



JUDITH DOUGLAS TOWN PLANNING LIMITED

Use of land as storage compound and construction of building for vehicle servicing area, workshop, tool store, offices, ancillary accommodation and construction of new vehicle access for a civil engineering company.



Land Opposite Woodfield Garage, Longsight Road,
Clayton le Dale, Blackburn

Planning Statement

January 2019

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PLANNING STATEMENT

SITE: LAND OPPOSITE WOODFIELD GARAGE, LONGSIGHT ROAD, CLAYTON LE DALE, BLACKBURN BB2 7JA

PROPOSAL: USE OF LAND AS STORAGE COMPOUND AND CONSTRUCTION OF BUILDING FOR VEHICLE SERVICING, WORKSHOP, TOOL STORE, OFFICES, ANCILLARY ACCOMMODATION AND CONSTRUCTION OF VEHICLE ACCESS FOR A CIVIL ENGINEERING COMPANY.

1 INTRODUCTION

1.1 This planning statement has been prepared to accompany a full planning application for the proposed use of land for commercial/industrial use to be used a deport for a civil engineering company. The company, O’Callaghan Ltd-Civil Engineering Contractors, currently have their main depot on Fairfield Business Park, Longsight Road, Clayton Le Dale, Blackburn BB2 7JA. The company is a well establish local business which has out-grown its current premises.



Figure 1 Extract from the approved site plan 3/2018/0308

1.2 Planning permission was granted in June 2018 for a near identical development. This included an area of land which was formerly a petrol filling immediately adjacent to the A59 and used the existing vehicle access. See figure 1. It is no longer proposed to use the northern area of the site. Instead, it is proposed to use only part of the previously approved site, together with an additional area of land to the south. A new access from the A59 Longsight Road is proposed across the adjacent field. See figure 2. The location and design of the proposed building remains unaltered. The information submitted with the previous approved scheme has been updated and revised to reflect the amended location of the development.



Figure 2 Extract from the proposed site plan

1.3 The relocation of this well-established local business will allow the company to remain based in this local area and expand. The site area is 0.8033h.

1.4 The drawings and information submitted with the application comprise:

5365-01D Location plan 1:2500

5365-02B Existing site plan

5365-03B Proposed plans and elevations

5365-05D Proposed site plan

Land contamination Survey

Minerals Safeguarding Report

Ecology Survey

Transport Statement

Noise Assessment

Drainage Statement

Tree Survey and impact assessment

2 SITE DESCRIPTION

2.1 The application site comprises an area of land on the southeast side of the A59 Longsight Road. The site forms part of a field at the rear of the former petrol filling station. To the north of the site on the opposite side of the A59 are the well-established businesses at Woodfield garage and Energy Centre business at the former Woodfield Farm. To the west of the site are two residential dwellings Green Pastures and Oaklea which is separated from the proposed site by the remaining part of the field. A public footpath runs adjacent to the north-east boundary of Green Pastures and near to the southern perimeter of the site. Immediately to the north east of the site is a small pond and further agricultural land belonging to the applicant. The proposed vehicle access passes across this agricultural land. The field boundaries are marked by hedges and trees and the land is relatively flat. This means that the site is well screened from the surrounding area.

2.3 Other businesses in the area include:

Opposite the site: Woodfield Garage, The Energy Centre (NW) Ltd Woodfield Farm.

Hawkshaw Farm Park, Mrs Dowson's Ice Cream, Function 18.com, Ribble Valley Vehicle Solutions, The Garden Village - 270m,

Myerscough Veterinary Group - 275m,

Fairfield Business Park - 750m.

Longsight Road carries a bus service number 15A to Blackburn town centre, 280 to Preston City Centre, and x80 to Preston City Centre with bus stops at Showley Road. The site will have direct access to the primary road network and good links to the motorway. Longsight Road has street lighting and a footway on the north-western side.

3 COMPANY DESCRIPTION

- 3.1 O'Callaghan Civil Engineering Ltd was established in 1999 and the depot has been based at Fairfield Business Park for 11 years. The company employs 35 staff, 10 of which are based at Fairfield. The company carries out civil engineering. Construction clients include Schools, Councils, and Health Authorities. An example of the work would be constructing slabs, culverts, and bridges. The majority of their work is in Lancashire with some work in surrounding counties. The company also carries out very specialist work with specialist teams which undertake schemes nationally where high security clearance is required. On these occasions the company can offer their own O'Callaghan staff using O'Callaghan equipment which makes security screening more streamlined.
- 3.2 The unit and compound at Fairfield Business Park is rented. It is full to capacity with no room for expansion. The company owns specialist machines and there is not sufficient space to keep these machines at Fairfield Business Park but they need to be brought to the workshop for maintenance which is both expensive and inefficient. Materials and equipment which cannot be accommodated at Fairfield is currently stored on the land opposite Woodfield Garage and at Showley Fold, Showley Road Clayton Le Dale.
- 3.3 Not all staff visit Fairfield Business Park as part of their daily routine as they go straight to site from home. Staff based at Fairfield include 5 office staff and 5 wagon drivers. The total number of staff currently employed by the company is 35 and they live in Clitheroe, Whalley, Billington, Mellor, Mellor Brook, Blackburn, Brownhill, Chorley and Penwortham. A total of 50% of the staff live in the Ribble Valley.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development includes a building to be used as offices and a repair workshop for maintenance and repair of their own machinery and equipment. A yard area to store wagons, materials such as stone, flags and kerbs and equipment such as diggers, excavators, rollers and dumpers. They own approximately 60 items of equipment. The majority of building products are delivered to the building site rather than to the depot. The depot would be operational from 7.30am to 6.00pm. Monday to Friday and 08.30-14.00 Saturdays. These are the operating times granted on the previously approved scheme.
- 4.2 The design and position of the proposed office/workshop building remains the same as the previously approved scheme. The building is two storeys 12.5m by 24m, 5.5m to the eaves and 6.65m to the ridge with staff parking for 12 cars and 5 vans. The remainder of the site is

to be hard-surfaced to be used as a yard area for equipment and machinery. As before, to aid security a 2.4m paladin security fence is needed around the site. This is to be screened by a new hedge and existing trees around the perimeter and existing trees and shrubs between the site and the A59. An acoustic barrier in the form of an earth bund or solid fencing/gates at 1.8m high is proposed around the internal perimeter of the site to prevent noise escaping from the site.

