

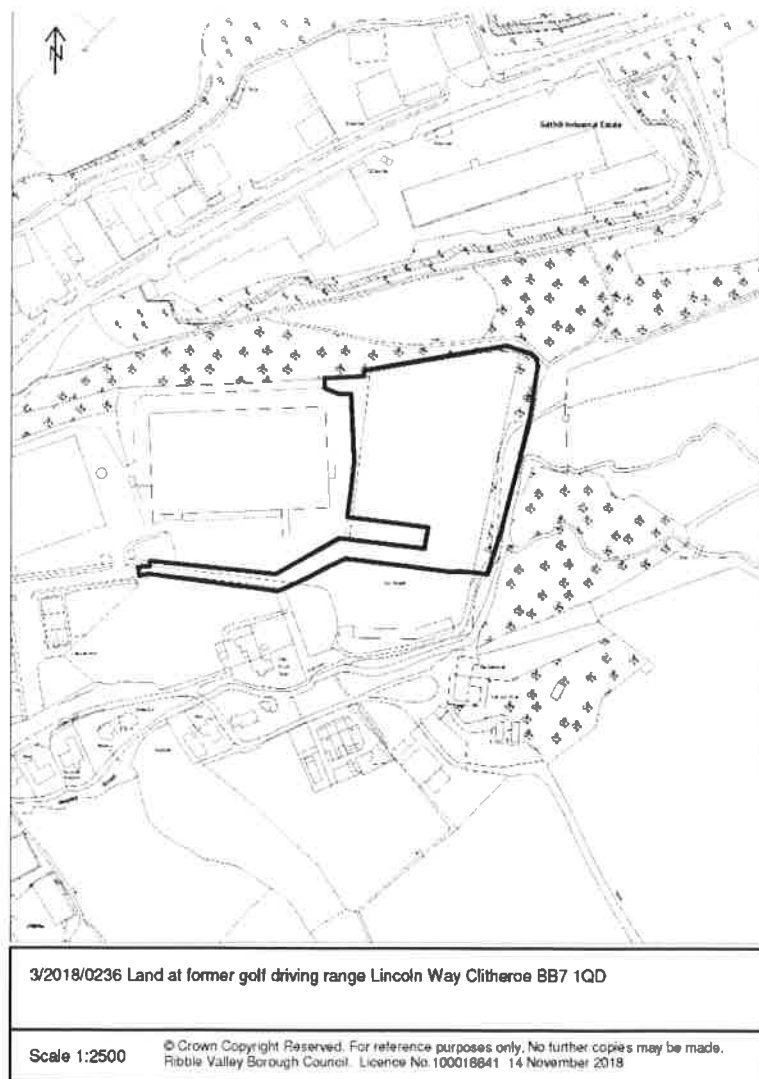
D APPLICATIONS ON WHICH COMMITTEE 'DEFER' THEIR APPROVAL SUBJECT TO WORK 'DELEGATED' TO THE DIRECTOR OF COMMUNITY SERVICES BEING SATISFACTORILY COMPLETED

APPLICATION REF: 3/2018/0236/P

GRID REF: SD375503 4423192

DEVELOPMENT DESCRIPTION:

PROPOSED ERECTION OF 27 LIGHT INDUSTRIAL UNITS, 8 OFFICE UNITS AND ASSOCIATED ACCESS, PARKING AND ANCILLARY WORKS AT FORMER GOLF DRIVING RANGE, UP BROOKS, LINCOLN WAY, CLITHEROE



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

TOWN COUNCIL:

No objections.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

No objection based on the amended plans and subject to imposition of appropriate conditions.

ENVIRONMENT AGENCY:

Following details and correspondence no longer object to the proposal.

LOCAL LEAD FLOOD AUTHORITY (LLFA):

Have commented that they do not have sufficient information in order to provide comments on the proposed development. The additional information has been requested from the applicant's agent.

ADDITIONAL REPRESENTATIONS:

None.

1. **Site Description and Surrounding Area**

- 1.1 The site is located on the east side of Clitheroe and adjacent to the Up Brooks employment site. Access to the site is from Salthill Industrial Estate and the land is adjacent to the other industrial buildings and on a former golf driving range. The land to the north and east is designated as a Site of Special Scientific Interest known as Salthill and Bellman Quarry.

