

Development Control Committee
Meeting to be held on 24 July 2019

Electoral Division affected: Chorley Rural East
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Chorley Borough: application number LCC/2019/0015
Installation of 3 control kiosks, pressure balance stack, ground re-profiling and access track, on land to south of Harrisons Farm, Old School Lane, Adlington, Chorley

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Executive Summary

Application – Installation of 3 control kiosks, pressure balance stack, ground re-profiling and access track, on land to south of Harrisons Farm, Old School Lane, Adlington, Chorley.

Recommendation – Summary

That planning permission be **granted** subject to conditions controlling commencement, working programme, hours of working, highway matters, ground investigation, archaeology, ecology and landscaping.

Applicant's Proposal

Planning permission is sought for the following elements of the proposed development:

- Control kiosk – length 13m x width 1.6m x height 2.4m.
- Pressure balance stack – height 5m x diameter 0.35m.
- Actuator security box – length 1.2m x width 0.80m x height 1.5m.
- Junction box kiosk – length 2.8m x width 1.2m x height 2m.

All of the above structures / buildings would be in glass reinforced plastic coloured dark green

- Ground re-profiling up to 2m above existing ground levels and stone access track around a proposed underground detention tank
- Landscaping works including grass seeding, hedgerow and tree planting.
- 41 Pre-cast concrete bollards 0.9m high

A number of works which are at or below ground together with temporary works are permitted development for which no planning permission is required. These are as follows:-

- A 5,500m³ storm water detention tank incorporating storm water return and scavenger discharge pumps.
- Ancillary structures comprising flow control penstock chamber, bifurcation chamber, tank isolation chamber, discharge chamber/flow switch chamber, new pipelines, manholes and cable ducts.
- Flap valve on the outfall headwall to the Harrisons Farm Combined Sewer Overflow.
- A temporary compound would be located adjacent to the scheme, in the northern field between the application site and Old School Lane and would include a temporary haul road for construction vehicles, where the land would be reinstated upon completion.

Description and Location of Site

The proposed site location is at and adjacent to existing wastewater infrastructure including a combined sewer overflow to the River Douglas. The overall site area includes land for the construction of a new storm water detention tank, associated installations and pipework, and a compensatory flood storage area. The land is largely marshy grassland and is currently used as grazing land. The land is in Flood Zone 2 and 3. It is situated within a river valley, with sloping grazing land to the north, woodland to the east and south of the river, and to the west, further wet pasture and woodland. There is a Public Right of Way (footpath number 18) alongside the River Douglas and the nearest residential property is Harrisons Farm, above the valley to the north and approximately 100 metres to the north west.. The application site is in land designated as Green Belt.

Access to the site is via farm track that joins Red House Bridge Road. There is a residential property here called Astley some 170m from the application site. From this point the road leads east to a narrow bridge (Grade II listed – Red House Bridge no. 68) over the Leeds and Liverpool Canal to Harrison Road. Access is also available in a westerly direction along a farm track to Old School Lane, 'The Common' Park Road, which is the proposed route of construction related traffic adjacent to Harrison Farm. The farm track to Old School Lane is also the route of footpath number 20.

Background

History

On 15 December 2004 planning permission was granted for a control kiosk, stone access track, access gate, outfall structure, and localised ground re-profiling at the same site (ref. 09/04/1079). This permission was implemented.

Planning Policy

National Planning Policy Framework (NPPF)

Planning Practice Guidance accompanying the NPPF (PPG)

Joint Lancashire Mineral and Waste Development Framework Core Strategy DPD - Managing our Waste and Natural Resources (JLMWDF)

Policy CS7 Managing our Waste as a Resource

Policy CS8 Identifying Capacity for Managing our Waste

Joint Lancashire Minerals and Waste Local Plan - Site Allocations and Development Management Policies – Part One (JLMWLP)

Policy NPPF1 Presumption in Favour of Sustainable Development

Policy DM1 Management of Waste and Extraction of Minerals

Policy DM2 Development Management

Central Lancashire Adopted Core Strategy

Policy 29 Water Management

Chorley Local Plan 2012-2026 - Site Allocations and Development Management Policies Development Plan Document

Policy BNE1 Design Criteria for New Development

Policy BNE9 Biodiversity and Nature Conservation

Policy BNE10 Trees

Consultations

Chorley Borough Council – Object on the grounds that Park Road is unsuitable for the passage of large volumes of HGV traffic, particularly close to a primary school. Red House Bridge should be looked at as an alternative route option. Should permission be granted then it is recommended that conditions should be imposed in relation to a restriction on HGV movements during school drop off and pick up; an off-site traffic management plan; the provision of a road sweeper; and a programme of export and deliveries.