- 4.3 A new access is proposed from the A59 Longsight Road. It will be through a new opening in the hedge and across the field. The road way will be level with the grass and will be unfenced. It is proposed to gate the access at the entrance of the A59 but leaving sufficient space for vehicles to pull clear of the highway before entering through the gates.

5 PLANNING POLICY

5.1 Core strategy

The following policies of the Core Strategy are relevant to this application are:

Key Statement DS1: Development Strategy promotes employment opportunity through development

Key Statement EC1: Business and employment development-employment development will be directed towards the main settlements of Clitheroe Longridge and Whalley as preferred locations to accommodate employment growth together with land at the Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury **and locations well related to the A59 corridor.**

Key Statement EN2 -Landscape. Development will be expected to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style features and building materials.

Key Statement EN4 -Biodiversity and Geodiversity-the Council will seek wherever possible to conserve and enhance the area's biodiversity and geodiversity.

Key Statement DMI2 – transport considerations. New development should be located to minimise the need to travel.

Policy DMG1: General Considerations – sets out various criteria to be considered in assessing planning applications, including a high standard of building design, proposed development being sympathetic to existing land uses, highway safety and not adversely affecting the amenities of the area.

Policy DMG2: Strategic considerations-development should be in accordance with the Core Strategy development strategy and should support the spatial vision.

Policy DMG3: Transport and mobility-the availability of public transport, the relationship of the site to the primary road network, the provision for access by pedestrian and cyclists.

Policy DME1: Protecting trees and woodlands-requires arboriculture assessments where development will affect existing tree cover

Policy DME2: Landscape and townscape protection- the Council will seek to enhance local landscapes

Policy DME6: Water management-development will not be permitted where it will lead to flooding

Policy DMB1: Supporting business growth and the local economy- proposals that are intended to support business growth and the local economy will be supported in principle.

5.2 Lancashire Minerals and Waste Local Plan

Policy CS1 Safeguarding Lancashire's mineral resources

Policy M2 Safeguarding minerals

5.3 The National Planning Policy Framework 2018 (Framework) and the National Planning Policy Guidance (NPPG) are also relevant to the application.

6 **SITE HISTORY**

Planning application history:

6.1 3/2018/0309 Use of land as storage compound and construction of building for vehicle servicing, workshop, tool store, offices and ancillary accommodation for a civil engineering company approved 06.06.2018.

7 **EVALUATION**

7.1 This section of the statement will justify the acceptability of the proposed development and demonstrate its accordance with the policies of the core strategy. A near identical permission has already been granted on land which includes part of the site. This has established that in principle the creation of a new depot for use by a civil engineering company is acceptable in principle in this location. The main issues to be considered is whether the partial relocation of the development will have any greater impact on the visual amenities of the area, residential amenity, tree/ecological considerations, and highway safety than the approved scheme.

Core Strategy

7.2 The main policies in the Ribble Valley Core Strategy relevant to this application are Key Statement EC1 and Policy DMB1 which seek to support business growth and the local economy. The Planning Officer's report¹ on the previous application noted:

¹ Appendix 1 Officer Report to planning approval 3/2018/0309

“Key Statement EC1 states that *“Employment development will be directed towards the main settlement of Clitheroe, Whalley and Longridge as the preferred locations to accommodate employment growth together with land at Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury and locations well-related to the A59 corridor”*. The application site is on the south east of Longsight Road (A59) and is therefore well-related to the A59 corridor. “

The locational requirement of EC1 is still satisfied by the proposed development as it remains well-related to the A59.

Principle of development

7.3 The Officer’s report on the previous scheme considered the requirement of policy DMB1 in relation to the relocation and expansion of an established firm. The Officer states:

“Policy DMB1 supports proposals that are intended to support business growth and the local economy. This includes *“The expansion of established firms on land outside settlements will be allowed provided it is essential to maintain the existing source of employment and can be assimilated within the local landscape”*. The applicant is looking to re-locate and expand their existing operations from their present premises at Fairfield Business Park. The proposal would create and expansion of the useable storage space in addition to more appropriate office and workshop space for the applicant business/operations. The proposed development will allow the business to continue to meet the applicant’s needs and for the business to continue to prosper and contribute positively to the local economy.

The proposal development is considered to be acceptable and in accordance with Policy DMB1 and Key Statement EC1 of the Ribble Valley Core Strategy”.

7.4 The statement still wholly applies to the proposed development. The revised scheme remains acceptable and fully in accordance with policy DMB1 and Key Statement EC1 of the Core Strategy. The relocation of the current business is now even more pressing. The applicant has full control over all the land within the application site and this revised application if approved the development will go ahead as soon as possible to ensure that the business can be retained within the Ribble Valley.

Impact upon residential amenity

Noise

- 7.5 It was noted on the previous application that the nearest residential properties to the site were Green Pastures at approximately 30 and Wood Field Farm at approximately 20m. The revised scheme has a similar relationship to Green Pastures and an improved relationship to Wood Field Farm and Strathaven the site boundary now being some 60m from these properties. The site access has now moved closer the residential property Dunley on the north side of the A59 at a distance of approximately 30m to the garden boundary and 50m to the dwelling itself.
- 7.6 This application proposed the same noise mitigation measures as the approved scheme which includes an earth bund around the internal perimeter of the site and a solid gate which is acoustically attenuated to prevent noise escaping the site towards Green Pastures. The submitted noise report dated 21st Dec 2018, confirms that the proposed mitigations measures in the form of a 1.8m high acoustic barrier or 1.8m high noise attenuation bunds will adequately protect the acoustic amenity of the surrounding dwellings during the day-time.
- 7.7 The previous approval included planning conditions to protect residents from noise disturbance at the site². These were condition 3 which limited noise emission to specified levels from World Health Organisation recommendations, condition 4 which put time limits on the construction hours and deliveries during construction, and condition 7 which limits the operating hours of the business. The same conditions would be expected to be imposed on this revised proposal which would ensure that the scheme remains compliant with policy DMG1 of the Core Strategy in relation to impact upon residential amenity of neighbours.