2. **Proposed Development for which consent is sought**

- 2.1 The proposal is a detailed application for the erection of 27 light industrial units and an office building with 8 units together with estate road, car parking and landscaping. The application is an amendment to a previously approved scheme excluding an area that has been significantly completed. It involves the subdivision of a previously consented large building with minor redesign and the erection of additional buildings adjacent to previously consented buildings. There are 4 blocks of buildings. The total gross floor area will be approximately 4,650m² a reduction of approximately 1800m². The changes have resulted in a response from market demand to provide for smaller units. Parking spaces are distributed throughout the site and there is a landscape buffer around the north east and south site and additional planting within the adjacent land proposed two allow for sufficient biodiversity gains.
- 2.2 The buildings are designed of a traditional industrial nature and would incorporate a mixture of brickwork and cladding with similar materials to that used in the adjacent locality. The maximum height of the buildings is now lower than the consented scheme. The buildings have numerous roller shutter doors to enable lorries to access the building and on first floor will have office accommodation and a range of window openings. The

roof is punctuated with solar panels which will enable a degree of renewable energy mechanisms to be employed on the site.

- 2.3 The proposal provides for car parking in various locations adjacent to the proposed buildings as well as turning facilities and an element of landscaping to be punctuated within the parking bays.

- 2.4 The proposed use is a mixture of light industrial and office.

3. **Relevant Planning History**

3/1997/0039 - Golf driving range. Approved.

3/2015/0159 – 21 industrial units and associated infrastructure. Approved

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Settlement Strategy.

Key Statement DS2 – Presumption in favour of Sustainable Development.

Key Statement EN2 – Landscape.

Policy DMG1 – General Considerations.

Policy DMG3 – Transport and Mobility.

Policy DME2 – Landscape Protection.

Policy DME1 – supporting Business Growth and Local Economy.

National Planning Policy Framework 2019

5. **Environmental, AONB, Human Rights and Other Issues**

5.1 **Principle**

5.1.1 The planning policy context for this application is set out within the National Planning Policy Framework and, at local level, by the Core Strategy. The Core Strategy is the starting point for decision-making within the borough which sets out the vision for the borough and how sustainable development will be developed.

5.1.2 The overall development of the Strategy is set out in Key Statement DS2 which aims to promote development in most suitable locations in the borough. It is clear that the site is located in what can be regarded as a sustainable location being within the key settlement of Clitheroe closely related to the existing employment site.

5.2 **Highway Safety and Accessibility**

5.2.1 Given the similarities between the proposed development and the consented development the Highway Engineer has commented that the previous comments made are still applicable and can be dealt with via planning conditions. Some points of clarification were dealt with via the submission of an amended layout.

5.2.2 The Highway Engineer has however requested that the mobility standard parking spaces numbered 34 and 35 (adjacent to Building 3) are omitted as these have poor visibility when exiting. The spaces could, however be accessed via the adjacent service yard.

5.2.3 No objection is raised subject to the imposition of suitable conditions.

5.3 Landscape, Tree and Visual Impact

5.3.1 The site is located on the former Golf Driving range on the edge of one of the main industrial employment areas of Clitheroe. It is also adjacent to open countryside and in close proximity to a Site of Special Scientific Interest and the Salthill Quarry Local Nature Reserve.

5.3.2 A detailed arboricultural report has been submitted with the application. It has indicated that the development would result in a loss of 7 individual trees, 5 groups and a hedgerow all located throughout the site. The scheme shows the provision of extensive new tree planting within the site and has been amended to now include land on the outside of the site for additional planting to now demonstrate a net gain in biodiversity. As this parcel of land is outside the site boundary and should not be affected by construction traffic it is appropriate to request that this should be implemented in the next available planting season following consent being issued.

5.4 Ecology

5.4.1 The ecology report has been amended to take into account ecological mitigation measures. The habitat to be lost comprises of intensively managed agricultural improved pasture of low ecological value and as such the onsite mitigation including new planting coupled with the offsite mitigation is acceptable and would be able to demonstrate a net gain in biodiversity.

5.5 Flood Risk and Drainage

5.5.1 Whilst this site has full planning permission and works on site have commenced the Lead Local Flood Authority are unable to provide comments on the proposed development due to insufficient information. This information has been requested from the applicant's agent but to date has not been forthcoming.

5.6 Residential Amenity

5.6.1 The proposed development will extend into the landscape with buildings which are visible within the surrounding area. However the development is a sufficient distance away from any residential properties to ensure that no adverse impact, by virtue of loss of light or by being unduly oppressive, is created.

