

Application Number 07/2018/4725/FUL

Address 332 Golden Hill Lane and Junction Of Golden Hill, Leyland Lane and Longmeanygate
Leyland
Lancashire
PR25 2YJ

Applicant Wainhomes and Redrow Homes

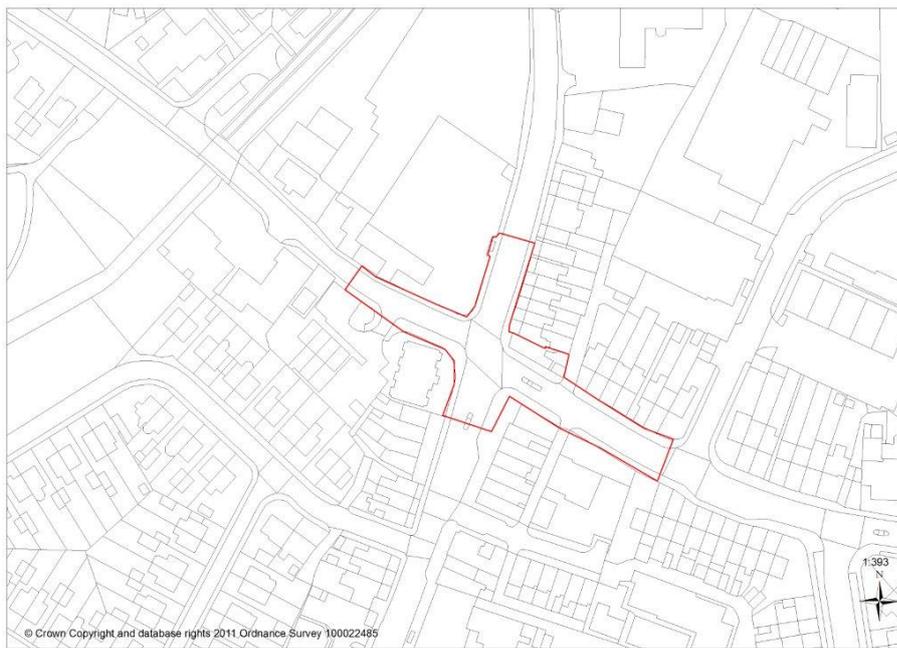
Agent Mr Chris Bradshaw

Quay West at MediaCity UK
Trafford Wharf Road
Trafford Park
Manchester
M17 1HH

Development Demolition of 332 Golden Hill Lane and alterations to the junction of Golden Hill Lane, Leyland Lane and Longmeanygate.

Officer Recommendation **Approval with Conditions**
Officer Name **Mrs Catherine Lewis**

Date application valid 26.07.2018
Target Determination Date 20.09.2018
Extension of Time 07.12.2018



1.0 Report Summary

1.1 This planning application would normally fall for determination under delegated powers. However, following a request from a councillor, it was considered appropriate to bring the application to planning committee for determination.

1.2 Planning permission is sought to demolish the property known as No 332 Golden Hill Lane and alter the signalised highway road network known as the “Tiger Junction” at Earnshaw Bridge, Leyland.

1.3 The application is a stand-alone highway improvement scheme which provides additional highway capacity and pedestrian crossing provision.

1.3 Lancashire County Council (Highways) has assessed the application and raise no objection to the principles of the scheme being promoted. The scheme would be subject to detailed design and the subject of a number conditions which would all need to be satisfied.

1.4 The demolition of No. 332 Golden Hill Lane has been assessed in terms of the loss of a retail unit within the Earnshaw Bridge Local Centre and upon the adjacent residential properties. Two letters of objection have been received raising concerns about the loss of local business and the impact upon residential amenity. On balance the improvements to the Tiger Junction outweigh the limited harm attributed to these aspects and the application is recommended for approval subject to conditions.

1.5 Therefore, the application is recommended for approval. The National Planning Policy Framework, Policy 1, of the Central Lancashire Core Strategy and Policies E5 and G17 of the South Ribble Local Plan are relevant.

2.0 Site and Surrounding Area

2.1 The application site is located approximately 1.2km from Leyland Town Centre and 1.6km from the Test track development site. Locally known as the Tiger Junction this signalised road junction intercepts Golden Hill Lane, Longmeanygate, Croston Road and Leyland Lane.

2.2 The Tiger Junction is a four-arm signalised junction with buildings located on three corners: to the south west is as three storey block of apartments; to the south east a hairdressers and on the north west corner is the car park adjacent to Wignalls Auction House with a mill building in mixed use. The application site includes the Gents barbers at 332 Golden Hill Lane which would be demolished.

