

Application Number 07/2018/4095/FUL
Address Dunbia Preston Limited
Church Road
Bamber Bridge
Preston
Lancashire
PR5 6AL

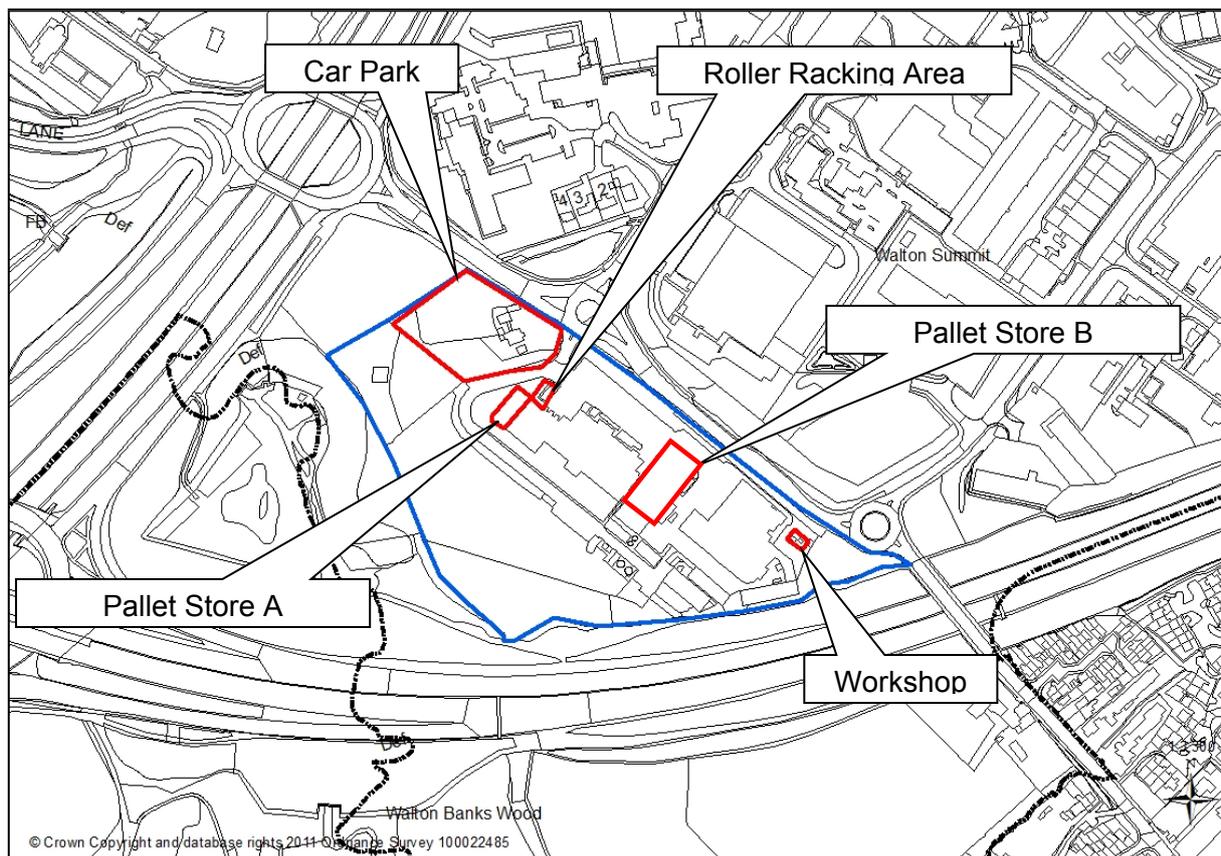
Applicant Dunbia Preston

Agent Mr John Flinn
3A Hamnett Street
Hyde
SK14 2EX

Development Erection of roller racking, 2 no: high bay pallet stores and detached building to provide a workshop, Installation of car park and control barriers following demolition of the existing bungalow (The Bungalow)

Officer Recommendation **Approval with Conditions**
Officer Name **Mrs Debbie Roberts**

Date application valid 01.08.2018
Target Determination Date 31.10.2018
Extension of Time 14.11.2018



1. Report Summary

1.1. Dunbia is a large, established meat processing and distribution facility located to the southern side of Church Road, Bamber Bridge; the site covers approximately 7.3 hectares (18 acres), although developed areas amount to only 3.8 ha (9.5 acres)

1.2. The site includes woodland areas (south-west and skirting the southern site boundary), an unoccupied bungalow in its own defined curtilage, and undeveloped tracts of Green Belt land to south and west. The site is bound on all sides by mature hedgerow and shrubbery, and is accessed from Church Road in the north.