5.6.2 In terms of residential amenity it is also important to have particular regard to the noise impact caused by the new development. The proposed development incorporates light industrial uses and office buildings which can be accommodated in residential areas without detriment to residential amenities.

5.6.3 Whilst the proposed development, when compared to the consented development, results in the creation of additional units which may result in a change to traffic movements and associated noise disturbance it is not considered that the changes will be harmful to warrant refusal.

5.6.4 The Councils Environmental Health Officer has advised that they have no objection subject to appropriate conditions and based on details contained in the submitted noise and acoustic report. The proposal also includes an acoustic fence along part of the boundary and additional planting.

6. Observations/Consideration of Matters Raised/Conclusion

6.1 The proposal is for a significant employment scheme adjacent to what can be regarded as the main industrial area of Clitheroe and would represent a logical extension to the area. Although the buildings will be visible the impact will be localised, the site already has consent for large industrial buildings and given the backdrop of existing buildings the development is considered to be acceptable. The scheme will provide the opportunity for significant employment benefits in one of the Key settlements.

7 Update Report

7.1 This application was originally reported to Planning and Development Committee on the 29/11/2018 and deferred and delegated subject to resolution of outstanding consultee response and appropriate conditions.

7.2 It is evident from a site visit that significant work has commenced on site although it is not clear whether the work relates to the current application or a previous extant consent. Whilst the information requested by the Flood Authority has been sought on several occasions it is still not forthcoming. This application was submitted in June 2018 and in the interests of moving matters forward officers considered that making a positive recommendation to Committee was the most productive way forward.

7.3 As work has commenced and although the applicant has yet to confirm the nature of the works the application is now part retrospective and as such some conditions have been altered since the original report.

7.4 It is most disappointing that the applicant has not provided additional information to allow a consent to be issued and the options remain to defer and delegate and be mindful that works appear to continue on site or to refuse the application on grounds of insufficient information in relation to drainage matters. In this instance and having regard to all issues it is considered appropriate to reissue the previous recommendation.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Economic Development and Planning for approval to the following conditions and any additional conditions or changes to proposed conditions resulting from further response from the LLFA:

1. The development hereby permitted shall be carried out in accordance with the details shown on drawing Nos:

Location Plan ALP/19- DWG 00

Site Layout Plan ALP/19/DWG 20A Issue A

Proposed Site Plan/Roof Plan ALP/19/DWG 09 in relation to roof details only.

Proposed Elevations for Building 3 ALP/19/DWG 08
Proposed Elevations Buildings 4 & 5 ALP 19/DWG 04
Proposed Elevations Buildings 6 ALP 19/DWG 06
Proposed Elevations Buildings 7 ALP 19/DWG 05

Proposed Floor Plan for Building 3 ALP/19/DWG 08
Proposed Floor Plan for Buildings 4 & 5 ALP/19/DWG 04
Proposed Floor Plan for Building 6 ALP/19/DWG 06
Proposed Floor Plan for Building 7 ALP/19/DWG 05

Proposed Drainage Plan 16004/D100
Finished floor levels plans Drawing Alpe 14b / dwg 02 Amendment F.
Site Layout Plan Alp/19/Dwg 20A Revision A

REASON: For the avoidance of doubt and to clarify which plans are relevant and to ensure that the development is carried out in accordance with the approved plans.

Drainage

2. Notwithstanding any indication on the approved plans, no development approved by this permission shall be occupied until a scheme for the disposal of foul and surface waters for the entire site has been submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt, prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking /servicing areas should be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Surface water must drain separate from the foul and no surface water will be permitted to discharge directly or indirectly into existing sewerage systems. The development shall be completed, maintained and managed in accordance with the approved details.

REASON: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

3. The development permitted by this planning permission shall only be carried out in accordance with the submitted Flood Risk Assessment (FRA) with subsequent amendments and the following mitigation measures detailed within the FRA:

- a). Finished floor levels are set no lower than stated on Drawing Alpe 14b / dwg 02 Amendment F.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme.

REASON: To reduce the risk of flooding to the proposed development and future occupants and in order to protect the residential amenities of the occupiers of the adjacent properties.

Lighting

4. Prior to the occupation of any unit hereby approved details of external lighting, including details of the location and height of columns, wall-mounted lighting units, bollards and ground lighting, and the intensity of illumination shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall be supported by a light spillage assessment for all of the proposed external lighting to demonstrate the extent of illumination created. Thereafter the external lighting shall be implemented in accordance with the approved details.