Visual appearance/External appearance

- 7.8 The application site is within the open countryside. It is also within close proximity to the A59 Longsight Road. The proposed building which houses the vehicle maintenance workshop, stores and offices remains in the same position on the site and is the exactly the same design. The storage compound which was to be at the front of the site in the site of the former petrol filling station is now proposed at the rear of the site. The proposed

² Appendix 2 Planning permission notice 3/2018/0309

site is in the context of the surrounding land uses but is less prominent being set back from the road and screened by existing trees.

- 7.9 The development requires a two-storey storage building 12.5m by 24m, 5.5m to the eaves and 6.65m to the ridge staff parking for 12 cars and 5 vans. The remainder of the area needs to be hard-surfaced to be used as a yard area for equipment and machinery. As the items stored on site are of value, a 2.4m paladin security fence will be needed around the site. It is proposed to screen the security fence by a new hedge around the perimeter of the site and trees along the site boundary to the A59. An acoustic barrier in the form of an earth bund or solid fencing/gate at 1.8m is proposed around the internal perimeter of the site.
- 7.10 The proposed workshop will be used for the maintenance of the vehicles operated by the business. The large workshop doors are required to accommodate high vehicles, and this has dictated the overall height of the building. In terms of scale the building is two storeys but is set well back away from the road within the site and surrounded by a solid and landscaped boundary. This will ensure that the building does not appear prominent in the landscape. There are other two storey buildings within the vicinity of the site including My Vet which is at the road side. The permission granted for the large two storey extension to this building in 2012 indicates this building has an eaves height of 5.3m and a ridge height of 7.3m reference 3/2012/0601.
- 7.11 The building is to be clad in timber above a plinth of natural stone. The use of timber will ensure that the building's appearance is appropriate in the surrounding and is not strident in colour. The roof of the building is shallow pitched and is clad in grey and doors and windows frames will be coloured grey.
- 7.12 The landscaping and the acoustic barrier will provide an impermeable visual screen around the site so that materials stored on the site and most of the equipment will not be visible from outside of the site. This arrangement was previously accepted under permission 3/2018/0309. We note that there is a similar earth bund 600m to the south west around a caravan storage area at Hawkshaw Business Park.
- 7.13 The size, design and external finish of the building, is as previously approved. The previous approved scheme also included outdoor storage areas, an earth bund, and

paladin fencing. There is no reason why these features should not now be found acceptable in this revised scheme.

- 7.14 The proposed access off the A59 Longsight Road will be through a new opening in the hedge and across the field. The road way will be level with the grass and will be unfenced. It is proposed to gate the access at the entrance of the A59 but leaving sufficient space for vehicles to pull clear of the highway before entering through the gates.
- 7.15 The A59 Longsight Road has sections of roadside development interspersed with high road-side hedges which are a strong visual feature. There is only a footpath on the north west side of the road. Traffic speeds are generally high. The hedge is sufficiently high that it prevents views of the fields adjacent to the road to both drivers and pedestrians but allows long range views of the rising land to the south east. The photographs taken below was taken in November when the hedge was not in leaf.
- 7.16 The proposed access does not follow any established field boundaries, but it would be a ground level feature and would be completely screened by the existing hedge which runs along the edge of Longsight Road. There are no significant changes in level across the field from the proposed access off Longsight Road to the entrance into to depot compound. Even if the hedge were to be trimmed below its current height, the access road would not be highly visible.
- 7.17 The proposed entrance to the site will introduce a new opening into the hedge. However, this is not uncharacteristic of the area. The creation of the access will require the road side hedge to be moved back to accommodate sight lines. The hedge can be transplanted see method statement³. A new hedge and post and rail fence will be provided along the new entrance as far as the gates.

³ Appendix 3 Hedge transplant method statement



1 View north along Longsight Road carriageway bordered by high hedges.



2 View towards the site from the pavement looking on the south east. The field is screened by the hedge.

- 7.18 The new access road would be wider than a farm track. It's width and appearance would not appear out of place as there are other similar entrance roads in the vicinity including the access to Hawkshaw Farm (Mrs Dowson's) and the entrance to Fairfield Business Park. The proposed access will be unlit. The access would not appear as an unduly urbanising feature.

7.19 The proposed development is similar to the approved scheme. The relocation of the yard area away from the A59 benefits from existing screening and introduces new screening to soften its appearance. The proposed access to the site will have minimal impact on the landscape and the scheme therefore complies with the requirements of Key Statement EN2, and Policies DMG1 and DME2 which seek to protect the character of the landscape, ensure that new development is sympathetic to existing land uses and protects important features of the landscape.

Highways

7.20 The design of the access includes the requirements that were approved under the previous scheme. 10 m radii, 2.4m by 215 visibility splay and swept path analysis. A Transport Statement dated 5th Dec 2018 has been provided which demonstrates that the site can be safely accessed from the A59. The transport statement acknowledges that the opportunities for travel by walking to work or use of public transport is limited but no worse than what is available at the current site at Fairfield Business. The scheme provides opportunities for the employees to be able to travel to work by cycle. A cycle shelter is provided.

7.21 The traffic generation at the site is likely to be low. As the development is the re-location of an existing business currently operating nearby the effect on traffic flows within the local highway network will be largely unchanged. The proposed development will only be accessed from the A59 along the proposed new access road. The previous permission for the Civil Engineering Depot reference 3/2018/0309 is still valid and could be implemented. If this revised scheme is granted planning permission, it would provide an alternative development and would supersede the earlier permission. The development is compliant with Key Statement DMI2: Transport Considerations, policies DMG1: General Considerations and DMG3: Transport and Mobility.

Contaminated land

7.22 A phase 1 land contamination survey dated January 2019 has been carried out and concludes that there is potential for contamination to exist on site which has the potential to adversely affect future users of the site. This is unsurprising given the previous use of the site as a petrol filling station. The report suggests two options to respond to this. First is to include suitable precautions in the design of the development to protect the proposed building and future users. These would include a vapour barrier, and protected water supply. The

second that an intrusive investigation is undertaken to assess the presence and extent of potential contamination on site. The requirement for these design features or for further surveys and remediation can be required by condition on the planning permission if granted.