Adlington Town Council – While accepting the need for the development, Councillors have concerns, which they hope can be addressed in the conditions attached to any permission given:

- Access via Park Road can be difficult and this development will require the use of large vehicles. If this can be restricted at school arrival and departure times and at anti-social hours (late nights/Sundays) it will reduce the inconvenience for residents
- The Council welcomes the plan to replace the many trees and hedges which will need to be removed during the building work, but would like reassurance that there will be ongoing management of the site during the regeneration process in the years following the completion of the development to ensure that the replacement is effective.

- Concern was expressed that the integrity of the bat corridor currently provided by the trees in this location should be retained.

Environment Agency – No objection.

Coal Authority – The application site falls within the defined Development High Risk Area; therefore within the site and surrounding area there are coal mining features and hazards, which need to be considered in relation to the determination of this planning application. Overall, no objection is raised subject to a condition requiring the undertaking of a scheme of intrusive site investigations, which is adequate to properly assess the ground conditions and the potential risks posed to the development by past shallow coal mining activity; the submission of a report of findings arising from the intrusive site investigations, and a scheme of proposed remedial works for approval; and the implementation of those remedial works.

LCC Highways Development Control – No comments received.

Canal and River Trust – No comment to make.

Lead Local Flood Authority – No objection.

County Archaeology Service – The applicant has submitted a proposed written scheme of archaeological investigation that is considered acceptable. Should permission be granted a condition is recommended requiring compliance with the written scheme of investigation for an archaeological watching brief.

LCC Ecology Service – There would be loss of hedgerows and trees, and replacement planting is proposed as illustrated by the Landscape Proposals Plan to mitigate these losses. There appears to be scope within the proposed development site to provide biodiversity net-gain and it is suggested that the applicant revises the landscape proposals plan to include and highlight biodiversity net-gains. This could include the creation of species-rich grassland or shallow scrapes or other small waterbodies, which could enhance the ecological network along the River Douglas and Leeds-Liverpool Canal.

The applicant has sought to identify protected species risks and the scope of the applicant's assessment is considered sufficient. The mitigation measures proposed for protected species are considered proportionate, and when implemented the proposed development would be in accordance with the requirements of relevant legislation, planning policy and guidance.

LCC Public Rights Of Way – No comments received.

Representations:- The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. No representations have been received.

Advice

The proposed development is part of a programme of work for the management of wastewater to reduce spills from the sewer network to the River Douglas, which is required to meet the objective of the Water Framework Directive standards. The proposed detention tank, the vast majority of which is below ground level and is therefore permitted development, would allow sewer flows during storm conditions to be temporarily stored and then pumped back into the sewer network rather than being allowed to overflow into the adjacent watercourse. The proposed development would therefore have a number of general environmental benefits including improving water quality in the River Douglas to meet the standards in the Water Framework Directive.

The location of the proposal is dictated by the operational requirements of the existing sewer infrastructure and by the nature of the site. Suitable locations for the proposed new detention tank are limited by the position of the existing Harrisons Farm Combined Sewer Overflow and influenced by the land available and various engineering and ecological constraints.

The application site is located in the Green Belt. Paragraph 133 of the NPPF states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

Paragraph 134 of the NPPF explains that the purposes of including land in Green Belt include checking the unrestricted sprawl of large built up areas, preventing towns merging into one another, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns, and assisting in urban regeneration.

Paragraph 143 of the NPPF advises that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The proposed development would include built development that would be inappropriate development and therefore very special circumstances must be demonstrated.

Paragraph 144 of the NPPF advises that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

There is existing wastewater treatment infrastructure at and adjacent to the application site including a kiosk, access track and outfall structure and therefore the acceptability of development for waste water management has already been established to an extent.

The proposal also includes engineering operations in the form of ground re-profiling of the land using the surplus excavated materials derived from the construction of a storm water detention tank. As set out in paragraph 146 of the NPPF, this type of development is recognised as not inappropriate in Green Belt provided that it

preserves the openness of the Green Belt and does not conflict with the purposes of including land in Green Belt. Once completed and landscaped the impact would be restricted to a concrete cover for a storm tank, a stone access track and a modest raising of land levels. On this basis, it is considered that these elements would continue to preserve the openness of green belt and would not conflict with the purposes of including land in Green Belt.