REASON: In the interests of the amenity of the area and to ensure there is no unacceptable light spillage that would have an adverse impact on light pollution or disturbance to local residents.

Landscaping

5. Notwithstanding the submitted details, full details of a proposed landscaping scheme, including the off site land shown on plan reference ALP/19 Dwg 20A Rev A, shall be submitted to and approved in writing by the local planning authority within 3 months of the date of this consent.

The landscaping scheme shall indicate as appropriate the types and numbers of trees and shrubs; their distribution within the site; those areas to be seeded, turfed, paved or hard landscaped including details of any changes of level or landform and the types and details of any boundary fencing or screening within the site and along its perimeter.

Details of the means of protection during development works of all hedgerows and trees identified for retention in that phase, shall also be submitted for the Council's written approval in accordance with BS5837: 2012 '*Trees in relation to design, demolition and construction*' or equivalent, unless otherwise agreed. The agreed protection measures shall be put in place and maintained during the construction period of the phase of development.

The approved landscaping scheme shall be implemented in the first planting season following completion of the external buildings and road infrastructure and shall be maintained thereafter for a period of not less than 15 years to the satisfaction of the local planning authority. This shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those original planted.

REASON: In the interests of the amenity of the area and to ensure adequate landscaping on and off site offer visual enhancement and biodiversity improvement.

Amenity

6. A Construction Method Statement shall be submitted to and approved in writing by the local planning authority within 3 months of the date of this consent. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 1. The parking of vehicles of site operatives and visitors
 2. The loading and unloading of plant and materials
 3. The storage of plant and materials used in constructing the development
 4. The erection and maintenance of security hoarding
 5. Wheel washing facilities

6. Measures to control the emission of dust and dirt during construction
7. Measures to manage surface water and prevent pollution

REASON: In the interests of the amenity of the area and highway safety.

7. No construction work, construction traffic or operation of any plant/machinery shall take place on the site during the course of the development hereby approved except between the hours of 0800 hours and 1800 hours Monday to Friday and 0900 and 1300. No construction work, construction traffic or operation of any plant/machinery shall take place on Sundays or Public Holidays. Furthermore, no deliveries or vehicles shall arrive on site outside these stipulated working works.

REASON: In order to protect the residential amenity of the occupiers of the adjacent properties from noise disturbance.

8. The working hours within the premises shall be restricted to the period from 0700 to 1900 Mondays to Saturday. No work shall be undertaken in the buildings on Sundays, Bank or Public Holidays.

REASON: In order to protect the residential amenity of the occupiers of the adjacent properties from noise related activities.

9. There shall be no deliveries to the site or collections from the site between the hours of 1900 and 0700 hours.

REASON: In order to protect the residential amenities of the occupiers of the adjacent properties.

10. No goods, plant or materials shall be deposited or stored on the site other than in the buildings shown on the approved plans.

REASON: To ensure a satisfactory appearance of the site in the interests of local visual amenity and in the interests of the amenities of nearby residents.

11. No goods, plant or material shall be displayed for sale in the open on the site.

REASON: To ensure a satisfactory appearance of the site in the interests of local visual amenity and in the interests of the amenities of nearby residents.

Highways

12. The parking and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the occupation of any of the buildings; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015).

REASON: To allow for the effective use of the parking areas in the interest of highway safety.

13. Prior to the occupation of any unit within the development hereby permitted full details of cycle and motorbike facilities to serve that unit shall be submitted to and approved in

writing by the Local Planning Authority. The approved cycle parking shall be provided in all respects and made available for use prior to the occupation of the unit in accordance with the approved details and shall thereafter be retained.

REASON: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion in the interest of highway safety.

14. Within 3 months of this planning approval a scheme for the construction of the site access and the off-site works of highway improvement shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

15. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in condition 14 above has been constructed and completed in accordance with the approved scheme details.

REASON: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading in the interest of highway safety.

16. Prior to the occupation of the units hereby approved the new estate road/access between the site and the existing carriageway linking in to Lincoln Way shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads.

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

INFORMATIVE

The applicant is advised of the need to enter into a S278 Agreement of the Highways Act 1980 Act 1980 with the LCC in relation to waiting restrictions required for the access onto Lincoln way and improvements to the public rights of way.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2018%2F0236