Drainage and Flood Risk

- 7.19 A drainage strategy dated 18 December 2018 is submitted with the application. The site is within an area categorised by the Environment Agency as Flood Zone 1 which is defined as land with a very low probability of flooding. The drainage strategy suggests discharging surface water from the development to a culverted watercourse which flows through the centre of the site. The discharge rate will be attenuated within the boundary of the development site prior to discharge. Surface water attenuation will be provided using geocellular storage crates the location of which is include on the site plan. This is compliant with policy DME6: Water Management
- 7.20 As there are no united utilities sewers with the vicinity of the site a package treatment plant is proposed and the position of this is shown on the site plan.

Trees and ecological considerations

- 7.21 A tree survey and ecological survey have been submitted with the application. The tree survey has identified a high number of trees which are in poor condition and unsuitable for retention. Those trees of high-quality category A and B that are on the perimeter of the site have been retained. The proposed acoustic fence has been placed outside the canopy of high-quality trees. Hard surfaces close to trees on the north west boundary are to be constructed using 'no dig' methods. The development related losses on the site is compensated for by the creation of a hedgerow with trees around the perimeter of the site which provide a more sustainable and visually attractive landscape feature than the trees that current stand within its boundaries.
- 7.22 An ecology survey dated 20th December 2018 has been submitted with the application. This ecological survey and tree survey indicate that the roadside hedge to the A59 is well managed but species poor. Should the hedgerow need to moved back to improve sight-lines there is unlikely to be any significant impact on ecology. A method statement for hedge transplantation is provided at appendix 2.

- 7.23 Birds are likely to utilise the hedgerow on site boundary for nesting between March and September. The report indicates that any vegetation clearance should therefore be undertaken outside of this period. Reasonable Avoidance Measures outlined in the report are advised to be utilised for amphibians that may occur in the area. The report however considers that these species are unlikely to utilise the areas affected by the proposals. No other notable or protected species were recorded on the site. The protection of trees on the site boundary and landscaping will promote structural diversity in both the canopy and at ground level and will encourage a wider variety of wildlife to use the site than already occurs.
- 7.24 A new tree and hedge planting scheme around the perimeter of the site incorporating any existing trees where suitable providing a diverse mixture of species will enhance the biodiversity and ecological value of the site. The development is compliant with key statements EN2: Landscape, EN4: Biodiversity and Geodiversity, and policies DME1: Protecting Trees and Woodlands, DME2: Landscape and Townscape Protection and DME3: Site and Species Protection and Conservation.

Other Matters

Minerals Safeguarding Area

- 7.25 The Lancashire Minerals and Waste Local Plan (LMWLP), comprising the Minerals and Waste Core Strategy (2009) along with the Site Allocations and Development Management Policies (2013) is relevant to this proposal.
- 7.26 Policy CS1 of the LMWLP requires minerals that have economic, environmental or heritage value and potential for extraction now or in the future to be identified and shown as minerals safeguarding areas on the Policies Map. Policy M2 (Safeguarding Minerals) shows the application site forms part of a much wider Minerals Safeguarding Area (MSA) for sandstone.
- 7.27 The application site lies within a Minerals Safeguarding Area for sand and gravel (Policy M2 of the LMWLP). This policy requires proposals for development other than mineral extraction, to demonstrate that they will not sterilise the resource or that consideration has been given to prior extraction in consultation with the Minerals Planning Authority and that the need for the proposed development outweighs the economic value of the resource.

7.28 The Mineral Assessment Report dated January 2019 submitted with this application has demonstrated that the exemptions of Policy M2 of the LMWLP have been engaged and it is not necessary to undertake prior extraction in advance of the proposed development.

8 CONCLUSION

8.1 The proposal is to relocate an existing company employing 35 people from its current location adjacent to the A59 at Fairfield Business Park to a site opposite Woodfield Garage 750m to the north east along the A59. This will allow this established business to continue trading within the Ribble Valley and have sufficient space to operate more effectively and efficiently improving the viability of the business and providing the potential to expand the numbers of people employed.

8.2 Planning permission was granted for the same development with a different site configuration in June 2018. If planning permission is granted for the current proposal it will supersede the previous permission. The principle of the development was established through the granting of planning permission for the relocation of the depot. The position and dimensions of the proposed building on the site remains the same and a new vehicle access is proposed from the A59. We have demonstrated that the visual impact of the proposed development will be very similar to the previous approval and is therefore acceptable.

8.3 Whilst there will be a loss of some trees on the site this will be compensated for by the introduction of new trees with and at the perimeter of the site as mitigation. An ecology survey has been carried out which has made recommendation to ensure that protected species are not harmed by the development.

8.4 Measures have been designed to contain noise within the site so that this Civil Engineering company can operate at the site without harming the residential amenities of those houses closest to the site.

8.5 The Core Strategy key statement EC1 Business and Employment supports economic development which is well related to the A59 corridor. The development of the site for employment generating purposes would make an important contribution to the provision of local employment opportunities for the area and would support the aims and objectives of the Council.

Appendix 1 Officer Report to planning approval 3/2018/0309

Report to be read in conjunction with the Decision Notice.

