

**Development Control Committee**  
Meeting to be held on 22nd January 2020

Electoral Division affected: Chorley Rural West
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**Chorley Borough: Application Number. LCC/2019/0054**  
**Remodelling of Charnock Richard Golf Course incorporating the reconfiguration of 9 holes and localised raising of levels using imported inert materials.**

**The Laurels at Charnock, Charnock Richard Golf Course,  
Preston Road, Charnock Richard.**

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### **Executive Summary**

Application - Remodelling of Charnock Richard Golf Course incorporating the reconfiguration of 9 holes and localised raising of levels using imported inert materials. The Laurels at Charnock, Charnock Richard Golf Course, Preston Road, Charnock Richard.

### **Recommendation - Summary**

That planning permission be **granted** subject to conditions controlling time limits, working programme, hours of working, landscaping, noise, highway, ecology, drainage, restoration and aftercare.

### **Applicant's Proposal**

The proposed development is for the importation of 26,742 cubic meters of inert waste to an existing golf course to remodel the southern side of the golf course to more undulating contours through the creation of 19 mound areas, two greens and three bunkers.

The proposed mound areas would be between 30m and 80m long on their maximum dimensions and have heights between 1m and 3m. The development would also include the creation of a temporary access track off the existing access into the site from Preston Road. The track would measure a linear distance of 60m and would be 10m wide. One hawthorn tree would have to be removed to create the temporary access track. The applicant proposes to plant a total of 180 new trees on the site as part of this proposal.

The applicant proposes that the importation of the soil materials would be carried out over a one year period with an average of 10 Heavy Goods Vehicle movements

each day allowing for weather and ground conditions. The majority of the material being imported into the site would consist of clay and soil.

### **Description and Location of Site**

The application site is located on part of Charnock Richard Golf Course, 2km to the south west of Charnock Richard Village in Chorley. The golf course is located to the east of the A49 (Preston Road). Close to the site, the A49 meets Mill Lane at a mini roundabout with Mill Lane leading west. The M6 motorway is located 450m to the west of the proposed site. The application site is bounded to the north by the other areas of the golf course with a club house / restaurant complex and car park close to the existing access off Preston Road.

The whole site is located within the Green Belt.

The application site (9ha in area) comprises approximately half of the whole 18 hole golf course and is currently not in active use. The site consists of flat area of land laid out with greens and fairways. Further habitats include small areas of woodland, scattered scrub and trees together with 9 ponds around the proposed site. The surrounding area comprises of agricultural land with ponds, hedgerows and small areas of woodland. Overall the site is relatively flat, but with localised undulating features consistent with its former use, and with an overall gentle slope towards the north-east with ground levels varying between approximately 70.8 to 74.5m AOD.

### **Background**

Planning permission was refused by Chorley Borough Council in August 2019 for a change of use from a golf course to a touring caravan site, to include six camping pods, the erection of an amenity block and a reception/shop building, landscaping mounds and associated infrastructure. (19/00094/FULMAJ)

Planning permission was approved in October 2014 for the development of a new football training facility for academy and professionals including the erection of a new detached building to accommodate the junior academy and indoor pitch, erection of a new building for the professionals (linked to the existing club house by a covered walkway), part change of use of (restaurant within) golf clubhouse to Class D2, car parking, artificial pitch, floodlighting of two pitches, fencing and use of land as football training centre. (14/00641/FULMAJ)

Planning permission was approved in February 1994 for the formation of an 18 hole golf course practise ground and 80 space car park, improvements to the A49 and access via the existing farm entrance. (92/00936/FUL)

### **Planning Policy**

National Planning Policy Framework

Paragraphs 7 - 12, 51 - 53, 54 - 55, 143 - 147, 155 - 165, 170, 175 - 177, 178 - 183 are relevant in regards to achieving sustainable development, tailoring planning controls to local circumstances, planning conditions and obligations, proposals affecting the greenbelt, planning and flood risk, conserving and enhancing the natural environment, habitats and biodiversity and ground conditions / pollution and heritage impacts.

