7.2 **LCC Highways (14.08.2023)**

I have considered the impacts of this proposal and can confirm that the concerns which I highlighted in highway statutory comments dated 21st September 2022 have been somewhat overcome. The access proposal maintains the existing vehicular left in/out arrangement and is supported by a deceleration lane. The junction also includes a signalised pedestrian/cycle crossing over the A582 and a speed limit reduction to 40mh.

This proposal includes mitigation on the A582 on approaches to Stanifield Lane signalised roundabout junction as well as a traffic calming scheme on Old School Lane/Stoney Lane, which are necessary and are sufficient for this proposal. Without this mitigation the Local Highway Authority would oppose this proposal.

For consistency the measures are in line with those required for other development proposals aligning with the committed Cuerden wider site and that which is currently being considered Lancashire Central.

7.3 In relation to the proposed mitigation measures LCC advise;

As the existing network does suffer from congestion highway mitigation to Stanifield Lane signalised roundabout needs to be delivered prior to any construction within the site. Any routing to the site by HGV's needs to follow the primary road network, being direct, minimising impacts on the built environment and other locations that suffer from congestion. In addition, the site access, signalised crossing and speed limit changes etc should be delivered post mitigation and prior to construction on site to provide a safe means of access during construction.

Mitigation and Delivery (S278)

The necessary mitigation (delivered through a S278 agreement) to support this application is highlighted within Plans and the technical note within Figure 3.1

- A582 WB towards Stanifield Lane signalised roundabout longer left turn approach lane
- A582 EB towards Stanifield Lane signalised roundabout longer left turn approach lane
- A582 WB exit from Stanifield Lane signalised roundabout longer 2-1 merge
- Traffic calming scheme on Old School Lane and Stoney Lane (as highlighted under the section titled 'Layout')

The highway changes proposed are as per LCC requirements and are in line with the bigger junction changes being considered by the wider Cuerden Central proposal.

- 7.4 The Highway Authority recommended that a number of conditions be applied to any approval. The proposed conditions have been discussed internally, with the applicant and the Council's legal department. Some conditions must be disregarded as they relate specifically to future development of the wider site. Relevant conditions to the access application are recommended below.
- 7.5 **National Highways** National Highways note that there is no development proposal included as part of this planning application, which is a standalone application for alterations to the local highway network managed by Lancashire County Council. As such, National Highways is unable to comment on this application as the proposal is not relevant to the operation of the strategic road network (SRN) and is a matter for the County Council as local highway authority. Consequently, we advise that Lancashire County Council Highways be consulted on the application.
- 7.6 **Ecology Consultant** – GMEU has considered the application and have no specific comments to make. They noted that this falls within a larger site that has already received permission and that any landscape proposals associated with the current scheme should be in line with those presented for the wider permission.
- 7.7 As with most planning applications the following general advice applies:
- ☐ Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek and implement ecological advice should they find or suspect that the proposals will impact on protected species.
 - ☐ Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.

8. **Policy Background**

South Ribble Local Plan

- 8.1 **Policy C4** - Planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of: a) an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include, employment, industrial and Green Infrastructure uses; b) a phasing and infrastructure delivery schedule; c) an agreed programme of implementation in accordance with the Masterplan and agreed design code. Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan.
- 8.2 **Policy G16: Biodiversity and Nature Conservation** - The Borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks.

- 8.3 **Policy G17: Design Criteria for New Development** - permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park.

Core Strategy

- 8.4 Economic Growth - The National Planning Policy Framework includes a presumption in favour of sustainable development to deliver, amongst other things, homes. In addition Core Strategy Policy 1(Locating Growth) focusses growth and investment in the Key Service Centres and main urban areas of South Ribble; one of which is Lostock Hall. Given the site's location in relation to local facilities, the site is considered to be sustainable. Policy 9 lists Cuerden under criterion (c)ii as 'other major developments for employment' with regionally significant schemes in terms of how economic growth and employment will be provided for across the Region.
- 8.5 Housing Supply and Design – Core Strategy Policy 4 (Housing Delivery) seeks to ensure that sufficient housing land is identified over the 2010-2026 period, whilst Policy 5 (Housing Density) states that '*authorities will secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area. Consideration will also be given to making efficient use of land*'. This reflects the sentiments of Local Plan Policy G17, the South Ribble Residential Design SPD and the aforementioned assessment of Policy B1
- 8.6 Policy 17: Design of new buildings: advises that new buildings will be expected to take account of the character and appearance of the local area and lists criteria (a) – (m) which may be of relevance.