1.3. A pylon is located within the north-western part of the open land, and outside site boundaries are a hotel, 4 dwellings and Walton Summit Industrial Estate (approx. 100m north), the M6 and the settlement of Bamber Bridge at 210m away (west), and residential properties 195m south-east. The M65 motorway skirts the southern site boundary.

1.4. The site accommodates an abattoir, meat processing, packing and distribution facilities. Cold storage is limited, and therefore currently spread across a number of sites in Lancashire; 12 no: on-site chiller vans are also in permanent use.

1.5. 730 people are employed on a continuous shift pattern, and limited parking is available to the west, but away from main working areas. On site security is particularly strict.

1.6. The developed part of the site (excluding the bungalow) is allocated as employment land by South Ribble Local Plan Policy E2 (Protection of Employment Areas and Sites). The remainder of the extended site is Green Belt land to which Policy G1 (Green Belt) refers

1.7. It is considered that in terms of green belt development, this proposal demonstrates the very special circumstances required of green belt policy – see detailed policy discussion below.

1.8. The proposed development is not considered to have an undue impact on the amenity of neighbouring properties, the character and appearance of the area, and should improve highways safety and the free flow of traffic within the site. It is therefore considered compliant with Local Plan Policy G17 (Design for New Development).

1.9. County Highways have fully assessed the application and raise no objections to the proposed development, confirming that development would have a negligible impact upon highways safety and capacity.

1.10. It is the Officers view that proposed development would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of trees is inevitable, retention of site boundaries, and where possible areas of landscaping and ecological compensation ensures protection of site biodiversity; particularly as lands to the rear of the site are open, undeveloped green space.

1.11. Following full consultation neighbour representation has been made by three residents; one on behalf of four neighbours. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition.

1.12. On balance, the application is considered compliant with the Central Lancashire Core Strategy, South Ribble Local Plan (policies as identified below) and the National Planning Policy Framework 2018 and is therefore recommended for approval subject to the imposition of conditions.

2. Application Site and Surrounding Area

2.1. Dunbia is a large, established meat processing and distribution facility located to the southern side of Church Road, Bamber Bridge; the site is roughly triangular in shape, covering approximately 7.3 hectares (18 acres), although the developed part of the site sits to the north-east corner and amounts to around 3.8 ha (9.5 acres)

2.2. In the south-west is an area of woodland with natural pond – woodland skirts the southern site boundary, and to the north-west an unoccupied bungalow with outbuildings and a defined curtilage. Within the same ownership but outside of the developed area, are deep tracts of Green Belt, open land to south and west. The site is bound on all sides by mature hedgerow and shrubbery, and is accessed from Church Road in the north.

2.3. A pylon is located within the north-western part of this land and overhead lines dissect the site in an east to west direction; a 100m electricity network transmission buffer zone sits to either side of the overhead wires.

2.4. Outside the site in the north are the Holiday Inn Hotel (100m distance), 4 dwellings and industrial units on Walton Summit Industrial Estate – the closest of which is 92m away. 210m to the north-west is access onto the M6 motorway, beyond which are Church Road Conservation Area and the settlement of Bamber Bridge. 195m south-east are residential properties beyond the M65; this motorway skirts the southern site boundary.

2.5. The site accommodates an abattoir, meat processing, packing and distribution facilities. In line with EU regulations, buildings, working areas and roadways which run around the southern side of the site are completely segregated into 'dirty' (animals in) and 'clean' areas (finished product out). Cold storage is limited, and currently spread across a number of sites in Lancashire. 12 no: on-site chiller vans are also in permanent use.

2.6. 730 people are employed on a continuous shift pattern. Just inside the main entrance there is a security building. Limited parking is available to the west, but away from main working areas.

2.7. The developed part of the site (excluding the bungalow) is allocated as employment land by South Ribble Local Plan Policy E2 (Protection of Employment Areas and Sites). The remainder of the extended site is Green Belt land to which Policy G1 (Green Belt) refers.