Application Ref:	3/2018/0309	 <p>Ribble Valley Borough Council www.ribblevalley.gov.uk</p>
Date Inspected:	31/05/18	
Officer:	James Blythe (Capita)	
DELEGATED ITEM FILE REPORT:		APPROVAL

Development Description:	Use of land as storage compound and construction of building for vehicle servicing, workshop, tool store, offices and ancillary accommodation for a civil engineering company.
Site Address/Location:	Land Opposite Woodfield Garage, Longsight Road, Clayton le Dale, BB2 7JA

CONSULTATIONS:	Parish/Town Council
No comments received.	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
Environmental Health	<p>The application is for the construction of a civil engineering site located on the A59 Longsight road Clayton Le Dale</p> <p>Noise: The noise assessment completed by Miller Goodall indicates the levels of noise will have a low impact depending on the context based on BS4142:2014 guidance (Table 8) and these figures are relating to the noise sensitive receptor excluding the building envelope. As the sound attenuation will be dependent on the weakest element of the structure of the nearest noise receptor then the most acceptable noise level to attain would be the World Health Organisation level of 30dB LAeq during night time hours. The BS8233:2014 also advises guideline noise values provided by World Health Organisation for external patio's and gardens not to exceed 50dB LAeq These figures should be considered when construction of the workshop building for use of repairs on site and when considered the acoustic fencing to be erected around the site.</p> <p>Drainage: Refer to the bEk Enviro report for the most suitable surface water and foul water drainage.</p> <p>Lighting: Has not been identified other than the use streetlamps. These should be erected to ensure that no light escapes the boundary fence line or cause nuisance to nearby residents. If necessary the use of deflectors can be used to ensure all lighting is specifically directed within the site boundary line.</p> <p>Operating times: The applicant has requested extending the operating hours from 7am – 11.00pm. 7 days a week. Concern is raised regarding</p>

	<p>these extended hours as vehicle start up/movement is likely to be the cause of noise nuisance to nearby residents. How often is this likely to occur?</p> <p>Site layout: The large doors for the workshop are to be located on the South facing side of the building. Is this likely to generate increased noise of vehicle reversing and disturbing nearby residents? If the workshop doors were located on the opposite side of the building vehicle movements would be reduced to the road aspect of the layout where existing noise is generated. Also consider parking of staff vehicles on the south facing elevation.</p> <p>Construction: Site development times need to be considered for noise nuisance.</p> <p>Conclusions/Suggested Conditions The above observations have been provided on the basis of the level of information submitted and the comments contained within this response represent officer opinion only, at the time of writing, without prejudice.</p> <p>Should you be minded to approve the application, notwithstanding other considerations, I would suggest that the following conditions be attached should you feel they are relevant and justified:</p> <ul style="list-style-type: none"> • Noise limits to correspond to the World Health Organisation recommendations of 30dB LAeq at night time internal levels at nearest noise receptor and 50dB LAeq on nearest noise receptors external patios and gardens. • In line with other construction times these should be limited to Monday to Friday 07.30 till 18.00 hours. Saturday 08.30 till 14.00hrs and no construction or deliveries to site on Sunday. • Dust suppression to include damping down of the site during dry periods to prevent dust leaving the site boundary. • Stray light off the site should not be found beyond the site boundary line. • Operating time of the site, No Sunday operation to reduce the incidence of nuisance, and limit evening operations until 8pm.
Highways	<p>The proposal is to transfer an existing operation from its present premises at Fairfield Business Park to this new facility opposite Woodfield garage. The site currently benefits from 2 existing access points, one of which is to be closed with the land to the front of the site landscaped. The applicant has submitted swept path plans for the retained site entrance and these are acceptable. The traffic generation is envisaged to be low and the accident record for this length of the A59</p>

is low. On this basis I would raise no objection to the proposal on highway grounds subject to the comments below being satisfactorily resolved.

1 The existing westerly access shall be permanently closed and the kerbing reinstated.

2 The existing footway fronting the site shall be repaired and retained. The submitted plan shows this area as grass.

3 The closure of the westerly access point, reconstruction of the proposed access and repair / replacement of the footway will be subject to a S278 agreement.

If your Council are minded to approve this application , I would request the following conditions be attached to any permission that may be granted:

1 Before the access is used for vehicular purposes, that part of the access extending from the highway boundary to the proposed site entrance gates shall be appropriately paved in tarmacadam, concrete, block paviments, or other approved materials.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

2 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Longsight Road to points measured 215m in each direction along the nearer edge of the carriageway of Longsight Road, from the centre line of the access.

Reason: To ensure adequate visibility at the site access.

3 The existing westerly access point shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads concurrent with the reconstruction of the easterly access of the new access.

Reason: To limit the number of access points to, and to maintain the proper construction of the highway.

4 No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

	<p>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.</p> <p>5 No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 4 has been constructed and completed in accordance with the scheme details.</p> <p>Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.</p> <p>6 For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.</p> <p>Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.</p>
<p>Lead Local Flood Authority (LLFA)</p>	<p>The Lead Local Flood Authority (LLFA) has no comment to make on the above application for the following reasons:</p> <ul style="list-style-type: none"> • LLFA Flood Risk Standing Advice should have been applied • It is not listed in the 'When to Consult the LLFA' document or in the Development Management Procedure Order 2010.
<p>United Utilities</p>	<p>With regard to the above development proposal, United Utilities Water Limited ('United Utilities') wishes to provide the following comments:</p> <p>Drainage Conditions</p> <p>Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities.</p> <p>The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Strategy, BEK/18385/180328/1/OCCE- Dated 28 March 2018 which was prepared by BEK. For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, no surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.</p> <p>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.</p>
<p>CONSULTATIONS:</p>	<p>Additional Representations.</p>
<p>No representations have been received.</p>	

RELEVANT POLICIES AND SITE PLANNING HISTORY:

Ribble Valley Core Strategy:

Key Statement EC1 – Business and Employment Development
Policy DME2 – Landscape and Townscape Protection
Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DMG3 – Transport and Mobility
Policy DMB1 – Supporting Business Growth and the Local Economy
Policy DME6 – Water Management

National Planning Policy Framework (NPPF)
Draft revised National Planning Policy Framework (March 2018)
National Planning Policy Guidance (NPPG)

Relevant Planning History:

- 3/2001/0497 Use of land for the storage of motor vehicle refused 18.12.2001
- 3/1998/0416 Proposed car sales at former petrol station withdrawn 11.08.1998
- 3/1989/0529 Temporary use of truck stop filling station as transport café including siting of mobile cooking unit for a period of 12 months refused 08.03.1990

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application relates to land opposite the Woodfield Garage to the south east of Longsight Road (A59), Clayton Le Dale.

The front section (to the north west) of the application site is currently of hardstanding and appears to be in use as an outdoor storage area.

The site is located within the open countryside, approximately 700m south west of the settlement of Clayton-Le-Dale. The nearest neighbouring residential properties are Green Pastures approximately 30m to the south west of the application site and Wood Field Farm approximately 20m to the north east across the public highways of the A59.