The kiosk structures, bollards and pressure balance stack would be inappropriate development in the Green Belt and very special circumstances must be demonstrated. In this instance, there is clear justification to construct these items of plant at or close to the existing sewer network and combined sewer overflow. The structures would be of a durable secure design and suitable colour in an agricultural location that wouldn't necessitate a more sensitive selection of built materials. However, the applicant has been asked to review the need for the number and style of safety bollards around the perimeter of the underground tank as the original proposal of 41 concrete bollards is considered excessive for this location. The applicant has reconsidered this while still bearing in mind the need for adequate health and safety protection and has confirmed an alternative of 29 wooden bollards that would be less intrusive and can be conditioned accordingly.

There is no location in the area where this overall infrastructure could be provided where it would not be within the Green Belt. Furthermore, the benefits of helping to reduce the incidence of wastewater discharges to the River Douglas would be a significant material consideration that would outweigh the harm to the Green Belt by virtue of the presence of built development. Very special circumstances are therefore demonstrated.

Local Amenity

Construction working at the site has the potential to generate noise disturbance. The most effective means to control this is by way of a condition on any planning permission to limit the hours of construction working. For this reason, a condition is recommended to restrict construction working to 0730 to 1800 hours, Mondays to Fridays (except Public Holidays), 0800 to 1300 hours on Saturday, and no construction development, on Sundays or Public Holidays.

Highway matters

Chorley Borough Council have objected to the development due to the likely highway impacts on Park Road. At different stages during the proposed development construction period there would be different profiles of traffic movements. The applicant has indicated that this would likely to be:

- Old School Lane upgrade works and site compound set up lasting around 5 weeks and requiring approximately 4 HGVs per day (8 movements) during this period.
- The creation of the temporary working platforms lasting 3 weeks. Due to the large amount of excavation and material import, this could result in a worst-case of 30 vehicles (60 movements) per day during this period.

- The construction of the detention tank would take approximately 4 weeks, and the average daily vehicles would be approximately 25 (50 movements) over this period involved in the export of spoil / rock from the site.
- Other vehicles such as flatbed lorries for steel deliveries and low loaders to transport the cranes would also utilise the access route, and there would be a steady daily activity of around 6 or 7 wagons per day for deliveries and waste removal.

Approximately 20,000m³ of excavated material would be generated primarily through the excavation of the detention tank. The excavated material would largely comprise rock and where possible it would be reused on site, for instance as backfill during construction. However, as much of this material would be unsuitable for landscaping or for agricultural restoration it will need to be exported from the site. Disposing of the material elsewhere locally to the application site to avoid the need for export has been investigated but it would have other implications in terms of planning and permitting requirements.

During operation, large vans would access the location periodically for maintenance, by use of the Red House Bridge and Harrison Road.

Direct access to the site is via narrow roads within a residential area. Consequently, the applicant has explored alternative options via private land but this has proven unsuccessful and also raised further development control implications. Park Road is therefore considered to be the only viable way of accessing the site but it would be beneficial to avoid the movement of heavy goods vehicles during school drop-off and pick up times to ensure that local congestion is not exacerbated and that the impact on residential amenity and school pupil safety is minimised. This view is shared by the Town Council and Chorley Council. On this basis, a condition is recommended accordingly. Whilst the use of Park Road would have some highway impacts, it is considered that these impacts are outweighed by the requirement to undertake this development and the lack of other suitable access routes to the site.

There is a public right of way (footpath number 18), which runs alongside the River Douglas on the northern bank. To ensure the safety of the public during construction, this footpath would be temporarily diverted from the working area, to meet footpath number 20, which traverses Old School Lane. Other connecting footpaths in the area would remain open and part of footpath 20 would be segregated from construction traffic on the approach to Harrison's Farm.

The temporary closure is anticipated to cause minimal disruption as the temporary diversion can rejoin footpath 18 by use of footpath 21, approximately 380m downstream. The reinstatement of the footpath 18 along the River Douglas has been taken into account during the design of the landscape proposals, to improve views along this area.