3. Site Context / Planning History

3.1. There are 41 planning applications on the history of this site. Twenty seven pre-date 2000, but the most recent and relevant to this scheme are:

- 07/2001/0259 - Creation of Temporary Access to Church Road to Serve Retail Meat Plant. Approved 2001
- 07/2003/0377 - Extensions to existing lairage buildings. Installation of 1 no. water supply borehole. Approved April 2003
- 07/2003/0467 - Erection of 2.4 M high railings to front. Approved July 2003
- 07/2004/0586 - Erection of 2 No Replacement gas tanks (CO₂, O₂). Approved July 2004
- 07/2007/0749/FUL - Location of CO₂ vessel on car park to rear. Approved 2007
- 07/2010/0005/FUL - Extension to side and rear of existing factory. Approved Feb 2010
- 07/2010/0319/FUL - Additional building for lairage. Approved July 2010
- 07/2011/0216/FUL - Extension to chillers, dispatch chill and carcass marshalling and loading bays. Approved May 2011
- 07/2015/0353/FUL - Installation of water treatment facility. Approved March 2015

- Application 07/2010/0004/FUL was also submitted for formation of car park and alterations to existing access following demolition of 'The Bungalow', but refused as contrary to the Green Belt policy of that time. Appeal 2130537 (October 2010) however granted permission subject to a number of conditions which primarily dealt with highways matters. Application 2010/0407/FUL – a resubmission of the same scheme – was subsequently approved in November 2013.

4. **Proposal**

4.1. The application seeks permission for erection of a roller racking building, 2 no: high bay pallet stores and detached workshop building, Installation of car park and control barriers following demolition of the existing bungalow (The Bungalow). The main central access off Church Road is to be retained.

4.2. Staff/Visitor Car Park

4.2.1. The proposal involves installation of a stone and porous tarmac car park on scrubland to the west of the main access, and following demolition of the existing bungalow. This is Phase 1 of the project to allow for relocation of vehicles parked throughout the site into one secure area. Existing smaller car parking areas would then be redeveloped during Phases 2 and 3 of the programme (construction of buildings).

4.2.2. The car park would incorporate 210 parking spaces of which 2 would be mobility parking. Cycle and motorbike spaces are allocated in the north-eastern corner, and small areas of landscaping would be scattered throughout. A number of small trees would be removed, although 5 no: protected oaks are to be retained in the centre of the site and protected during construction. The majority of a natural pond would also remain to the sites western side, although works to accommodate a number of parking spaces run immediately adjacent. Existing tree planting is to be retained along the road frontage.

4.2.3. Barrier security access would be installed on the eastern side, and a lorry parking area accommodating only 2 or 3 vehicles just outside of the barrier gate, but within the site.

4.2.4. The Green Belt designation is such that the main car park proposal and south-western end of the lorry park are within the Green Belt whilst the north-eastern barrier end of the lorry park, and all other built development proposals sit within employment land, to which Policy E2 refers

4.3. Pallet Store A

4.3.1. Proposed to the east of the main access / west of the existing processing plant (employment land) is a pallet store extension. The portal frame building would measure 34m x 43m with a 12m ridge in line with existing structures, and 10.5m eaves; a relatively shallow pitch, but of a height which in the future may allow for automated stacking. A 7 truck, dock leveller (internal delivery bay facility) would be installed into the western side facing the access road which runs around the rear of the site.

4.4. Pallet Store B

4.4.1. This building would be located on hardstanding between the processing plant and chiller buildings to the rear – employment land (Policy E2). It would measure 33m x 70m, and would be designed in materials and with a roof form as per Store A. Two dock levellers would be installed into the north-west elevation with access via existing internal roadway

4.4.2. Screening to Church Road is such that this building would not be particularly visible from outside of the site.

4.5. Currently, processed meat products are stored off site at a number of locations, and in 12 no: chiller vans running 24hrs a day on site. Relocation of products to outside locations amounts to 35 vehicle movements per day to and from Dunbia. Development of the site in such a way would negate the need for either external storage, or chiller units which reportedly cause noise issues to neighbouring residents. Cold storage areas would connect directly into the production process to help Dunbia meet the large scale demands of national supermarket chains, lower product shelf life and allow for faster delivery and production.