9. Material Considerations

Site Allocation Policy and Principle of Development

- 9.1 The application site is allocated under Policy C4 – Cuerden Strategic Site within South Ribble Local Plan. Policy C4 states that *planning permission will be granted for development of the Cuerden Strategic Site subject to the submission of:*
- a) *an agreed Masterplan for the comprehensive development of the site, to provide a strategic employment site, to include, employment, industrial and Green Infrastructure uses;*
 - b) *a phasing and infrastructure delivery schedule;*
 - c) *an agreed programme of implementation in accordance with the Masterplan and agreed design code.*

Alternative uses, such as retail, leisure and housing may be appropriate where it can be demonstrated that they help deliver employment uses on this strategic site. The

scale of any alternative enabling development will be limited to that which is clearly demonstrated to be necessary to fund essential infrastructure and which will not prejudice the delivery and maintenance of the primary employment function of the site. Any proposed main town centre uses must satisfy the sequential and impact tests set out in the NPPF, relevant policies of the Core Strategy and this Local Plan.

- 9.2 The first criterion requires there to be a Masterplan for the comprehensive redevelopment of the site. A masterplan for the site was adopted by the Council in April 2015 and provides a framework against which future planning applications can be considered. The Masterplan was developed through discussion with landowners, statutory consultees and other stakeholders and through public consultation. The Masterplan sets out integrated and comprehensive development, outlining key drivers for the site including access and movement, highways improvements, sustainable transport, design principles, green space, viability and relationships to existing residential areas.
- 9.3 The application site and wider area of land within the applicant's ownership is identified by the Masterplan as a "proposed residential area" and as such future residential development accords with the approved spatial framework provided it can be demonstrated that any future residential scheme enables the delivery of *essential infrastructure and will not prejudice the delivery and maintenance of the primary employment function of the site.*
- 9.4 Since adoption of the Masterplan, there has now been a subsequent planning application granted by Lancashire County Council which calls into question the comprehensive development of the site. The recently approved application by LCC, reference LCC/2022/0044 relates only to land owned by LCC within the Cuerden Strategic site. There are 3 parcels of Land owned by the current applicant (Brookhouse) which are not included in the LCC application. The approved application was in outline and although there were indicative road links through to the land owned by Brookhouse, there is no guarantee that access to the Brookhouse land will be made available and a ransom situation may arise which will prevent comprehensive development.
- 9.5 The approved Masterplan envisaged access to the residential areas on this part of the site would be taken from Stanfield Lane. However, the Stanfield Lane access lies within land belong to LCC. Although the recent County Council application showed indicative road links through to the Brookhouse land, this cannot be guaranteed. In order to gain access to their land, the applicants propose a new junction and access road from Old School Lane.
- 9.6 This application seeks planning permission solely for the construction of the access, a further planning application will need to be submitted for future development and by approving the submitted application, the Council is not predetermining its future decision making when a subsequent application is made.
- 9.7 The proposed access is considered to be appropriate and would not impact on delivery of the wider Cuerden site.
- 9.8 It is noted that there are objections on behalf of neighbouring landowners, and should a further application come in, all parties will have the opportunity to comment further at that time on the specific application and use which may be proposed.
- 9.9 Whilst it is desirable that the Cuerden site is developed in a comprehensive manner, it is recognised that parcels of the land are within different landownerships and the LCC land now benefits from planning permission whereas the current applicants land was excluded from the LCC scheme. Given the proposed access has been assessed as

acceptable by the Highway Authority and will improve the likelihood of delivery of this parcel of land for purposes which accord with the Masterplan, the principle of the development is considered acceptable.

Impact Upon Neighbouring Properties

- 9.10 The closest properties to the site in terms of potential impact are the residential properties on Old School Lane. Glenfern, Mayflower, Pickering Cottage and Old School House. Given the separation distance between the application site and these dwellings, the proposed access will have no significant impact on these properties.
- 9.11 The new alignment of the road with its additional junction to navigate from the internal spur, and the reduction in the length of straight road with new additional bends in the road may result in Old School Lane being less appealing to those who use the road as a rat run which is a concern raised by local residents. It is anticipated that the proposed scheme with additional traffic calming measures which include suitably located speed cushions, verge protection and the intelligent use of road surfacing/ markings will reduce rat running and also ensure safe operation of the new junction.
- 9.12 Properties to the north, in particular Stonebridge, are geographically closer to the proposed new access, however due to the dual carriageway and more urban characteristics they are considered to be less impacted by the proposal and the relationship is considered to be acceptable.