Flood Risk

The site of the proposed works is subject to surface water flooding from the River Douglas as the site partially encroaches on flood zone 2 and 3, defined as land having, at worst, 1 in 100 (1%) annual probability of river flooding. There are no

existing formal flood defences in this area. A Flood Risk Assessment has been produced for the scheme and the applicant has calculated that the volume of surface water storage loss within the 1 in 100 year annual probability zone is approximately 1m³. A compensatory storage scheme on site is provided by slightly recontouring the ground adjacent to the west side of the proposed storm water detention tank. The Environment Agency and Lead Local Flood Authority raise no objection.

Cultural Heritage and Archaeology

An historic Mill Race has been identified which bisects the proposed development area. This site is named Old Mill on historic mapping, and it is recorded as a water-powered mill and associated features on the Lancashire Historic Environment Record. The Record notes the road leading to the site is named Mill Lane at this time and the mill appears to be supplied by an 'Old Mill Race' running along the north side of the river, and seems to be fed originally from the Water House Printworks site to the northeast. Therefore, there is a potential that buried archaeological deposits associated with the mill and any ancillary buildings might be encountered by the proposed development works. Following advice from the LCC Archaeological advisor, the applicant subsequently provided a proposed written scheme of archaeological investigation, which is considered acceptable. A condition is recommended requiring compliance with the written scheme of investigation for an archaeological watching brief.

Landscape and Ecology

The proposed development site is an area of pasture covering approximately 0.95ha adjacent to the north bank of the River Douglas. Based on the information provided by the applicant, the site is of relatively low nature conservation value and there would not be any interaction with designated sites as part of the proposal.

The applicant has provided an arboricultural survey and method statement. No trees surveyed are protected by Tree Preservation Orders and no trees are within a Conservation Area. No Ancient Woodland designations are affected. Hedgerow removal of 6 lengths of hedgerow of 5m each would be required to form access points for construction. Existing gaps and gateways would be utilised where possible to minimise hedgerow removal. The applicant advises that a separate hedgerow removal application was approved by the district council in accordance with the approved hedgerow removal and reinstatement drawing.

The proposed detention tank, kiosk and vent stack would be located to the west of an existing kiosk and access track. To ensure the site continues to be screened after construction and to integrate the works into the landscape, a mature tree belt to the north and north-west would be retained. However, 15 trees to the south along the river would need to be removed to facilitate construction. The storm water detention tank would be buried and the ground around the land around the top of the new structure would be re-profiled and seeded on completion to blend into the adjacent ground levels. To replace trees and hedgerows removed before construction, 21 standard trees, replacement hedgerow and shrubs would be planted along the river and to the north of the tank to enhance the existing tree belt and restore habitat connections and foraging habitat.

The County Council has sought ecological advice and it is considered that the landscape proposals plan provided by the applicant is a modest proposal and there appears to be scope to provide a net-gain for biodiversity and connection to wider ecological networks. For instance, the creation of species-rich grassland or shallow scrapes or other small waterbodies could enhance the ecological network along the River Douglas and Leeds-Liverpool Canal, potentially benefiting organisms such as invertebrates, amphibians or wading birds. For the proposed development to better comply with national and local planning policy with regards to net-gain and ecological networks, it is recommended that the applicant should revise the Landscape Proposals Plan. A condition is recommended accordingly, which would also require the management of landscape areas for a period of 5 years.

A condition is also recommended to seek to prevent pollution of the local environment during construction working, and to in relation to nesting birds. Separate legislation outside the planning system would come into play for prevention of impacts on protected species and in relation to invasive plant species.

Ground conditions

The Coal Authority has identified that the application site falls within the defined Development High Risk Area; therefore within the site and surrounding area there are coal mining features and hazards, which need to be considered in relation to the determination of this planning application.

The Coal Authority's information indicates that historic unrecorded underground coal mining is likely to have taken place beneath the site at shallow depth. In addition, the zone of influence of two off-site mine entries encroach into the northern part of the site, but do not extend to those parts of the site where development requiring planning permission is proposed.

The planning application is accompanied by a Geotechnical Desk Study and Coal Mining Risk Assessment. This report has been produced to inform the overall storm water detention tank scheme and therefore assesses the risk posed by coal mining legacy to those elements of the scheme which are Permitted Development, and also those which require planning permission and form the subject of the current planning application.