4.6. An estimated 200 jobs would be created at the Bamber Bridge site although some may be relocated from elsewhere. An Employment Skills Assessment has been submitted but is inconclusive (see Economic Development comments below)

4.7. Roller Racking Building

4.7.1. A new roller racking (storage) building is proposed to the north of Pallet Store A, next to an existing processing area, and within the employment land designation. The 'L' shaped building would have a 24m x 12-18m footprint, with a 12m high ridge and 10.5m eaves.

4.7.2. Roller racking is a fork lift truck fed, space saving racking system for palletted meat products.

4.8. Workshop

4.8.1. This building would be located to the north-eastern corner furthest from the main access. At 22m x 8.5m, with a 6.2m pitched roof, it would be screened by mature shrubbery on the east and northern sides, and existing buildings in the west.

4.8.2. All proposed buildings would include level access where possible, and would be constructed with concrete bases, supporting goosewing grey and blue insulated wall panels with composite roof cladding

5. Summary of Supporting Documents

5.1. The application and scaled plans are accompanied by the following:

- Arboricultural Assessment (CB Trees Ltd: 6.6.18)
- Great Crested Newt Suitability Assessment (AC Ecology Services Ltd: 8.9.15)
- Bat Survey (Martin Prescott Environmental: Sept 15 & August 2018)
- Construction Management Strategy (John Flinn: 27.7.18)
- Planning Statement (John Flinn: 12.6.18)
- Location Plan/Site Layout Dwg 1: (Davenport & Flinn)
- Location Plan (Blackwell's: 729575:24.7.18)
- Employment & Skills Assessment (Cstep. J Flinn: 13.6.18)
- Proposed Site Plan (3.19-30 Rev D: May 2018 Davenport & Flinn)

6. Representations

6.1. Summary of Publicity

6.1.1. Two site notices and a newspaper advertisement have been posted, and seven neighbouring properties consulted.

6.2. Letters of Objection or Support

6.2.1. Three letters of objection has been received from the occupant of 3 Reedfield Place (80m north across Church Road), but on behalf of 1-4 Reedfield Place, and from the occupants of 1 and 4 Reedfield Place independently. Comments are summarised as:

- Proposed buildings are to be built on Green Belt land
- Additional noise from wagons and fork lift vehicles would add to existing noise problems
- Pollution relating to additional vehicles parking in the site

Officer Comment: It is likely that the proposal will abate noise from vehicles as the need for on-site 24hr cold storage within company waggons is reduced. The discussion around use of Green Belt land can be seen at Para 8.2 below

6.2.2. Other comments which have been made but which as non-material planning considerations have not been taken into account are:

- Existing odour problems
- Company has little regard to its neighbours – respondent details ongoing issues unrelated to this planning application
- Noise from vehicles not on electric hook up – an earlier permission required that vehicles are hooked up, and measures taken by Environmental Health (1998) to secure compliance

7. **Summary of Responses**

7.1. **Cadent (National Grid)** were consulted with regards to on site infrastructure which might be affected by development; namely the Shevington/Lostock Hall Major Accident Hazard Pipeline, and above ground electricity installations including a pylon and overhead power lines

7.1.1 Subject to a number of safety requirements which are included as informative notes, Cadent have no objection to works adjacent to the pylon/wires, but passed their concerns onto the Asset Protection Team regarding the presence of the gas pipeline which runs roughly to the west of the pylon in a north-easterly direction through the centre of the proposed car park. Minor pipes are not shown but must also be anticipated. The **Asset Protection Team** confirmed separately that the applicant may proceed using normal safe systems of work, to which the aforementioned informative notes apply.

7.1.2 Cadent advised that access to the pipeline must be maintained, and that there cannot be any obstructions which limit or inhibit maintenance; the legally negotiated easement of being 3m either side of the pipes centre within which works must be controlled. Car park development however is generally found to be acceptable. Cadent also requested that the Health & Safety Executive were consulted, and that the applicant contacts both organisations at the earliest opportunity to discuss future site safety.

7.2. **Health & Safety Executive** do not advise against development, but recommend consultation with Cadent (above)

7.3. **County Highways** have fully assessed the application and raise no objections to the proposed development, confirming that development would have a negligible impact upon highways safety and capacity.

7.4. **South Ribble Arborist** has no objection to removal of trees where the car park is to be located. Oak trees are of mature/semi mature nature, and tree/root protection plans in accordance with BS5837 2012 detailing suitable cellular load bearing systems for up to 3.5tonne vehicles, as well as protected fencing have been supplied.

