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Ribble Valley
Borough Council

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Dear Councillor

The next meeting of the **PLANNING AND DEVELOPMENT** Committee will be held at **6.30 pm** on **THURSDAY, 13 APRIL 2023** in the **Council Chamber**.

I do hope you can be there.

Yours sincerely

M. H. Scott

CHIEF EXECUTIVE

AGENDA

1. **APOLOGIES FOR ABSENCE**
2. **TO APPROVE THE MINUTES OF THE PREVIOUS TWO MEETINGS** (Pages 3 - 118)
3. **DECLARATIONS OF DISCLOSABLE PECUNIARY, OTHER REGISTRABLE AND NON REGISTRABLE INTERESTS**

Members are reminded of their responsibility to declare any disclosable pecuniary, other registrable or non-registrable interest in respect of matters contained in the agenda.

4. **PUBLIC PARTICIPATION**

ITEMS FOR DECISION

5. **PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990**
 - i) 3/2022/0878 - Dutton Manor Mill, Clitheroe Road, (Pages 119 - 130)
Ribchester PR3 2YT
 - ii) 3/2022/0926 - Former Railway Tunnel, Higher Road, (Pages 131 - 138)
Longridge PR3 2XY
6. **LONGRIDGE S106** (Pages 139 - 140)

ITEMS FOR INFORMATION

7. **LOCAL PLAN UPDATE** (Pages 141 - 142)

- Report of the Director of Economic Planning and Development enclosed
8. **DLUHC CONSULTATION ON INCREASING PLANNING FEES AND PERFORMANCE** (Pages 143 - 148)
 9. **TECHNICAL CONSULTATION ON THE INFRASTRUCTURE LEVY** (Pages 149 - 160)
 10. **PLANNING APPEALS (IF ANY)** (Pages 161 - 164)
 11. **MINUTES OF WORKING GROUPS**
 12. **REPORTS FROM REPRESENTATIVES ON OUTSIDE BODIES**
 13. **EXCLUSION OF PRESS AND PUBLIC**

ITEMS FOR DECISION

14. **DEVELOPMENT MANAGEMENT STAFFING** (Pages 165 - 180)
1, 3
Report of the Director of Economic Planning and Development enclosed

ITEMS FOR INFORMATION

Electronic agendas sent to members of Planning and Development – Councillor Alison Brown (Chair), Councillor Anthony (Tony) Austin, Councillor Ian Brown, Councillor Stella Brunskill JP, Councillor Robert (Bob) Buller, Councillor Stuart Carefoot, Councillor Judith Clark (Vice-Chair), Councillor Louise Edge, Councillor Kerry Fletcher, Councillor Mark French, Councillor Brian Holden, Councillor Kevin Horkin MBE, Councillor Simon O'Rourke, Councillor James (Jim) Rogerson and Councillor Richard Sherras.

Contact: Democratic Services on 01200 414408 or committee.services@ribblevalley.gov.uk

Agenda Item 2

Minutes of Planning and Development

Meeting Date: Thursday, 16 March 2023, starting at 6.30 pm
Present: Councillor A Brown (Chair)

Councillors:

T Austin	L Edge
I Brown	M French
S Brunskill	J Rogerson
B Buller	R Sherras
J Clark	

In attendance: Director of Economic Development and Planning, Head of Development management and Building Control and Head of Legal and Democratic Services

779 APOLOGIES FOR ABSENCE

Apologies for absence for the meeting were received from Councillors K Fletcher, K Horkin and S O'Rourke

780 TO APPROVE THE MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 16 February 2023 were approved as a correct record and signed by the Chairman.

781 DECLARATIONS OF DISCLOSABLE PECUNIARY, OTHER REGISTRABLE AND NON REGISTRABLE INTERESTS

There were no declarations of disclosable pecuniary, other registrable or non-registrable interests.

782 PUBLIC PARTICIPATION

Councillor S Hore and Mrs Margaret Kelly both spoke on agenda item 5(i) Application 3/2022/0568 – Malt Kiln Brow, Chipping PR3 2GP.

783 PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990

(i) Application 3/2022/0568 - Malt Kiln Brow, Chipping PR3 2GP

RESOLVED: RESOLVED THAT COMMITTEE:

Approve the application subject to the following conditions:

1. The development must be begun before the expiration of three years beginning with the date of this permission.

REASON: This condition is required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out, except where modified by the

conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 01.08.2022 including the following plans/documents:

- BTD/P20 rev A: Boundary Treatment Elevations & Details.
- DS/GA01 rev C: Drainage Strategy.
- SKETCH01 rev A: Flex MSE Retaining Wall Proposed Section.
- MKB/C/01 rev -: House Type C, Proposed Elevations.
- MKB/C/02 rev -: House Type C, Proposed Floor Plans.
- MKB/D/01 rev -: House Type D, Proposed Elevations.
- MKB/D/02 rev -: House Type D, Proposed Floor Plans.
- LAN/BND/P01 rev D: Hard Landscaping, Soft Landscaping & Boundary Treatment Layout.
- MKB/L01 rev -: Location Plan.
- MKB/P01 rev G: Proposed Site Plan.
- Levels Sketch rev C: Proposed Levels.
- MKB/P07 rev B: S278 Highway Works, General Arrangement.
- MKB/P08 rev A: S278 Highway Works, Site Boundary.
- MKB/P02 rev C: Proposed Site Sections, 1 of 2.
- MKB/P02.1 rev A: Proposed Site Sections, 2 of 2.
- MKB/P06 rev A: Swept Path Analysis.
- MKB/TS01 rev -: Topographical Survey.
- MKB/P03 rev D: Traffic Management Plan.
- MKB/P04 rev D: Tree Protection Plan.

The development shall be retained hereafter in accordance with this detail.

REASON: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

3. The development hereby permitted shall be carried out in accordance with the approved Foul & Surface Water Drainage Design Drawing DS/GA01, Rev C - Dated 28.12.22. For the avoidance of doubt no surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of any dwelling, the drainage scheme shall be completed in accordance with the approved details for that dwelling. The approved measures shall be retained thereafter for the lifetime of the development.

REASON: To ensure satisfactory sustainable drainage facilities are provided to serve the site to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

4. No works above slab level shall commence until details of the materials to be used in the construction of the external surfaces of the dwellings (including the external walls, roof, windows, lintels, cills, soffits, fascias and bargeboards) have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

REASON: To safeguard the visual amenities of the locality

5. (a) The development shall be carried out in accordance with the approved hard and soft landscaping and boundary treatment details (Drawing Nos. LAN/BND/P01 Rev D: Hard Landscaping, Soft Landscaping and Boundary Treatment Details, BTD/P20 rev A: Boundary Treatment Elevations & Details; and SKETCH01 rev A: Flex MSE Retaining Wall Proposed Section).

(b) Prior to first occupation of any dwelling, precise details of the hedgerow, shrub and green wall planting specifications and schedules (including plant size, species and number/ densities) as shown on approved drawing No. LAN/BND/P01 Rev D, and bin store enclosure if proposed shall be submitted to and approved in writing by the Local Planning Authority.

(c) The site shall be landscaped (including boundary treatment details) in accordance with the approved details prior to first occupation of any dwelling or otherwise in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained. Any shrubs or hedgerow planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 7 years of planting, or any hedge or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

(d) The implemented landscaping scheme shall thereafter be managed and maintained in accordance with the approved residential maintenance and management plan, January 2023 Rev C.

REASON: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology.

6. The development shall be constructed and completed in accordance with the approved site levels (Levels Sketch rev C: Proposed Levels; MKB/P02 rev C: Proposed Site Sections, 1 of 2; MKB/P02.1 rev A: Proposed Site Sections, 2 of 2.).

REASON: To ensure the development has a satisfactory visual impact, a satisfactory impact on neighbouring residential amenity and has a minimum risk of flooding

7. No dwelling hereby approved shall be occupied until the parking / turning area(s) shown on the approved plan (LAN/BND/P01 rev D: Hard Landscaping, Soft Landscaping & Boundary Treatment Layout) as relating to that dwelling has been laid out, surfaced and drained. The parking / turning area(s) shall not thereafter be used for any purpose other than for the parking and manoeuvring of vehicles.

REASON: To ensure that adequate off road parking is provided to serve the development in the interests of highway safety.

8. (a) The internal estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level prior to first occupation of any dwelling.

(b) In the event that the internal estate road is not proposed for adoption by the Local Highway Authority then:-

- (i) details of road construction (surface materials and depth) and highway infrastructure (footways, street lighting, drainage) shall be submitted to and approved in writing by the Local Planning Authority and the new estate road(s) shall be constructed in accordance with the approved details prior to

first occupation of any dwelling.

- (ii) Details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved in writing by the Local Planning Authority and the estate road shall thereafter be maintained in accordance approved management and maintenance details.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative; to ensure that any private roads are of sufficiently adequate construction to support any loading applied to them to enable effective waste management and emergency services satisfactory access; and to ensure that adequate management arrangements are in place in the form of a management company.

9. Upon completion of the construction phase the vehicle access and hardstanding from Malt Kiln Brow shall be removed, and the land shall be landscaped in accordance with the approved details (Drawing Nos. LAN/BND/P01 Rev D: Hard Landscaping, Soft Landscaping and Boundary Treatment Details) prior to first occupation of any dwelling.

REASON: To limit the number of access points and ensure a satisfactory visual impact.