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

Chorley Local Plan

Policy V1 - Model Policy  
Policy BNE1 - Design Criteria for New Development  
Policy BNE5 - Redevelopment of Previously Developed sites in the Green Belt  
Policy BNE9 - Biodiversity and Nature Conservation

## **Consultations**

Chorley Borough Council - The proposed development is inappropriate in the Green Belt and no very special circumstances exist to outweigh the harm. Further, the applicant has not demonstrated that the amenity of neighbouring residents would be protected throughout the construction period.

If permission is granted, it is recommended that conditions are attached to:

- Restrict working hours during the engineering works;
- Restrict the lifetime of the development to 12 months (albeit longer will likely be required)
- Protect trees during the engineering works;
- Require the operator to employ a road sweeper to keep the surrounding roads clear of mud and debris during the engineering works;
- Require the submission and approval of a traffic management plan;
- Require the submission and approval of a construction management plan;
- Employ any mitigation measures suggested within the noise assessment, during engineering works

Charnock Richard Parish Council - Objection raised. The parish council can find nothing in green belt legislation which specifically states that the importation of inert waste is an exception to development in the Green Belt. It is considered that the proposals will result in a landfill site being created by the applicant as a means of disposing of inert waste.

The proposals will be extremely disruptive for the village and will considerably increase the number of HGV movements along the A49 Preston Road, and through the village as they access the site. The amount of materials being brought on to the site will impact very heavily on an already well used arterial route through the village, plus there will be significant impact on the existing amenities on the site.

In addition, the proposals will create significant noise, nuisance and dust impacts, and will result in a considerable and significant loss of amenity to neighbouring residents and the whole of Charnock Richard. The proposals will completely alter the land in question forever. The vista, the amenity, and the appearance and character of the land at this location will be completely changed. The ground works will have a detrimental impact on nature conservation on the site and will impact on local wildlife which has been drawn to this area over the past few years.

The Parish Council also object to the scale, appearance and design of the proposals, the considerable adverse impact the proposals would have on residential amenity and on the character and openness of the existing landscape and the area. The impact the construction period would have on highway safety and nature conservation, including wildlife, flora and fauna, also raise significant concerns. The proposals would be the creation of a landfill site and would constitute inappropriate development in the Green Belt detrimentally affecting the openness of the Green Belt and causing considerable long term harm.

Coal Authority - No objection - an informative note on any planning permission should be added that if the proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards.

LCC Ecology Service - Initially raised comments that the Ecological Impact Assessment would need revisiting with an updated mitigation strategy to reduce potential impacts on Great Crested Newts. The applicant has since submitted further information to address these comments and the Lancashire County Council Ecologist has stated that it would be reasonably unlikely that the proposed development would have any significant ecological impacts provided planning conditions are added to the planning permission to control certain aspects of the development including limiting the removal of vegetation to the single hawthorn on the access track.

The submitted Great Crested Newt Mitigation Strategy provided in the Ecological Impact Assessment should form the basis of an updated Great Crested Newt Mitigation Strategy which should be submitted for approval in writing by Lancashire County Council prior to commencement of works. The updated strategy should include details of potential direct impacts to include damage / destruction of places of shelter. It shall also specify the use of flotation excavators to minimise ground disturbance of species and details for the removal of potential places of shelter, including details of the Great Crested Newt exclusion fencing, to be carried out outside the Great Crested Newt hibernation period only and under the supervision of a qualified ecologist.

The applicant would also need to provide a method statement detailing pollution prevention control measures which shall be implemented during the full duration of the development and a condition requiring the applicant to submit details of biodiversity net gain on the site prior to the commencement of the development.

Environment Agency - No objection. Any development using waste or other material may require an environmental permit, unless it is exempt from the need for a permit. If a permit is required, it must be obtained prior to commencing the activity and the applicant should allow three months for the determination of a standard rules permit

and four months for the determination of a bespoke permit. Waste transported to and from the development must only be carried by a registered waste carrier. If planning permission is granted, the applicant should arrange a meeting with the Environment Agency to discuss the permitting implications.