7.5. **South Ribble's Ecology Consultant** has assessed the accompanying ecology surveys (Martin Prescott Bat Surveys 2015 & 2018, and AC Ecology Services Newt Studies 2015 & 2018. Precautionary conditions are considered adequate with regards to bat activity and nesting birds. When addressing Great Crested Newt populations around the site however, the ecologist stated that *'the proposal involves the loss of a pond. While this has been assessed as being sub-optimal for great crested newts, it may be used by other amphibians and has ecological value in its own right. No compensation for this loss is proposed and consequently there will be a net loss of biodiversity at the site. In line with policy G16 of South Ribble's Local Plan we would expect compensation to be provided for this loss either on or off site'*. Following some discussion, the ecologist is now happy for development to proceed subject to pre-commencement installation of a compensatory waterbody in line with the applicants own ecology report.

7.6. **South Ribble Economic Development** have assessed the applicants Employment Skills Statement, and although they are happy that the method statement submitted covers the Employment Skills SPD requirements in terms of the construction phase, they have requested further information with regards to prospective employees of the company i.e. who? would they be new or relocated from other branches? details of Dunbia apprenticeships, projected employee numbers and future job creation for local people etc. Information has been supplied but is inconclusive, and as such a condition to require this information in line with the SPD prior to commencement of works has been requested

7.7. **South Ribble Environmental Health** has no objection due to the sites distance from adjacent properties. Precautionary conditions with regards to hours of work and construction management are however felt necessary.

8. **Material Considerations**

8.1. Site Allocation Policy

8.1.1. The site is designated under Policies G1 (Green Belt) and E2 (Protection of Employment Areas and Sites) of the South Ribble Local Plan. The proposed car park and partial lorry park in the west are located within the Green Belt, whilst all other developed parts of the site are allocated employment land to which Policy E2 refers; all development proposed other than the car park would be within this area. Open lands to the south and within the same ownership are also Green Belt

8.2. Green Belt Development

8.2.1. Due to the nature of the site, the Green Belt assessment is complex, but it must be borne in mind that Green belt development only relates to the car park element of the scheme, and whilst proposed buildings abut Green Belt areas, they must be viewed against a backdrop of established, large scale built development.

8.2.2. Both the National Planning Policy Framework (NPPF) and Local Plan Policy G1 (Green Belt) state a need for strict development control, with a general presumption against inappropriate development in green belt areas except in very special circumstances.

8.2.3. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to Green Belt openness, and very special

circumstances will not exist unless that harm, by reason of inappropriateness or any other harm, is clearly outweighed by other considerations.

8.2.4. There are exceptions to this - one of which is *'limited infilling or partial or complete redevelopment of previously developed sites... where the development would re-use previously developed land whether redundant or in continuing use which would not have a greater impact on the openness of the green belt'* (Local Plan G1: F / NPPF 2018: Para 146) – but the NPPF 2018 definition of previously developed land is clear that it excludes residential gardens in built up areas.

8.2.5. Arguably, the bungalow and its immediate curtilage are minimal in size and as previously developed land would benefit from only limited exemption; the remainder of the Green Belt site being associated with, but not curtilage of the bungalow. As such, and having regard to this restricted previously developed extent, the applicant must demonstrate that for the remainder there are very special circumstances to allow for the car park development which clearly outweigh any harm to the Green Belt; both visual and by definition harm through encroachment. This attracts significant weight in the planning balance.

8.2.6. In addition both NPPF and Policy G1 note that *'certain other forms of development are also not inappropriate where they preserve green belt openness including ...engineering operations and local transport infrastructure which demonstrates a need for a green belt location'* G1:10.29/NPPF 2018 Para 146). Whilst it is acknowledged that in the main the proposal requires development of allocated employment land, as proposals also require redevelopment of Green Belt land to the west, this paragraph is relevant. Without reconfiguration of the site, extension of the main facility would not be possible - smaller car parking areas throughout the site are required for the siting of proposed buildings. The need therefore to use Green Belt areas for the provision of transport infrastructure in line with the above is paramount to the success of the application, and the organisations future in South Ribble.