The site is subject to Policy E5 Local Centres of the South Ribble Local Plan 2015.

3.0 Planning History

3.1 In 2006 two house builders Wainhomes (North West) Ltd and Redrow (Lancashire) Ltd commissioned consultants DWP to consider the Tiger Junction to deal with the capacity issues at the Tiger Junction. This is known as the 2006 Improvement Scheme.

3.2 In 2012 LCC required off site highway works to be secured for the Tiger Junction as part of planning permission 07/2012/0627 Croston Road. Improvements to the Tiger Junction were secured under this planning permission namely:

- Introduction of signal-controlled pedestrian crossings on all arms of the junction
- Introduction of MOVA traffic signalled technology to improve junction efficiently.

LCC Highways has provided the following update:

Some funding has been secured by South Ribble to support highway changes at the Tiger junction from the first phase of development accessed off Bannister Lane by Miller Homes, a further payment will be made at the second phase of this development. This funding secured by South Ribble is not sufficient to deliver all changes as identified in the drawing G3007 dated 4th October 2012 produced by LCC. This layout was developed post the DWP scheme to deliver pedestrian crossing provision and provides traffic flows benefits by overcoming the operational issue with the existing junction stagger. The county council design can be delivered within the existing highway boundary. This scheme could be enhanced to provide additional capacity. (See Appendix 1). This is known as the LCC scheme.

3.3 In 2017 As part of planning application 07/2017/3361/ORM known as the Test Track, off site highway works are proposed by the transport consultant- SCP. The Test Track application is currently pending. This is known as the SCP scheme.

3.4 In 2018 White Young Green were commissioned by both house builders to provide advice and submit this current planning application for potential improvements to the Tiger Junction. The submitted Transport Statement produced by White Young Green (WYG) details proposed improvement to improve extra capacity and safety. This is known as the WYG scheme and is the subject of this application.

4.0 Proposal

4.1 To demolish the property known as No 332 Golden Hill Lane which has recently been refurbished as a Gents Barbers located on the northeast corner and alter the signalised "Tiger Junction".

The scheme would provide:

- pedestrian crossing facilitates on all four arms
- an island on the eastern arm only
- additional dedicated right turn storage on the east and west arms and would remove the operation junction stagger due to the demolition of no 323 Golden Hill Lane.

Should planning permission be granted LCC Highways approval would be required for the works in the adopted highway.

5.0 Summary of Supporting Documents

The applicant has submitted a Transport Statement in support of the application.

6.0 Summary of Publicity

6.1 Site Notices have been posted and a total of 83 properties have been notified. A total of two letters of representation have been received objecting to the proposal which make the following summarised points:

- Concern that a recently refurbished building would be demolished.
- New independent business would be forced to close having recently built up a local business
- Whilst changes need to be made to improve traffic flow there are other ways to achieve this other than the loss of a local business.

- The resident of the adjacent property requires more information about the demolition to ensure safety with regard to the demolition and whether compensation would be offered for the disruption

7.0 Summary of Consultations

7.1 LCC Highways: No objection to the principles of the scheme being promoted as it provides pedestrian crossing provision and additional highway capacity. The scheme would be subject to detailed design and the subject of a number of conditions which would all need to be satisfied. The full highway comments are attached for your information as Appendix 1

7.2 Environmental Health: Suggest a number of planning conditions including dust management, air quality management, noise and hours of construction.

7.3 Building Control: No comments to make

8.0 Policy Background

i) NPPF Revised Planning Policy Framework

The overarching aims of the National Planning Policy Framework (NPPF) in one of presumption in favour of sustainable development with three dimensions economic, social and environmental. The Framework recognises that the planning system can contribute to this by providing the supply of housing required to encourage vibrant and healthy communities (paragraph 7).

The following sections are most relevant to the development:

Section 8: Promoting healthy and safe communities Decisions should aim to achieve healthy, inclusive and safe places in particular strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages (paragraph 91)

Section 9: Promoting Sustainable Transport this fosters the need to deliver developments that favour sustainable modes. When assessing the transport impact of proposals highway safety as well as capacity and congestion need to be assessed.

Section 11: Make Effective Use of Land Policies and Decisions should promote an effective use of land in meeting the need for homes, and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions (

Section 12 Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the development process should achieve (paragraph 124).