LCC Highways Development Control – LCC Highway note that the access is off the A49 via the existing access to the golf club. There is no accident record on the A49 at this location but the development would result in HGVs turning into the site from the A49 and would therefore increase the risk of collisions from cars overtaking turning vehicles. Highways state that the development will only be acceptable if any permission is subject to a condition requiring the construction of a traffic island in the A49 and improvements to the site access so that two HGVs can safely pass. A condition is also requested relating to a traffic management plan.

Natural England - Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

Lead Local Flood Authority - Initially raised objection to the proposal due to insufficient information. However, following the submission of further information on the impacts of the proposal, the Flood Authority withdraw their objection subject to a condition requiring the development to be undertaken in accordance with the approved drawing.

United Utilities - Conditions should be added that that the drainage should be carried out in accordance with the flood risk assessment submitted by the applicant and no surface water should be permitted to drain directly or indirectly into the public sewer. Any variation to the discharge of foul water shall be agreed in writing by the Local Planning Authority. Also foul and surface water should be drained on separate systems.

County Landscape Service - No observations received.

Representations - The application has been advertised by site notice and neighbouring residents informed by individual letter. One objection and nine representations of support have been received.

The objection states that dumping excessive amounts of inert materials on green belt land is not acceptable and that it will have an impact on the local wildlife and eco systems. Waste management is the applicants business and the golf course is potentially going to become a waste disposal site which is not needed. The objection also states there are no addresses or post codes on the petition of support submitted with the application so they cannot be verified as living or working in the area.

The 9 letters of support are summarised below:

- Any improvements would bring job opportunities for local people and local businesses, the footpath through the course is a brilliant walk, fallow deer can be seen and it is good site for wildlife in general.
- Since re-opening, the Laurels has brought a new lease of life to the area and to what was a disused blot on the landscape of the village. The

regeneration of the golf course can only be credited to the present owners who continually strive to improve all aspects of the course and surrounding landscape and a re-configuration of the other nine holes could only further improve other opportunities for the community.

- The use of imported inert material would have very little impact on village life as most of the lorries tipping are already passing the site to tip at other locations.
- The number of traffic movements is insignificant compared to the amount of traffic that already uses Preston Road which has an excellent sight line at the entrance.

## **Advice**

The proposed development is for the importation of 26,742 cubic meters of inert waste to part of Charnock Richard Golf Course to create 19 mound areas, two greens and three bunkers. The majority of the material being imported into the site would consist of clay and soil and used to fill and recontour the site.

The golf course was previously an 18 hole course which opened in 1994 but closed in 2013. The northern section of the course reopened as a 9 hole course in 2018. The objective of the development is to remodel the southern part of the facility to create a course with a more undulating nature, the existing course being quite flat which is not particularly challenging for experienced golfers. The applicant therefore considers that the remodelling works would provide a more interesting course which would increase the attractiveness of the facility to a wider range of golfers as they would be able to play the flat northern 9 holes, a more undulating southern 9 hole course or a combination of both. The applicant has submitted a letter signed by approximately 150 users of the existing golf course drawing attention to the benefits of the proposal.

The National Planning Policy Framework and the Joint Minerals and Waste Local Plan recognise that waste developments have the potential to give rise to adverse impacts on the quality of life of people for a variety of reasons including noise and dust. More specifically, Policy DM2 of the Joint Minerals and Waste Local Plan supports development for waste management operations where it can be demonstrated that all material, social, economic or environmental impacts that would cause demonstrable harm can be eliminated or reduced to acceptable levels. In assessing proposals, account should be taken of the proposal's setting, baseline environmental conditions and neighbouring land uses, together with the extent to which its impacts could be controlled in accordance with current best practice and recognised standards.

The site is within Green Belt. Paragraph 146 of the National Planning Policy Framework states that certain forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These forms of development are mineral extraction, engineering operations and proposals such as local transport infrastructure which can demonstrate a requirement for a green belt location. Also Policy BNE5 of the Chorley Local Plan states that the reuse, infilling or redevelopment of previously developed sites in the Green Belt will be permitted if the

development respects the character of the landscape and has regard to the need to integrate the development with its surroundings and will not be of significant detriment to features of historical or ecological importance.