8.2.7. When assessing the site as a whole, it is considered that in terms of green belt development, this proposal both complies with, and demonstrates the very special circumstances required of green belt policy as follows:

- Alterations to install the proposed car park would be limited to low level, engineering and transport infrastructure and as such are policy compliant in accordance with Para 8.2.6 above
- Dunbia is an established employment site which should be offered operational protection – proposals are well designed, subject to appropriate landscaping and ensure the longevity of the business and increased local employment/training. Loss of an area of Green Belt land to allow for the facilities continued use is considered a very special circumstance which should be afforded significant weight in the planning balance
- HGV, staff and visitor parking outside of, and within the site is at capacity, and has the potential to impact on the road network, residential amenity and highways safety. By relocating parking to a single internal area, rather than throughout the site, highways safety – which is considered to take priority over the green belt allocation - would be ensured. The very special circumstances arising from betterment of the highway network should also be offered considerable weight.
- Proposed development of green belt areas would be low key, and visually protective of the extended area. This retention of openness should be neutral weight as mitigation rather than as betterment.
- Policy compliant, proposed built development within designated employment areas abuts the Green Belt, but will have limited detrimental impact when viewed against a backdrop of established built development.
- Proposed changes to the Green Belt would not be excessive in the context of this large industrial site.

8.3. Additional Policy Background

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

8.3.1. Economic Policy

8.3.1.□.1. The NPPF 2018 at Para 11: provides a presumption in favour of sustainable economic growth and development. Chapter 6 (Building a strong and competitive economy) of the same document commits to securing growth, job creation and prosperity in order to meet the challenge of global competition, whilst ensuring that the planning system does everything it can to support sustainable economic growth (Para 80).

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

8.3.2. Highways/Transport Policy

8.3.2.□.1. NPPF Chapter 9 (Promoting sustainable transport) states that *'developments should be located and designed to accommodate the efficient delivery of goods, and access by service and emergency vehicles'* (Para 110). Core Strategy Policy 3 (Travel) also seeks to improve the road network by reducing the need for vehicle journeys, and amongst other things reviewing work place parking, whilst Local Plan Policy F1 (Parking Standards) requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

8.3.3. Design Policy

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

8.3.4. Environmental Protection Policy

8.3.4.□.1. NPPF 2018 Chapters 15 (Natural Environment) and Local Plan G16 (Biodiversity/Nature Conservation) both seek to conserve and enhance the natural environment, and protect site biodiversity; as reflected by Core Strategy Policy 22. In addition Local Plan Policy G13 (Trees, Woodlands and Development) states that development will not be permitted where it affects protected trees and woodland without suitable mitigation.

8.4. Other Material Considerations

8.4.1. Area Character and Economic Protection

8.4.1.□.1. This development proposal relates well to neighbouring buildings and the extended locality, incorporating high quality design with appropriate landscaping. Retaining the plant's well screened, commercial facade, the scheme when complete would respect local character whilst offering necessary levels of internal parking and servicing space. Alterations to accommodate development are also considered to result in increased highways and pedestrian safety both outside and within the site.

8.4.1.□.2. Adopted national and local planning policy aims to preserve where practicable existing employment sites, as long as development proposals accord to other planning policy, such as that afforded to green belt protection. It is considered that as the industrial facility is well established, located in a predominantly commercial but visually screened area, provides significant employment and helps to support the local economy, proposed changes which benefit the business's long term future would impact little on the character or amenity of the immediate area.

8.4.2. Impact Upon Neighbouring Properties

8.4.2.□.1. The closest residential properties facing the proposal site are those in the north (Reedfield Place) at approximately 80m from the sites main access; more than acceptable separation for a scheme of this nature when taking into account existing and proposed landscape screening and the sites current use. There are other properties more distant which are also screened by either Dunbia's other buildings, open space or the M65, and would not be affected.

8.4.2.□.2. It should also be borne in mind that properties on Reedfield Place – one of which was constructed as late as 2011 - are already located within the confines of an established industrial estate where noise and odours from manufacturing processes are to be expected.

8.4.2.□.3. It is your officer's opinion that impact by virtue of overlooking, loss of privacy, noise or excessive traffic generation to any adjacent property is unlikely as a result of proposed development. There have been no objections from Environmental Health

8.4.3. Highways, Access and Parking

8.4.3.□.1. The proposal has been separately assessed by LCC Highways, whose comments are noted above.