Central Lancashire Core Strategy

Policy 1: Locating Growth focusses growth and investment on well-located brownfield sites, the strategic location of Preston, Key Centres of Chorley and Leyland and other main urban areas in South Ribble.

The South Ribble Local 2012-2026 adopted July 2015

Policy E5: Local Centres Retail uses will be protected and enhanced wherever possible to achieve a minimum of 60%

Policy G17: Design Criteria for New Development seeks to ensure new development does not have a detrimental impact on neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity or use of materials. It also specifies that the layout, design and landscaping of all elements of the development, including internal roads, car parking, footpaths and open spaces are of a high quality and respects the character of the site the local area

At criteria c), Policy G17 development would not prejudice highway safety, pedestrian safety, the free flow of traffic.

9.0 Material Considerations

9.1 The application is a stand-alone highway improvement scheme and the applicants have advised provides the following benefits:

- Signal pedestrian crossings on all four arms, in line with the committed improvements secured from the Croston Road consented scheme. This will enhance pedestrian safety.
- Advance cycle stoplines on the east and west arms (the same could be provided on the north and south arms, if required). This will enhance cycle safety.
- An improved formalised pedestrian crossing with a traffic island on the east arm, which will provide an element of traffic calming by preventing overtaking through the junction, thus enhancing junction safety for all road users of the junction.
- Dedicated right turn lanes are proposed on the east and west arms, these will significantly increase capacity of the junction and hence reduce queues and delays.
- The demolition of 332 Golden Hill Lane property will allow the provision of the right turn lane on the east arm and ensures safe and suitable alignment of the east-west through movement.
- It will be possible for LCC to introduce MOVA for the proposed improvement scheme. The MOVA works have been secured under the Croston Road committed development, which will further increase junction capacity.

9.2 The applicant then critiques the scheme that has been put forward as part of the Test Track application. This critique is set out below:

- The SCP scheme does not provide advance cycle lanes on the east and west arms, which are the principal arms of the junction.
- The SCP scheme does not provide a traffic island on the east arm to protect pedestrians when crossing and to deter speeding and overtaking through the junction.
- The overall carriageway width on the east-west movement through the junction on the SCP scheme is narrower than the WYG scheme. This will mean that the SCP scheme junction will have less capacity than the WYG scheme.
- The WYG scheme offers a better west-east alignment, thereby providing a safer junction layout.

- The right turn lane length on the eastern arm is about 24m on the SCP scheme, whereas the WYG scheme will provide a 45m long right turn lane. Therefore, the WYG scheme will deliver higher junction capacity on this arm than the SCP scheme.
- The SCP scheme has not passed a Road Safety Audit, unlike the WYG scheme.

9.3 Paragraph 110 of the NPPF July 2018, advises that applications for development should create places that are safe, secure and attractive and which minimize the scope for conflict between users. The local highway authority (LCC Highways) is responsible for providing and maintaining a safe and reliable highway network.

9.4 LCC Highways question why the application has come forward by the developers in isolation from any development and LCC Highways make the point that the WYG scheme requires additional utilities to be diverted /relocated and the cost of such would be borne by the developer.

9.5 The planning statement advises that WYG has some significantly safety related concerns with the SCP scheme submitted as part of the Transport Statement with the Test Track and the subsequent amendments. WYG has carried out their own road safety audit of the SCP scheme which raises a number of concerns:

- Removal of the existing traffic Island on Golden Hill Lane to create a right turn would encourage overtaking and speeding through the junction, which would be detrimental to the safety of all road users, including pedestrians and cyclists.
- With removal of the pedestrian traffic island, pedestrians will no longer have any safety protection in the event they are trapped in the centre of the carriageway.
- The eastbound ahead lane has been re-aligned, resulting in an awkward alignment, which directs vehicles on to the northern footway on Golden Hill Lane. This would be detrimental to both pedestrian and vehicle safety, bearing in mind the above speeding concerns with the SCP scheme.
- The SCP revised scheme appears to have not been subjected to an independent Road Safety Audit, hence it is not possible to confirm if it would pass a safety audit.

9.6 LCC Highways have advised:

The objective of the LCC scheme was to provide pedestrian provision and improve junction operation/efficiency.

The proposed SCP layout (linked to the proposed test track development) provides additional capacity as per the WYG layout but excludes the island on the eastern arm. The WYG proposal is not supported by any analysis using propriety software.