Proposed Development for which consent is sought:

This application seeks permission for the construction of a two-storey office/workshop building (12.5m by 24m, 5.5m to the eaves and 6.65m to the ridge), staff parking for 12 cars and 5 vans.

The remainder of the area needs to be hard-surfaced to be used as a yard area for equipment and machinery.

A 2.4m paladin security fence will be needed around the site.

It is also proposed to screen the security fence by a new hedge around the perimeter of the site and trees along the site boundary to the A59 and an acoustic barrier (of 1.8 metres) in the form of an earth bund is proposed around the internal perimeter of the site.

Principle of development:

The Ribble Valley Core Strategy Key Statement EC1 and policy DMB1 seeks to support business growth and the local economy. Key Statement EC1 states that *'Employment development will be directed towards the main settlement of Clitheroe, Whalley and Longridge as the preferred locations to accommodate employment growth together with land at Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury and locations well-related to the A59 corridor'*. The application site is on the south east of Longsight Road (A59) and is therefore well-related to the A59 corridor.

Policy DMB1 supports proposals that are intended to support business growth and the local economy. This includes *'The expansion of established firms on land outside settlements will be allowed provided it is essential to maintain the existing source of employment and can be assimilated within the local landscape'*. The applicant is looking to re-locate and expand their existing operations from their present premises at Fairfield Business Park. The proposal would create an expansion of the useable storage space in addition to more appropriate office and workshop space for the applicant business/operations. The proposed development will allow the business to continue to meet the applicant's needs and for the business to continue to prosper and contribute positively to the local economy.

The proposed development is considered to be acceptable and in accordance with Policy DMB1 and Key Statement EC1 of the Ribble Valley Core Strategy.

Impact Upon Residential Amenity:

It is noted that the nearest neighbouring residential properties are the property of Green Pastures, approximately 30m to the south west of the application site and Wood Field Farm approximately 20m to the north east across the public highways of the A59. Environmental health has been consulted on the application and whilst the response received does not object to the application, the response raises concerns regarding the operational hours and site layout.

In relation to the operational hours the planning statement states that the majority of building products are delivered to the building site rather than to the depot and that the majority of the activity at the site will occur from 7am to 6.30pm, Monday to Friday. However, permission is sought for operating hours from 7am to 11pm 7 days a week in order to allow some flexibility. It is also noted that an acoustic barrier (of 1.8 metres) in the form of an earth bund is proposed around the internal perimeter of the site.

It is considered that the hours of use proposed within the Environmental Health's response (i.e. No Sunday operation and limit evening operations until 8pm) would allow the majority of the activity to occur on site as discussed above and therefore the operational hours can be controlled by an appropriate condition.

Whilst the comments regarding the site layout are acknowledged, it is considered that the proposed location of the large doors for the workshop are to the south east of the site and therefore due to the separation distance and noise mitigation provided, the impacts of the layout upon the amenity of the nearest residential properties would be limited.

It is considered that the other requested conditions from Environmental Health in relation to Noise limits, construction hours, dust suppression and lighting are considered appropriate and should be included within any permission to ensure residential amenity is protected.

Therefore, it is considered that the proposal, subject to appropriate conditions is acceptable and complies with Policy DMG1 of the Ribble Valley Core Strategy in relation impact upon residential amenity of neighbouring properties.

Visual Amenity/External Appearance:

It is noted that the application site is considered to be within open countryside however, it is also noted that the application site is immediately adjacent to Longsight Road (A59).

When considering proposals for the erection of new buildings within the open countryside, it is important to ensure that buildings are clustered together so as to keep the visual harm to a minimum. In this particular case, the proposed development would be sited on a plot of land directly adjacent to the existing properties and other commercial uses along the A59, and as such would be seen in context of the existing land uses within the surrounding area. In addition it is considered the front section (to the north west) of the application site is currently of hardstanding and appears to be in use as an outdoor storage area, it is considered that this proposal would enhance the outlook of this part of the site and therefore have a positive effect on the immediate street scene.

It is considered that in accordance with the pre-application advice, the building is to be clad in timber above a plinth of natural stone. The roof of the building is shallow pitched and is clad in grey and doors and windows frames will be coloured grey. In addition the landscaping and the acoustic barrier will provide a visual screen around the site so that materials stored on the site and most of the equipment will not be visible from outside of the site.

Therefore, on balance, it is considered that the proposal would not have a significant adverse impact upon the character of the surrounding area and it is considered that the proposal complies with Policies DME2 and DMG1 of the Ribble Valley Core Strategy.

Highways:

The Highway Officer states that the traffic generation is envisaged to be low and the accident record for this length of the A59 is low and therefore raised no highway objection to the application subject to appropriate conditions and a Section 278 highways legal agreement.

Therefore, it is officer opinion that the proposed would not have significant adverse impact upon highways provision and safety subject to the requested conditions. Therefore the proposal is considered to be in accordance with Policy DMB3 of the Ribble Valley Core Strategy.

Contaminated Land:

A Contaminated Land Phase One Desk Study has been submitted which states that 'as a result of the investigation into the historical use of the site and surrounding area no sources of contamination have been identified with the exception of a slight hydrocarbon sheen on the surface ponding water.'

It is acknowledged that there has been no response from the Contaminated Land Officer however, In the opinion of the officer, by the design of the proposal, the proposed development has incorporated suitable precautions during the construction phase to protect future occupants and

therefore the proposal is considered acceptable in regards to potential impact in relation to contaminated land.

Drainage and Flood Risk:

A drainage statement has been submitted and consultation responses have been received from the LLFA and United Utilities which raise no objection to the application subject to appropriate conditions.

It is officer opinion that subject to conditions, the proposal would not represent unacceptable risk of flooding or exacerbate flooding elsewhere therefore it would accord with Policy DME6 of the Ribble Valley Core Strategy.

Observations/Consideration of Matters Raised/Conclusion:

In conclusion, the proposed development would not result in any significant harm to the character and appearance of the application site or the surrounding area, nor will it cause any significant harm to the amenity of nearby dwellings subject to conditions. The development would accord with Policies DMG1, DMG2, DMG3, DMB1, DME2, DME3 and Key Statement EC1 of the Ribble Valley Core Strategy. Accordingly, it is recommended that the application be approved.