8.4.3.□.2. The proposal would allow for business growth in the future, would accommodate existing and future employees in a safe and secure manner and would remove the need for chiller vans operating continuously on site. The potential for reduced traffic to and from alternative storage locations also offers significant benefits to other users of the road network, and residents of the area.

8.4.4. Natural Environment, Ecology and Ground Conditions

8.4.4.□.1. *Trees* – Trees within the site are semi/early mature specimens, and other than 5 mature oaks would be removed to accommodate development. It is the Arboriculturalists opinion that subject to appropriate construction and protection measures, this is the most practical option. The vast majority of trees surrounding the site would be retained.

8.4.4.□.2. On balance it is considered that the need for the proposed parking area, and as a consequence improved highways safety far outweighs the loss of existing trees. Conditions however to require landscaping as approved, and to protect retained trees are recommended.

8.4.4.□.3. As adjacent woodland has the potential to be used by nesting birds a precautionary condition with regards to tree felling is recommended.

8.4.4.□.4. Lighting for the car park has not been identified, but a precautionary condition to deflect lighting away from wooded areas is considered necessary.

8.4.4.5. Ecology and Arboricultural Assessments have been separately assessed by the Council (see comments above). Other than trees to be retained to the centre and boundary of the site, trees within the sites core are low in ecological and amenity value

8.4.5. Drainage

8.4.5.1. Details of drainage have not at this stage been supplied; a pre-commencement condition is therefore considered appropriate.

9. Conclusion

9.1. Dunbia is an established, but well screened commercial facility located on Church Road, Bamber Bridge; a well-developed, predominantly commercial area straddled by the M6 and M65 motorways. Although parts of the facility are designated as Green Belt, the main site has for many years been allocated as employment land.

9.2. Green Belt policy seeks to protect Green Belt lands from inappropriate development, but includes exceptions to this protection, or where the applicant can demonstrate that very special circumstances exist to allow for non-conforming development. It is considered that these very special circumstances do exist, as detailed within section 8.2.4 of this report.

9.3. The proposed development would not have an undue impact on the amenity of neighbouring properties, the character and appearance, or nature conservation of the area, and is expected to improve highways safety and the free flow of traffic. It has been fully assessed by the Councils statutory consultees as acceptable subject to conditions.

9.4. Objections have been received from three residents as detailed at Para 6.2.1

9.5. On balance, and taking into account the above discussion, it is considered that this application is compliant with the Central Lancashire Core Strategy, South Ribble Local Plan (policies as identified below) and the National Planning Policy Framework 2018, and is therefore recommended for **approval subject to imposition of conditions**.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the following approved plans and suite of documents:
 - o Arboricultural Assessment (CB Trees Ltd: 6.6.18)
 - o Great Crested Newt Suitability Assessment (AC Ecology Services Ltd: 8.9.15)
 - o Bat Survey (Martin Prescott Environmental: Sept 15 & August 2018)
 - o Construction Management Strategy (John Flinn: 27.7.18)
 - o Planning Statement (John Flinn: 12.6.18)
 - o Location Plan/Site Layout Dwg 1: (Davenport & Flinn)
 - o Location Plan (Blackwell's: 729575:24.7.18)
 - o Employment & Skills Assessment (Cstep. J Flinn: 13.6.18)
 - o Proposed Site Plan (3.19-30 Rev D: May 2018 Davenport & Flinn)

- o Tree Protection Document (CB Trees Ltd: Cellweb)
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. The development hereby approved shall be carried out in line with Chapter 5 of the approved Ecology Survey (Chrysalis Environmental: Sept 18), having particular regard to, but not limited to Para 5.2.2 (compensatory waterbody).
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
 4. Prior to the commencement of development, a scheme for the provision of foul and surface water drainage shall be submitted to and be approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved plans during the development and shall be thereafter retained and maintained for the duration of the approved use.
REASON: For the avoidance of doubt and to protect the living conditions of future occupants of the site in accordance with Policy 29 in the Central Lancashire Core Strategy
REASON: In order to satisfy the Local Planning Authority that the final details of proposed foul water drainage are acceptable before work commences on site, for avoidance of doubt and to safeguard local watercourses and avoid pollution of the water environment in accordance with Policy 29 in the Central Lancashire Core Strategy
 5. Prior to first occupation of the development hereby approved, a minimum of ten of the communal parking spaces hereby approved shall be fitted with Electric Vehicle Recharge points, including adequate charging infrastructure and cabling and specifically marked out for the use of Electric Vehicles. One charging point shall also be installed into each of the proposed extensions (Roller racking area, pallet store 1 and pallet store 2). These shall be retained and maintained thereafter.
REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy
 6. Prior to commencement of works on site details of all 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.
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
 7. 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
 8. The approved car park landscaping scheme as shown on approved site plan 3019-30 Rev D (Davenport & Flinn) shall be implemented in the first planting season following completion 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

9. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Protection Plan which has been agreed by the local planning authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. 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 only be removed during installation of cellweb root protection works as per agreed tree protection document (CB Trees Ltd: Cellweb) and replaced immediately after. 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 ensure before commencement of works on site that there shall be no damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

10. Should the development not have commenced within 24 months of the date of this permission, a re-survey be carried out to establish whether bats or other protected species are present at the site shall be undertaken by a suitably qualified person or organisation. In the event of the survey 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

11. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until Natural England has been contacted regarding the need for a licence.

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

12. 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

13. External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within and

surrounding 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 Engineers guidance Bats and Lighting in the UK, 2009).

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

14. Cycling and Motorcycle facilities to be provided in accordance with the approved Site Plan (3019-30 Rev D: Davenport & Flinn) before first use of the staff car park hereby approved and permanently maintained thereafter.

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

15. Prior to commencement of works on site, details of future employment and skills at the Dunbia site as explained by, and in line with the Central Lancashire Employment and Skills SPD and Appendix 1 of the same document shall be submitted to, and approved in writing by the Local Planning Authority. Once approved the assessment shall be adhered to thereafter unless agreed in writing with the Local Planning Authority

REASON: To identify skills shortages, and to ensure that there are the necessary employment and skills opportunities in local areas in accordance with Central Lancashire Core Strategy Policy 15

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 10 Employment Premises and Sites
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity

South Ribble Local Plan

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

Note:

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

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

National Grid Safety Requirements:

National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect the asset.

a) National Grid requires 3D drawings to be provided at the earliest opportunity (DWG, DGN or DXF files)

b) Statutory electrical safety clearances must be maintained at all times. National Grid recommends that no permanent structures are built directly beneath our overhead lines. These distances are set out in EN 43 - 8 Technical Specification for "overhead line clearances Issue 3 (2004) To view EN 43 - 8 Technical Specification for "overhead line clearances Issue 3 (2004). http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/appendixIII/applII-part2

c) The statutory minimum safety clearance is 7.6 metres to ground and 8.1 metres to a normal road surface. Further detailed information can be obtained from the Energy Networks Association's (www.energynetworks.org.uk) Technical Specification E-43-8 for "Overhead Line Clearances", Issue 3 (2004)

d) Any changes in ground levels which are proposed either beneath or in close proximity to our existing overhead lines would serve to reduce safety clearances. Safety clearances to existing overhead lines must be maintained in all circumstances.

e) To view the Development Near Overhead Lines Document. <http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=23713>

f) To view the National Grid Policy's for our Sense of Place Document. <http://www2.nationalgrid.com/UK/Services/Land-and-Development/A-sense-of-place/>

g) The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines."

h) Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any high voltage conductor at the point where the conductors are under their maximum 'sag' or 'swing' conditions. Overhead Line profile drawings should be obtained using the above contact details.

i) If a landscaping scheme is proposed as part of the proposal, only slow and low growing species of trees and shrubs should be planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.

j) Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or "pillars of support" of our towers. These foundations extend beyond the base of the tower. Pillar of Support drawings should be obtained using the contact details above.

k) Due to the scale, bulk and cost of the transmission equipment required to operate at 275kV or 400kV National Grid only support proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been identified as such by government.

l) To promote the successful development of sites crossed by existing overhead lines, and the creation of well-designed places, National Grid has produced 'A Sense of Place' guidelines, which look at how to create high quality development near overhead lines and

offer practical solutions which can assist in avoiding the unnecessary sterilisation of land in the vicinity of high voltage overhead lines.

m) Further information regarding our undergrounding policy and development near transmission overhead lines is available at <http://www.nationalgrid.com/uk/LandandDevelopment>