The WYG kerbed island on the eastern arm has been suggested to 'prevent overtaking through the junction'. I do not consider this splitter island being essential to the scheme as the pedestrian crossing phase is not separated by direction requiring a staggered crossing (and does not need to be either), the layout as presented does however require the pedestrians to walk further resulting in a longer pedestrian phase slightly influencing junction capacity. No other islands are being promoted by WYG.

9.7 The main difference in planning terms between the schemes is that the application provides for the demolition of 332 Golden Hill Lane. LCC Highways has advised that it may

be the case that a number of schemes have planning permission at the Tiger Junction with similar benefits. On that basis the scheme that is finally delivered being the application that progresses first.

9.8 To conclude the Highways section, LCC does not object to the principles of the proposed Tiger Junction scheme being promoted, although the scheme would be subject to detail design and must satisfy all planning conditions attached to any permission granted.

Residential Amenity

9.9 With regard to the demolition of 332 Golden Hill Lane in planning terms there would be a greater impact upon the residential amenity of no. 75 Croston Road as the side boundary wall of this property and rear garden would be more exposed to the local highway. There is a rear access way that runs behind no 75 Croston Road and other properties. One of the concerns raised by neighbours is whether this access way would be compromised by the proposed demolition and changes to the Tiger Junction. LCC Highways has, however, not raised this as an issue. The frontage of this property already faces the local highway network and on balance it is considered that the demolition of no 332 Golden Hill Lane would not have an undue impact upon the residential amenity of this property.

9.10 No. 332 Golden Hill Lane is attached to the residential property no 75 Croston Road and any construction issues with regard to the party wall would be considered through the Party Wall Act which is separate from the Planning Legislation and does provide the resident with more protection. Environmental Health has advised that conditions would need to be imposed to control dust management, hours of construction, air quality monitoring and noise.

Policy E5 Local Centres:

9.11. The Policies Map that accompanies the South Ribble Local Plan 2015, allocates no 323 Golden Hill Lane within the Earnshaw Bridge Local Centre and is subject to Policy E5 Local Centres. Within Local Centre A1 (Retail) uses will be protected and enhanced wherever possible to achieve a minimum of 60%. So that the vitality and viability of the centre would not be compromised.

9.12 If the unit was to be removed there would be a total of 50% of the units within an A1 use. Given that the unit is separate as it is located on the opposite side of Golden Hill Lane and stands alone to the majority of the units within the Local Centre, it is considered that any detrimental impact upon the centre would be minimal.

9.13 On balance, the benefits attributed to the improvements to the Test Track Junction outweigh the limited harm that would be caused by the demolition of the property known as no. 332 Golden Hill Lane.

10. CONCLUSION

10.1 The proposed development provides improvements to the Tiger Junction which would require the demolition of No 332 Golden Hill Lane. The demolition of this retail unit within the Earnshaw Bridge Local Centre, together with the impact upon the residential amenity of the adjacent properties on balance is acceptable given the improved capacity that would be provided at the Tiger Junction. LCC Highways and Environmental Health have raised no objection subject to a number of conditions. The proposed development conforms with the policies of the National Planning Policy Framework and the Development Plan. In particular policies, Policy 1 of the Central Lancashire Core Strategy, E5, G17 of the South Ribble Local Plan

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 approved plans

Drawing No. A107098-P003 Rev C entitled Proposed Improvements to the Tiger Junction

Drawing No. A107098-SK001 entitled Location Plan

Drawing no A107098-SK002 entitled Existing Layout Tiger Junction

or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. No part of the development hereby approved shall commence until a scheme for the construction of all highway works applied for including permanent, temporary and any remediation works post-delivery have been submitted to, and approved by the Local Planning Authority in consultation with the appropriate Highway Authority.
Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

4. No site preparation (which includes demolition) to commence until a Demolition Method Statement and all temporary works are agreed in writing by the Local Planning Authority in consultation with the appropriate highway authority. The plan to be followed and kept up-to-date.
Reason: In order that the traffic generated by site preparation/demolition or construction does not exacerbate unsatisfactory highway conditions.

5. The development hereby approved shall be delivered in line with the approved details and completed within a time period as agreed with the local planning authority in consultation with the local highway authority.
Reason: In order that the agreed details are delivered and that disruption/uncertainty prior and during construction is kept to a minimum on the highway network.

6. No development shall take place 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 and kept up-to-date with updates provided to the LPA. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- v) wheel washing facilities;
- vi) a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;

ix) a scheme to control noise during the construction phase;
x) hours of construction/ hours of deliveries;
xi) temporary lighting within compounds and on site;
xii) security strategy including all access points to/from the site; and
xiii) a project programme (timeline) for the whole scheme (including utility diversions)
Reason: To maintain the operation and safety of local streets and the through routes in the area during site preparation and construction.