Engineering operations such as the proposed development are not inappropriate in the Green Belt provided that they preserve openness and do not conflict with the purposes of including land within it. It will be noted that the Borough Council have concluded that the proposed operations would harm the openness of the Green Belt for which no special circumstances have been identified. However, it is a matter of planning judgement as to whether the proposal would harm openness taking into account issues such as the scale of the development and duration of operations. The recontouring of the course would be achieved through the creation of 19 discrete mounds distributed over the 9 hole course each between 1 and 3 metres above existing levels. None of the mounds are particularly large in scale either in terms of height or surface area and it is likely that each mound could be completed over a relatively short period. The whole development would be completed within one year. The proposal would not introduce built development and the character of the site would not be altered with the continuation of a series of open spaces, ponds, trees and woodland being retained. It is therefore considered that the development would not harm the openness of the Green Belt and is therefore acceptable in relation to paragraph 146 of the National Planning Policy Framework. Conditions should be imposed to control the overall duration of the tipping activities and site restoration.

Apart from a public right way which runs along the northern boundary of the application site, the proposed development area is well screened from public viewpoints by the existing hedgerows and tree planting on the boundaries of the site and within the golf course itself. The areas of mounding are only located on the existing greens and fairways and none of the existing vegetation would require removal apart from one hedgerow tree necessary to construct the temporary access road. Protection of existing trees and hedgerows can be controlled through conditions. Given the scale and location of the proposed mounding works, it is considered that the landscape impacts of the development are acceptable subject to conditions relating to restoration including additional tree planting.

A number of trees on the site have potential to support roosting bats and previous surveys identified a bat roost within a tree on the north-eastern site boundary. However, the applicant has confirmed that no trees with bat roost potential would be removed as part of the proposal. No additional lighting would be introduced and therefore any impacts on bats are considered to be unlikely.

The submitted ecology survey states that great crested newts are present on the site and the surrounding area. However, the mound creation works are confined to areas of existing green and fairway which do not provide suitable habitat for this species. Although there is potential for impacts on great crested newts such as by the access routes to each mound area, impacts can be minimised through the implementation of reasonable avoidance measures and therefore a Natural England mitigation licence is not deemed necessary. The applicant has submitted further information to demonstrate that impacts can be avoided during construction and the County ecologist is satisfied that these measures can be adopted to ensure that impacts on Great Crested Newts can be avoided. These measures can be controlled through planning conditions.

The proposed works would be subject to waste management controls regulated by the Environment Agency, which would seek to control waste types and propose a range of control measures to prevent any pollution. A note should be attached to any permission advising the applicant to contact the Environment Agency prior to the commencement of development to ensure the necessary permitting requirements have been fulfilled prior to the commencement of the development.

In relation to residential amenity, the nearest properties to the site are located on Charter Lane to the north east of the golf course and at the junction of Mill Lane and the A49 to the west. The distances between any area of mounding and the nearest residential properties on Charter Lane and Mill Lane are around 370 metres and 200 metres respectively. Given these separation distances and the relatively small scale of each mounded area, it is considered that there would be no unacceptable impacts on local amenity. Conditions should be imposed on any permission to control noise, dust and hours of operation.

Access to the site would be off the A49 via the existing access to the golf course and then via a new internal access track across the golf course. LCC Highways note that the A49 adjacent to the site access has a good safety record but that the proposed development would result in slow moving HGV movements into the site access increasing the likelihood of overtaking manoeuvres on the A49. In order to safeguard safety on the A49, LCC Highways request conditions relating to the construction of a traffic island in the carriageway of the A49 to prevent overtaking and for the widening of the site access so that an HGV entering the site can pull clear of the A49 if a vehicle is leaving at the same time. Highways have also requested a traffic management plan to include controls on wheel cleaning, vehicle parking, storage of plant and materials and hours of import of materials to avoid peak periods. The matters in relation to highway improvements and wheel cleaning be the subject of planning conditions. However, it is considered that the other traffic management issues that Highways raise do not need to be the subject of planning conditions due to the relatively small scale of the development and there being adequate space within the golf course itself to manage the activities without having any effects on the public highway.