RECOMMENDATION:

That planning permission be granted subject to appropriate conditions.

Conditions:

1. Approved plans

The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:

- Application form, including materials, dated 10.04.18;
- Location Plan, Ref. 5365-01 Rev. A, dated 05.04.18 (1:1250);
- Proposed Site Plan, Ref. 5365-04, Rev. F, dated 09.04.18 (1:500); and
- Proposed Plans and Elevations, Ref. 5365-03, Rev. B, dated 05.04.18 (1:100).

Reason: To ensure that the development as carried out does not vary from the approved plans.

2. Standard Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

3. Noise Limits

Noise limits to correspond to the World Health Organisation recommendations of 30dB LAeq at night time internal levels at nearest noise receptor and 50dB LAeq on nearest noise receptors external patios and gardens.

Reason: In order to protect the amenities of occupiers of nearby properties

4. Construction Hours

The construction site subject of this approval shall not be operational and there shall be no construction, deliveries to, from or vehicle movements within the site outside the hours of 07.30-18.00 Monday - Friday and 08.30-14.00 Saturdays with no working on Sundays or Bank Holidays.

Reason: To safeguard the amenity of nearby residents

5. Dust suppression

Prior to the development commencing a detailed scheme to prevent the deposit of mud and other debris onto the highway and to suppress dust arising from construction activities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of a) mechanical street cleaning brushes and b) the provision of water bowsers to be made available to spray working areas due to dry conditions. Thereafter development shall not be carried out other than in accordance with the approved details and the approved measures shall be retained on site for the duration of the works and used on all occasions when visible dust emissions are likely to be carried from the site e.g. during dry, windy conditions.

Reason: This condition needs to be pre-commencement to safeguard the occupiers of surrounding properties and users of the public highway from any discomfort or loss of amenity arising from construction activities on the site.

6. Flood Lighting Scheme Details

Prior to installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following information:

- a statement of frequency of use, and the hours of illumination;
- a site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features;
- details of the number, location and height of the proposed lighting columns or other fixtures;
- the type, number, mounting height and alignment of the luminaires;
- the beam angles and upward waste light ratio for each light;
- an isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties or the public highway to ensure compliance with the institute of lighting engineers Guidance Notes for the reduction of light pollution to prevent light glare and intrusive light for agreed environmental zone ; and
- where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.

The lighting shall be installed and maintained in accordance with the approved scheme.

Reason: In the interest of visual amenity and/or highway safety.

7. Operating hours

The use hereby granted planning permission shall not be carried out on any Sunday or Bank Holiday or between the hours of 8pm to 7am on any other day.

Reason: To safeguard the occupiers of adjacent premises from undue noise or other associated disturbance

8. Site access

Before the access is used for vehicular purposes, that part of the access extending from the highway boundary to the proposed site entrance gates shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

9. Visibility splays

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or amending that Order) there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Longsight Road to points measured 215m in each direction along the nearer edge of the carriageway of Longsight Road, from the centre line of the access.

Reason: To ensure adequate visibility at the site access.

10. Westerly access point closure

The existing westerly access point shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads concurrent with the reconstruction of the easterly access of the new access before the buildings hereby granted planning permission are first occupied.

Reason: To limit the number of access points to, and to maintain the proper construction of the highway.

11. Scheme for the construction of site access

No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

Reason: This needs to be pre-commencement in order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

12. Construction of site access

No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 11 has been constructed and completed in accordance with the scheme details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

13. Wheel cleaning facilities

For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.
Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.

14. Site Drainage

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Strategy, BEK/18385/180328/1/OCCE- Dated 28 March 2018 which was prepared by BEK. For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, no surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed 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.

The applicant can discuss any of the above with Developer Engineer, Graham Perry, by email at wastewaterdeveloperservices@uuplc.co.uk.

Informatives:

1. Highways Legal Agreement

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 Environment Directorate for further information by telephoning the Developer Support Section (Area East) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email lhscustomerservice@lancashire.gov.uk
For the avoidance of doubt the works shall include the reconstruction of the existing easterly access, the closure and kerbing of the westerly

	<p>access and the repair / reconstruction of the footway along the site frontage.</p> <p>2. <u>County Council's highway drainage system</u> This consent does not give approval to a connection being made to the County Council's highway drainage system.</p>
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Appendix 2 Planning permission notice 3/2018/0309

RIBBLE VALLEY BOROUGH COUNCIL

Department of Development

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

Telephone: 01200 425111

Fax: 01200 414488

Planning Fax: 01200 414487

Town and Country Planning Act 1990

PLANNING PERMISSION

APPLICATION NO: 3/2018/0309

DECISION DATE: 06 June 2018

DATE RECEIVED: 11/04/2018

APPLICANT:

Mr S O'Callaghan
O'Callaghan Ltd (OCCE)
Showley Fold
Showley Road
Clayton le Dale
Blackburn
BB1 9DR

AGENT:

Judith Douglas
Judith Douglas Town Planning Ltd
90 Pimlico Road
Clitheroe
BB7 2AH

DEVELOPMENT PROPOSED: Use of land as storage compound and construction of building for vehicle servicing, workshop, tool store, offices and ancillary accommodation for a civil engineering company.

AT: Land opposite Woodfield Garage Longsight Road Clayton le Dale BB2 7JA

Ribble Valley Borough Council hereby give notice that **permission has been granted** for the carrying out of the above development in accordance with the application plans and documents submitted subject to the following condition(s):

Approved plans

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:
 - Application form, including materials, dated 10.04.18;
 - Location Plan, Ref. 5365-01 Rev. A, dated 05.04.18 (1:1250);
 - Proposed Site Plan, Ref. 5365-04, Rev. F, dated 09.04.18 (1:500); and
 - Proposed Plans and Elevations, Ref. 5365-03, Rev. B, dated 05.04.18 (1:100).

Reason: To ensure that the development as carried out does not vary from the approved plans.

Standard Time Limit

2.