7. Prior to commencement on site a full air quality assessment should be undertaken at the nearest sensitive premises. The methodology is to be agreed prior to assessment with the Local Planning Authority.

Reason: Reason: In the interests of the amenity and to safe guard the living conditions of the nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy and the NPPF.

RELEVANT POLICY

NPPF National Planning Policy Framework

1 Locating Growth (Core Strategy Policy)

POLE5 Local Centres

POLG17 Design Criteria for New Development

Note:

1. 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.

2. 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.



Planning Manager
South Ribble Borough Council
Planning Team
Civic Centre
Leyland
Lancashire
PR25 1DH

Tel 01772 534057
Fax
Email neil.stevens@lancashire.gov.uk
Your ref 07/2018/4725/FUL
Our ref 07/2018/4725/NJS
Date 12th November 2018

Dear Sir

APPLICATION: 07/2018/4725/FUL

Demolition of 332 Golden Hill Lane and alterations to the junction of Golden Hill Lane, Leyland Lane and Longmeanygate.

I refer to the above application and would like to thank you for the opportunity to comment on the proposal. These comments consider all the highway and transport information provided to the county council by the applicant (relating to this proposal) and his transport consultant, WYG. This information includes a transport statement dated July 2018.

The local highway authority is responsible for providing and maintaining a safe and reliable highway network in Lancashire. With this in mind the present and proposed traffic systems have been considered that could affect pedestrians, cyclists, public transport or motorists.

Development Proposal

Demolish 332 Golden Hill Lane and alter the signalised junction of Golden Hill Lane, Leyland Lane, Croston Road and Longmeanygate. The junction is locally known as *'the Tiger junction'*.

Background

Wainhomes and Redrow in 2006 commissioned consultants DWP to consider the Tiger junction which resulted in documentation, correspondence and a highway changes proposal to *'deal with the capacity issues at the Tiger junction'*. It is noted that the highway changes proposed exceed the existing highway boundary. In 2018 WYG were commissioned by both housebuilders to provide advice on the Tiger junction.

The documentation supporting the application does include a critique of an alternative scheme produced by SCP linked to the *'Leyland Test Track'* application including a safety audit of that scheme. Statutory comments relating to that development and the proposed changes at the Tiger junction will be provided in those statutory comments.

Phil Barrett, Director of Community Services, Lancashire County Council
Cuerden Way • Bamber Bridge • Preston • PR5 6BS

The WYG report highlights that some improvements have been secured under application 07/2012/0627 being:

- Pedestrian crossing on all arms of the junction
- Update of signal technology to MOVA improving junction efficiency

As way of update some funding has been secured by South Ribble to support highway changes at the Tiger junction from the first phase of development accessed off Bannister Lane by Miller Homes, a further payment will be made at the second phase of this development. This funding secured by South Ribble is not sufficient to deliver all changes as identified in the drawing G3007 dated 4th October 2012 produced by LCC. This layout was developed post the DWP scheme to deliver pedestrian crossing provision and provides traffic flows benefits by overcoming the operational issue with the existing junction stagger. The county council design can be delivered within the existing highway boundary. This scheme could be enhanced to provide additional capacity.

Existing Layout

The Tiger junction is a four arm signalised junction, it intercepts Golden Hill Lane, Longmeanygate, Croston Road and Leyland Road. Buildings are present and located on three corners and a car park located on the fourth (northwestern) corner. The layout includes a staggered junction arrangement which influences operation and efficiency for through traffic flow in both the eastbound and westbound directions. All approaches to the junction are single lane except Leyland Road (south arm) which also includes a separate right turn storage lane. In addition there are two kerbed islands within the junction providing simple refuse for pedestrians when crossing. These are located on Leyland Road and Golden Hill Lane only.

Latest Proposal

The proposal as identified by WYG in drawing A107098-P003 Rev C includes pedestrian crossing facilities on all four arms, an island on the eastern arm (only), provides additional dedicated right turn storage on the east and west arms (south arm has right turn provision). The WYG layout removes the operational issue of the junction stagger, as previously described.

Other workable proposals at the Tiger junction

LCC layout: Is an upgrade of the junction that provides pedestrian crossing facilities on all four arms. The LCC layout removes operational issue of the junction stagger, as previously described.