In conclusion, this development would involve the importation of a relatively small quantity of inert material in order to improve the quality and viability of an existing recreation facility. The proposal would not impact upon the openness of the Green Belt and subject to conditions would not have unacceptable impacts on local amenity, highway safety, ecology or the landscape. The proposal is therefore considered acceptable in relation to the National Planning Policy Framework and the policies of the development plan.

## Human Rights

The Human Rights Act 1998 requires the County Council to take into account the rights of the public under the European Convention on Human Rights and not to act in a manner incompatible with those rights. Article 1 of the 1<sup>st</sup> Protocol states that an individual's peaceful enjoyment of their property shall not be interfered with except as is necessary, in accordance with law and as is proportionate.

Given the distance from the site and neighbouring properties, this application were it to be approved would be unlikely to generate such an impact on those neighbouring



properties which would breach those rights. The conditions proposed will also ensure the protection of the amenity of those properties.

## **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.*

2. The golf course recontouring operations hereby permitted shall be completed and restored in accordance with condition 14 to this permission within one year of the date of commencement notified to the County planning Authority under the provisions of condition 3 below.

Within a further period of three months all temporary site access roads shall be restored and the site access at its junction with the A49 reinstated to its pre development dimensions

*Reason: In order to ensure the proper restoration of the site in the interests of visual amenity and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

3. Notification in writing shall be provided to the County Planning Authority of the commencement of development within 7 days of such commencement.

*Reason: In order to ensure the proper restoration of the site in the interests of visual amenity and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

### **Working Programme**

4. The development shall be carried out in accordance with the following documents:

- a) The planning application dated 23rd September 2019
- b) Submitted Plans and documents:

Drawing No - 19/078/L01 / Proposed Location Plan  
Drawing No - 19/078/VR01 / Vehicle Routes for Mound Construction  
Drawing No - 19/078/P02 / Proposed Site Plan - Sheet 1 of 2  
Drawing No - 19/078/P03 / Proposed Site Plan - Sheet 2 of 2

- c) All schemes and programmes 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 and policy BNE1 of the Chorley Local Plan.*

5. The deposit of soil materials hereby permitted shall be restricted to those areas edged with a dashed red line on drawing ref 19/078/PO1. No materials deposited within those areas shall exceed the heights and contours shown on drawing 19/078/PO1.

*Reason: In the interests of visual amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

### **Hours of Working**

6. No construction development, delivery of materials and land restoration operations shall take place outside the hours of:

08.00 to 18.00 hours Monday to Friday (except Public Holidays)

08.00 to 12.00 hours on Saturday (except Public Holidays)

No construction development, delivery or removal of materials and land restoration works shall take place at any time on Sundays or Public Holidays.

This condition shall not however operate to prevent essential repairs to plant and machinery used on the site.

*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 Development Framework.*

### **Landscaping**

6. No trees or hedgerows other than the removal of a single hawthorn tree identified as 'G6' for removal in the submitted Arboricultural Impact Assessment shall be removed as part of site construction works. All other trees and hedges within the site shall be protected from damage throughout the period of construction works. Any trees and hedges which are damaged, become diseased or which die at any time during the development, restoration and the aftercare period as provided for in this permission shall be replaced during the first available planting season, as defined in this permission, after which such condition is discovered with trees of a similar type, number and species so affected.

*Reason: In the interests of visual and local amenity and the local environment and to conform with Policy BNE9 of the Chorley Local Plan.*

### **Control of Noise**

7. All plant, equipment and machinery used in connection with the construction, operation and maintenance of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification and shall be maintained in accordance with that specification at all times throughout the development.

*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.*

8. Measures shall be taken at all times during the development to minimise the generation of dust including the watering of all haul roads and suspension of activities in dry windy weather conditions.

*Reason: In the interests of local amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

### **Highway Matters**

9. Measures shall be taken at all times during the construction phase of the development including those works to be carried out with the benefit of permitted development rights to ensure that no dust, mud or other deleterious materials are transferred onto the public highway by vehicles leaving the site.