The Coal Authority acknowledges that those elements of the storm water detention tank scheme, which require planning permission would not appear to require significant groundworks. Nevertheless, based on a review of appropriate sources of coal mining and geological information, the submitted report identifies that the 'additional structures' including the kiosks, stack and new access road may be affected by shallow mine workings in the Bone Coal seam. The report goes on to recommend that further ground investigation is required to determine depth and condition of the Bone Coal in the vicinity of the proposed structures and to inform any necessary remedial/mitigation measures.

The Coal Authority notes the recommendations of the Coal Mining Risk Assessment Report; that coal mining legacy potentially poses a risk to the proposed development

and that intrusive site investigation works should be undertaken in order to establish the exact situation regarding coal mining legacy issues on the site and to inform any remedial measures necessary to ensure the safety and stability of the proposed development.

Overall, the Coal Authority raises no objection subject to a condition requiring the undertaking of a scheme of intrusive site investigations, which is adequate to properly assess the ground conditions and the potential risks posed to the development by past shallow coal mining activity; the submission of a report of findings arising from the intrusive site investigations and a scheme of proposed remedial works for approval; and the implementation of those remedial works. A condition is recommended accordingly.

Conclusion

This application is for a number of elements associated with improvements to the existing sewer network. Planning permission has previously been granted for works associated with a combined sewer overflow, including a kiosk, access track and sewer outfall. The proposed development would enable further improvements to be made by reducing the incidence of wastewater discharges to the River Douglas. This is a significant material consideration that outweighs the harm to the Green Belt by virtue of the presence of built development and also the potential harm caused by the temporary movement of construction traffic and the identified loss of trees and hedgerows. The loss of trees and hedgerows would be satisfactorily compensated for in the applicant's landscape proposals but it is considered that further enhancements could be made to contribute towards biodiversity gain.

It is considered that there would be no unacceptable adverse visual impacts or detrimental impacts in terms of cultural heritage, pollution control or ecology subject to the recommended conditions. There would be some traffic impacts that could not be fully mitigated but it is considered that these are outweighed by the requirement to undertake this development and the lack of any alternative sites and suitable access routes. Overall, it is considered that the application complies with the policies of the NPPF and the policies of the development plan.

Human Rights

In view of the scale, location and nature of the proposed development, and the requirement for the developer to comply with other statutory controls, it is considered that no Convention Rights as set out in the Human Rights Act 1998 would be affected.

Recommendation

That planning permission be **Granted** subject to the following conditions:

Time Limits

1. The development shall commence not later than 3 years from the date of this permission.

Reason: Imposed pursuant to Section 91 (1)(a) of the Town and Country Planning Act 1990.

Working Programme

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:

a) Submitted Plans and documents:

Drawing no. 80042804-01-C2V-12067-97-DR-I-00001, Rev P03.1 - Site Location Plan

Drawing no. 80042804-01-C2V-12067-97-DR-I-00002, Rev P04.1 - Proposed Site Layout

Drawing no. 80042804-01-C2V-12067-97-DR-I-00003, Rev P03 - Site Elevations

Drawing no. 80042804-01-C2V-12067-97-DR-I-00004, Rev P04 - Miscellaneous Details

Drawing no. 80042804-01-C2V-12067-97-DR-I-00005, Rev P03 - Site Drainage and Levels

Drawing no. 80042804-01-C2V-12067-97-DR-I-00006, Rev P02 - Site Elevations

Drawing no. 80042804-01-C2V-12067-NA-DR-L-00001, Rev P04 - Landscape Proposals Plan

b) All details approved in accordance with this permission.

Reason: For the avoidance of doubt, to enable the County Planning Authority to adequately control the development and to minimise the impact of the development on the amenities of the local area, and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan - Site Allocations and Development Management Policies – Part One, Policy 29 of the Central Lancashire Adopted Core Strategy, and Policies BNE1, BNE9 and BNE10 of the Chorley Local Plan 2012-2026 - Site Allocations and Development Management Policies Development Plan Document.

3. No development shall commence until a plan showing revised proposals for the safety bollards around the perimeter of the detention tank has been submitted to and approved in writing by the County Planning Authority. Thereafter the development shall be carried out in accordance with the approved replacement drawings.

Reason: to reasonably minimise the visual impact of the development in accordance with Policy BNE1 of the Chorley Local Plan 2012-2026 - Site Allocations and Development Management Policies Development Plan Document.