Highways and Access

- 9.13 Old School Lane is a single track road, with no pavement. the proposed application does not alter this and only considers the northern part of the existing road within the red line.
- 9.14 The Highway Authority has reviewed the application in association with other committed and proposed development in the area, ensuring that all highways advice which has been provided is consistent and not piecemeal in approach should all development come forward.
- 9.15 LCC has been heavily involved in overcoming original concerns, and following a series of meetings and the provision of further survey information LCC highways have confirmed all issues have been overcome. These discussions resulted in a detailed modelling of the junction and the additional mitigation works outlined in the above proposals section being agreed upon.
- 9.16 A number of conditions recommended by the Highway Authority to ensure the acceptability of the proposal have been included.

Arboricultural Assessment

- 9.17 The Arboricultural Assessment which accompanied the application provided a survey of the wider trees and hedgerows in the vicinity of the site. No trees are required to be removed to facilitate the proposed access. The nearest category B trees are located some 39m and 117 m from the nearest area of proposed hardstanding respectively. Two sections of hedgerows will be impacted and require removal to make way for the new access. Both are category C2 in assessment value. The report also suggests some compensatory planting and it is recommended that this is in the form of native species.

Ecology

- 9.18 As part of the proposal the scheme would result in the removal of a length hedgerow. The assessment provided by the applicant advises that compensatory planting would be provided in any subsequent planning application for housing development. Drawing no BT01 identifies the extent of the existing hedgerow which is required to be removed. Existing hedgerow is proposed to be retained to the east of Old School Lane. The hedgerow to be removed is that to the west of the original line of Old School Lane to the SW corner of the proposed red line area.
- 9.19 In relation to protected sites, the site is a considerable distance from any designated sites, and the existing site does not support any recognised habitats. There are no direct or indirect impacts which would result from the proposed development. Specifically, regarding nature conservation, the habitats are considered to be of low ecological value. Whilst it is acknowledged there will be some loss of land, this will have a negligible impact ecologically. A condition relating to bird nesting will be added, as well as a precautionary condition for amphibians.

10. Conclusion

- 10.1 The application relates to an access only and the associated proposed junction works. The principle and detail of any future residential or other development on the wider site within the applicant's ownership would need to be fully considered if an application comes forward on that land in the future.
- 10.2 Highways officers from Lancashire County Council have reviewed the information and a number of conditions are proposed to ensure the proposed new access is delivered without detriment to the highway network . On this basis and having regard to the comments of statutory bodies and the above commentary, it is recommended that the application should be **approved subject to the imposition of conditions**.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg
Located Plan dated 23 Jan 2023
J32-6530-PA-005 Rev C Proposed Site Layout
J32-6530-PA-006 Rev C Swept Path Analysis

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

4. Prior to commencement of the development, a construction phasing plan including any temporary and/or permanent on-site and off-site highways works shall be submitted to and approved in writing by the Local Planning Authority. The agreed phasing plan shall be adhered to in full.
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme are acceptable before work commences on site and to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026.
5. No site preparation works (which includes demolition) or construction shall commence until, all off-site works as identified by Condition 4 have been completed.
Reason: In order that the traffic generated by site preparation/demolition or construction does not exacerbate unsatisfactory highway conditions.
6. Construction works shall be undertaken in accordance with the submitted 'Construction Management Plan' Ref BHG/HB dated March 2022.
Reason: To maintain the operation and safety of local streets and the through routes in the area during site preparation and construction and safeguard the amenities of neighbouring properties in accordance Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026
7. Prior to commencement of development, details of a surface water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The development should be undertaken in accordance with the agreed details prior to the access being brought into use.
Reason: In the interest of highway safety to prevent water from discharging onto the public highway.
8. The development shall be carried out in complete accordance with the precautionary working measures in section 6.5 of the Preliminary Ecological Appraisal by Envance (February 2022).
REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

POLC4 Cuerden Strategic Site

NPPF National Planning Policy Framework

Note:

1. Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant must seek and implement ecological advice should they find or suspect that the proposals will impact on protected species.

2. a. The grant of planning permission does not entitle a developer to obstruct any highway/right of way and any proposed stopping-up or diversion of an adopted public highway or right of way should be the subject of an Order under the appropriate Act.

b. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the highway department in the first instance to ascertain the details of such an agreement and the information to be provided.

3. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species. The work hereby granted does not override the statutory protection afforded to these species and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species

4. Any development bridge/retaining wall or other highway related structures over or adjacent to the public highway, requires approval by Lancashire County Council and subject to a technical approval procedure. The technical approval requires that all the County Council's costs in relation to the approval are to be reimbursed by the developer.