*Reason: In the interests of highway safety and local amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Development Framework Site Allocations and Development Management Policies DPD.*

10. No development shall commence until a scheme and programme of highway improvements has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall contain details of the following:
  - a) Details for the location and design of a traffic island in the carriageway of the A49 adjacent to the site access
  - b) Details for the widening of the site access supported by a swept path analysis to demonstrate that the widening proposals are sufficient to allow two HGVs to pass on the site access road. The details shall contain information on the dimensions of the widening proposals and surfacing.

The highway improvements contained in the approved scheme shall be implemented in full prior to any waste materials being imported to the site.

*Reason: In the interests of highway safety and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

11. No development shall commence until details for the construction of the temporary access road have been submitted to and approved in writing by the

County Planning Authority. The details shall contain information on the dimensions and form of construction of the access road which shall be constructed from hardcore or other suitable materials. All soils shall be stripped from the area of the access road before any surfacing materials are laid and stored for use in restoration.

The access road shall be constructed in accordance with the approved details prior to any waste materials commencing on the site.

Within three months of the completion of the development the temporary access road shall be restored including removal of all surfacing materials and restoration of the land by respreading of stripped soils.

*Reason: In the interests of highway safety and visual amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

## **Ecology**

12. The reasonable avoidance measures (RAMS), listed in Sections 4 and 5 -and Appendix E of the submitted Ecological Impact Assessment shall be implemented and adhered to by all site personnel during the full duration of construction operations to ensure that the potential for any impacts on ecological interests are avoided during construction.

*Reason: In the interests of ecology and to conform with Policy BNE9 of the Chorley Local Plan.*

13. Within three months of the date of this planning permission, a scheme of habitat enhancement works shall be submitted to the County Planning Authority for approval in writing.

The habitat enhancement scheme should provide details of the following:

- a) Details for the erection of bat and bird boxes on the site including location and design.
- b) Details for landscaping including tree and hedge planting including details of areas to be planted, layout and sizes of species to be planted, planting techniques, and protection measures.

The habitat enhancement measures contained in the approved scheme shall be implemented in the first planting season following the completion of the development.

*Reason: In the interests of ecology and to conform with Policy BNE9 of the Chorley Local Plan.*

## Restoration

14. Within three months of any of the mound areas shown as a dashed red on drawing 04/078/PO1 being completed to their final levels, restoration shall be undertaken in accordance with the following:
- a) The surface of the mound shall be treated including removal of any stone, brick, concrete or other deliterious material that would prejudice the final use of the land.
  - b) Respreading of any stripped soil materials over the surface of the mound.
  - c) The soil materials shall be cultivated to provide a smooth even surface suitable for seeding.
  - d) The surface of the mound shall then be seeded with a grass seed mix suitable for the final use as a golf course.

*Reason: In order to ensure the proper restoration of the site in the interests of the visual amenities of the area and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

15. Upon certification in writing by the County Planning Authority of the completion of restoration, as defined in this permission, aftercare of the site to promote the amenity afteruse of the site shall be carried out for a period of five years. Such aftercare works shall include reseeding works, weed control, works to repair and install drainage and management of tree and hedge planting.

*Reason: To secure the proper aftercare of the site and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

## Notes

The grant of planning permission does not remove the need to obtain the relevant statutory consents/licences from the Environment Agency.

The applicant's attention is drawn to the observations of the Canal and River Trust letter dated 3rd June 2019.

Any removal of hedgerow and felling of trees shall take only place outside of the period between 1st March and 31st July. Where such works cannot be undertaken outside this period, no vegetation removal shall take place until the vegetation to be removed has been checked for the presence of nesting birds. If nesting birds are detected, no works shall be undertaken until an exclusion zone around any nests has been established in accordance with Natural England guidance. Such an exclusion zone shall be maintained until it has been confirmed that any dependant young have left the nest.

The conditions to this permission require works within the public highway. Only the County Council or authorised contractors can undertake such works. The applicant

should contact Lancashire County Council Highways to discuss how these works will be undertaken.

### **Definitions**

Planting Season: The period between 1 October in any one year and 31 March in the following year.

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

None

Reason for Inclusion in Part II, if appropriate

N/A