4. As part of the development hereby approved, archaeological works shall be carried out in accordance with the programme of works and methodology set

out in the submitted Written Scheme of Investigation for an Archaeological Watching Brief (C2V+ Document No: 80042804-01-C2V-12067-97-RP-I-00001, Rev P01, dated 16 April 2019). A report on the subsequent archaeological work undertaken, the results of that work, and the conclusions drawn from them shall be submitted to the County Planning Authority for approval in writing within 3 months of the completion of the development. All archaeological works shall be undertaken by an appropriately qualified and experienced professional archaeological contractor bound by the standards and guidance set out by the Chartered Institute for Archaeologists.

Reason: To ensure and safeguard the investigation and recording of matters of potential archaeological/historical importance associated with the development and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

5. No development shall commence, including that associated with permitted development, until details of an intrusive site investigation has been submitted to and approved in writing by the County Planning Authority. The submitted details shall be a report setting out the results of an intrusive site investigation that is adequate to properly assess the ground conditions and the potential risks posed to the development by past shallow coal mining activity and details of any remedial works.

Reason: To ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigation measures to be identified and carried out before building works commence on site and to conform to Policy BNE1 of the Chorley Local Plan 2012-2026 - Site Allocations and Development Management Policies Development Plan Document.

6. No site clearance works, tree or hedgerow removal, or soil stripping works shall take place where there may be an impact on nesting birds during the bird-breeding season between 1st March and 31st July inclusive. If areas cannot be cleared outside this time, they should be checked for breeding birds in accordance with Natural England's Guidance, and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependant young have vacated the area.

Reason: To protect nesting birds and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

7. No construction working including earth moving operations, including those works associated with works undertaken under permitted development rights shall take place outside the hours of:

0730 to 1800 hours, Mondays to Fridays (except Public Holidays)
0800 to 1300 hours on Saturdays

No construction working including earth moving operations, including those undertaken under permitted development rights shall take place at any time on Sundays or Public Holidays.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

8. Building materials and colours shall be as shown on the drawings listed in condition 2.

Reason: To protect the visual amenities of the area and to conform with Policy BNE1 of the Chorley Local Plan 2012-2026 - Site Allocations and Development Management Policies Development Plan Document.

9. During the construction phase of development, including those works undertaken under permitted development rights, the movement of heavy good vehicles along Park Road, Adlington shall not be permitted between 0830 to 0915 hours and 1500 to 1545 hours.

Reason: To avoid busy periods at primary school pupil drop-off and pick along a constrained highway network, and to minimise disruption to highway users and local amenity in accordance with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

10. All mobile plant on the site to be used in connection with the construction phase of the development including those works undertaken under permitted development rights shall be fitted with broadband/non-audible reversing systems, which shall be employed during the operation of the mobile plant.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.

11. Wheel cleaning facilities shall be made available for use at all times during the construction development, so as to ensure that no debris from the site is deposited by vehicle wheels upon the public highway. Wheel cleaning facilities shall be maintained in full working order at all times throughout the development.

Reason: In the interest of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

12. Provision shall be made for the collection, treatment and disposal of all water entering or arising on the site to ensure that there shall be no discharge of contaminated or polluted drainage to ground or surface waters.

Reason: To safeguard local watercourses and drainages and avoid the pollution of any watercourse or groundwater resource or adjacent land users and to comply with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

13. All vehicles transporting excavated materials from the site shall be securely sheeted.

Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan.

14. No development shall take place until details of landscape and habitat creation have been submitted to and approved in writing by the County Planning Authority. The submitted details shall be in accordance with the indicative layout shown on drawing no. 80042804-01-C2V-12067-NA-DR-L-00001, Rev P04 - Landscape Proposals Plan and shall also include details of the creation of scrapes for water features, native wildflower meadow grass planting and the removal of non-native species.

Thereafter, the development shall be carried out in accordance with the approved details.

Tree and shrub planting shall take place within the first available planting season following completion of the earthworks. Other areas and types of landscaping and habitat creation shall be implemented within 6 months of the completion of earth works. The planting season is the period between 1 October in any one year and 31 March in the following year. Thereafter landscaping and habitat creation works shall be maintained for a period of five years including weed control, replacement of dead and dying trees and maintenance of protection measures.

Reason: In the interests of visual amenity and nature conservation and to comply with Policy BNE9 and BNE10 of the Chorley Local Plan 2012-2026 - Site Allocations and Development Management Policies Development Plan Document.

**Local Government (Access to Information) Act 1985
List of Background Papers**

None

Reason for Inclusion in Part II, if appropriate

N/A