SCP layout: Includes pedestrian crossing facilities on all four arms. Provides additional right turn on the east, west and north arms. The SCP layout removes operational issue of the junction stagger, as previously described and provides highway changes that extend beyond the junction.

Scheme Objectives and simple review

The objective of the LCC scheme was to provide pedestrian provision and improve junction operation/efficiency.

The proposed SCP layout (linked to the proposed test track development) provides additional capacity as per the WYG layout but excludes the island on the eastern arm. The WYG proposal is not supported by any analysis using propriety software.

The WYG kerbed island on the eastern arm has been suggested to '*prevent overtaking through the junction*'. I do not consider this splitter island being essential to the scheme as the pedestrian crossing phase is not separated by direction requiring a staggered crossing (and does not need to be either), the layout as presented does however require the pedestrians to walk further resulting in a longer pedestrian phase slightly influencing junction capacity. No other islands are being promoted by WYG.

Delivery risks to Wainhomes/Redrow

I note the WYG scheme requires additional utilities to be diverted/relocated, these include BT and the cost of all diversions form part of the scheme cost borne by the developer. Where possible through agreement and support of the local highway authority minor changes are sometimes made to layout limiting diversions. The final detailed scheme must satisfy the highway authority and be approved, still delivering the original scheme objectives as required by the planning permission.

The cost of mitigation as a result of a development is usually a key element within the viability of a proposal. With regard to this isolated application no justification is given to why Wainhomes/Redrow would deliver this scheme (or a scheme similar) as no reference is made to other schemes promoted by this consortium.

Planning decision

Each application is considered on the information presented by an applicant (for their proposal), in this case the junction layout presented. At this location a number of solutions could be considered acceptable in principle to the highway authority (subject to detail design). From a capacity perspective both the WYG and the SCP layouts are similar.

Any highway layouts (agreed in of principle) and supported by South Ribble as local planning authority through the planning system essentially dedicate changes for public use. The highway authority will progress these layouts supported by the LPA, however this is always subject to change. The highway authority will have regard to the extent of a scheme that is being proposed and that which is to be maintainable at public expense (forming part of the adopted highway network). The final scheme needs to satisfy its objectives only.

Delivery

The works as identified would be fully delivered by a section 278 of the Highways Act, is subject to changes satisfying detail design, as considered appropriate by the local highway

authority. As part of the detail design existing restrictions (TRO's) at the junction and on approaches will be reviewed and updated where necessary.

Conclusion

LCC does not object to the principles of the proposed Tiger junction scheme being promoted, it does provide pedestrian crossing provision and additional highway capacity. The scheme is subject to detail design and must satisfy all planning conditions attached to any permission granted.

It may be the case that a number of schemes have planning permission at the Tiger junction with similar benefits, with the scheme delivered being the application that progresses first. Under this scenario additional changes as proposed by the other application may not be considered necessary.

I attach below a list of suggested conditions that may be appropriate should the Planning Authority be minded to grant approval.

The following conditions may therefore be appropriate for any permission granted:

1. No part of the development hereby approved shall commence until a scheme for the construction of all highway works applied for including permanent, temporary and any remediation works post-delivery have been submitted to, and approved by the Local Planning Authority in consultation with the appropriate Highway Authority.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

2. No site preparation (which includes demolition) to commence until a Demolition Method Statement and all temporary works are agreed in writing by the Local Planning Authority in consultation with the appropriate highway authority. The plan to be followed and kept up-to-date.

Reason: In order that the traffic generated by site preparation/demolition or construction does not exacerbate unsatisfactory highway conditions.

3. No development shall take place 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 and kept up-to-date with updates provided to the LPA. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- v) wheel washing facilities;
- vi) a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- ix) a scheme to control noise during the construction phase;
- x) hours of construction/ hours of deliveries;
- xi) temporary lighting within compounds and on site;

- xii) security strategy including all access points to/from the site; and
- xiii) a project programme (timeline) for the whole scheme (including utility diversions)

Reason: To maintain the operation and safety of local streets and the through routes in the area during site preparation and construction.

4. The development hereby approved shall be delivered in line with the approved details and completed within a time period as agreed with the local planning authority in consultation with the local highway authority.

Reason: In order that the agreed details are delivered and that disruption/uncertainty prior and during construction is kept to a minimum on the highway network.

The technical approval requires that all the County Council's costs in relation to the approval are to be reimbursed by the developer.

The following informative notes should be added to any approval granted:

- 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.

Yours sincerely



Neil Stevens
Highways Development Control Manager
Community Services, Lancashire County Council