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

Noise Limits

3. Noise limits to correspond to the World Health Organisation recommendations of 30dB LAeq at night time internal levels at nearest noise receptor and 50dB LAeq on nearest noise receptors external patios and gardens.

Reason: In order to protect the amenities of occupiers of nearby properties

Construction Hours

4. The construction site subject of this approval shall not be operational and there shall be no construction, deliveries to, from or vehicle movements within the site outside the hours of 07.30-18.00 Monday - Friday and 08.30-14.00 Saturdays with no working on Sundays or Bank Holidays.

Reason: To safeguard the amenity of nearby residents

Dust suppression

5. Prior to the development commencing a detailed scheme to prevent the deposit of mud and other debris onto the highway and to suppress dust arising from construction activities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of a) mechanical street cleaning brushes and b) the provision of water bowsers to be made available to spray working areas due to dry conditions. Thereafter development shall not be carried out other than in accordance with the approved details and the approved measures shall be retained on site for the duration of the works and used on all occasions when visible dust emissions are likely to be carried from the site e.g. during dry, windy conditions.

Reason: This condition needs to be pre-commencement to safeguard the occupiers of surrounding properties and users of the public highway from any discomfort or loss of amenity arising from construction activities on the site.

P.T.O.

Flood Lighting Scheme Details

6. Prior to installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following information:
- a statement of frequency of use, and the hours of illumination;
 - a site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features;
 - details of the number, location and height of the proposed lighting columns or other fixtures;
 - the type, number, mounting height and alignment of the luminaires;
 - the beam angles and upward waste light ratio for each light;
 - an isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties or the public highway to ensure compliance with the institute of lighting engineers Guidance Notes for the reduction of light pollution to prevent light glare and intrusive light for agreed environmental zone ; and
 - where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.
- The lighting shall be installed and maintained in accordance with the approved scheme.

Reason: In the interest of visual amenity and/or highway safety.

Operating hours

7. The use hereby granted planning permission shall not be carried out on any Sunday or Bank Holiday or between the hours of 8pm to 7am on any other day.

Reason: To safeguard the occupiers of adjacent premises from undue noise or other associated disturbance

Site access

8. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary to the proposed site entrance gates shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

P.T.O.

Visibility splays

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or amending that Order) there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Longsight Road to points measured 215m in each direction along the nearer edge of the carriageway of Longsight Road, from the centre line of the access.

Reason: To ensure adequate visibility at the site access.

Westerly access point closure

10. The existing westerly access point shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads concurrent with the reconstruction of the easterly access of the new access before the buildings hereby granted planning permission are first occupied.

Reason: To limit the number of access points to, and to maintain the proper construction of the highway.

Scheme for the construction of site access

11. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

Reason: This needs to be pre-commencement in order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

Construction of site access

12. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 11 has been constructed and completed in accordance with the scheme details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.
P.T.O.

Wheel cleaning facilities

13. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.

Site Drainage

14. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Strategy, BEK/18385/180328/1/OCCE- Dated 28 March 2018 which was prepared by BEK. For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, no surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed 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.

The applicant can discuss any of the above with Developer Engineer, Graham Perry, by email at wastewaterdeveloperservices@uuplc.co.uk

Note(s)

1. For rights of appeal in respect of any condition(s)/or reason(s) attached to the permission see the attached notes.
2. The applicant is advised that should there be any deviation from the approved plan the Local Planning Authority must be informed. It is therefore vital that any future Building Regulation application must comply with the approved planning application.
3. The Local Planning Authority operates a pre-planning application advice service which applicants are encouraged to use. Whether or not this was used, the Local Planning Authority has endeavoured to work proactively and positively to resolve issues and considered the imposition of appropriate conditions and amendments to the application to deliver a sustainable form of development.

P.T.O.

4. Highways Legal Agreement

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 Environment Directorate for further information by telephoning the Developer Support Section (Area East) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email lhscustomerservice@lancashire.gov.uk For the avoidance of doubt the works shall include the reconstruction of the existing easterly access, the closure and kerbing of the westerly access and the repair / reconstruction of the footway along the site frontage.

5. County Council's highway drainage system

This consent does not give approval to a connection being made to the County Council's highway drainage system.

JOHN HEAP
DIRECTOR OF COMMUNITY SERVICES

Appendix 3 Hedge Transplant method

1	Receptor Site- A trench is to be dug at the receptor site approximately 1m deep, 1m wide in the middle with side/s shallow tapered.
2	Receptor Site - Soil in the bottom of the trench is to be loosened and mixed with some top soil excavated from the receptor trench.
3	Coppice- The existing hedge should be cut back heavily to reduce its bulk. The level of cutting back should be similar to that which would be done should it be laid. Small trees should be coppiced to 30cm above ground level.
3	Lifting- Determine the length of hedgerow that can be moved in each digger bucket. The roots between each plant should then be severed. This is to be done by hand, but could be achieved more successfully and easily if a hydraulically powered blade/knife
4	Lifting- A trench is to be dug on the lifting side approximately 1m from the cut stems of the hedge. The machine bucket should be “combed” gently down to expose rather than break root ends.
5	Lifting- Whenever encountering large roots, an attempt should be made to cut them (strong loppers, sharpened mattock) rather than break them.
6	Lifting- With a non-reversible bucket the plants should be scooped from behind. Ideally using a reversible bucket the plant can then be lifted from underneath. In either case maintain as much of the root ball as is possible.
7	Lifting- Any large (>15mm) roots broken during lifting should be pruned to leave clean
8	Placement- On placement, maintain the correct height and line of each plant. One or two people on the ground should be able to direct the machine operator and to assist in carrying out step 9.
9	Placement- The trench should be back-filled with top soil (ideally from the original site position) sufficiently to stabilise the plant. Soil should be firmed in around the root ball by treading.
10	Placement- Potential air pockets under the roots should be manually filled with topsoil.
11	Placement- Enough space should be left in the trench to leave room for the next stem.
12	Placement- Back-filling to be completed when a run of 4 or 5 plants are in place. This is to minimise tracking of the machine in adverse weather conditions.
13	Post establishment- The transplanted hedge should be supplemented with new planting where transplanted stems do not take. The new hedge should be allowed to bulk out before being trimmed.