10. No part of the development hereby approved shall be commenced until the new site access has been constructed and completed in accordance with the approved detail shown on plan ref: MKB/P07 rev B: S278 Highway Works, General Arrangement; MKB/P08 rev A: S278 Highway Works, Site Boundary; and MKB/P06 rev A: Swept Path Analysis.

REASON: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

11. The construction phase of the development shall be carried out in accordance with the approved construction and environment management plan (dated January 2023) and approved plan ref MKB/P03 rev D: Traffic Management Plan.

REASON: To mitigate the impact from construction on residential amenity, water and air quality and highway safety.

12. An electric vehicle recharging (EVCP) scheme for all dwellings shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that charge points shall have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently. No dwelling shall be occupied until the approved EVCP scheme has been provided for the dwelling to which it relates, and such electric vehicle recharging point shall be maintained and retained for that purpose thereafter.

REASON: To ensure the provision of appropriate on-site mitigation to compensate for the impact on air quality caused by the development in the surrounding area.

13. The measures contained within the approved Tree Survey (Treestyle

Consultancy dated 15.07.2022) and Tree Protection Plan (MKB/P04 rev D: Tree Protection Plan) with respect to those trees shown as being retained shall be implemented in accordance with the approved details before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars.

Reason: In order to protect trees from damage or loss in the interests of the amenity of the area.

14. The visibility splays shown on plan reference: MKB/P01 rev G: Proposed Site Plan (identified as that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed access from the continuation of the nearer edge of the carriageway of Fish House Lane to points measured 43m in both directions along the nearer edge of the carriageway of Fish House Lane from the centre line of the proposed access) shall be provided prior to any construction works commencing on site. The visibility splays shall not at any time thereafter be obstructed by any building, wall, fence, hedge, tree, shrub or other device exceeding a height not greater than 1 metre above the crown level of the adjacent highway.

REASON: To ensure the safe, efficient and convenient movement of all highway users, for the free flow of traffic.

15. Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the garages hereby approved shall be retained solely for the housing of a private motor vehicle, and at no time shall any works be undertaken that would prevent it from being used for that purpose.

REASON: To ensure that the on-site vehicle parking provision is maintained to avoid the standing of traffic on the adjoining highway to the detriment of the safety and free flow of traffic thereon and in the interest of the amenity of the street scene.

16. The surface water from the approved car park should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the car park drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

17. Any removal of vegetation, including trees and hedges, should be undertaken outside the nesting bird season (March to August) unless an up-dated pre-clearance check has been carried out by a licensed ecologist within the 24 hours prior to any removal and no nesting birds are found to

be present. The up-dated pre-clearance check shall be have submitted to the Local Planning Authority prior to the removal of any trees and/or hedges

REASON: To ensure that there are no adverse effects on the favourable conservation status of birds and to protect the bird population from damaging activities.

18. Details of a scheme for any external building or ground mounted lighting/illumination, shall have been submitted to and approved in writing by the local planning authority prior to their installation. For the avoidance of doubt the submitted details shall include luminance levels and demonstrate how any proposed external lighting has been designed and located to avoid excessive light spill/pollution and shall include details to demonstrate how artificial illumination of important wildlife habitats is minimised/mitigated.

The lighting scheme shall be implemented in accordance with the approved details and retained as approved.

REASON: To enable the Local Planning Authority to exercise control over development which could prove materially harmful the character and visual amenities of the immediate area and to minimise/mitigate the potential impacts upon protected species resultant from the development.

19. Prior to any works commencing above slab level, details of the provisions to be made for artificial bird nesting and bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The approved artificial bird/bat boxes shall be attached before any dwelling hereby approved is occupied.

REASON: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2 Part 2 Class A (or any Order revoking and re-enacting that Order with or without modification), no fences, gates, walls, railings or other means of enclosure shall, at any time, be constructed/erected within the curtilage of any dwelling without express planning permission first being obtained.

REASON: To safeguard the appearance of the development.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order, 2015 Schedule 2 Part 1 Class A – E and Part 14 (or any Order revoking and re-enacting this Order with or without modification), there shall be no extensions or alterations to the dwellings hereby approved, construction of buildings or installation of renewable energy, without express planning permission first being obtained.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality and the amenities of nearby residents

The Director of Economic Planning and Development submitted a report seeking authority from Members to release Section 106 contributions to Longridge Sports Club.

Longridge Sports Club have made improvements to the sports hall and squash courts, including resealing the sports hall floor. The club are seeking to utilise part of the Section 106 contributions to fund this work.

Proof of payment has been received from the Club showing payment to the contractors for the work have been received detailing the work which has been undertaken as the works have been undertaken by various contractors and suppliers. It is considered that works to the club meet the requirements of the S106 Agreement. The costs of the improvement work undertaken totals £12,411.

RESOLVED THAT COMMITTEE:

Authorise the payment of the already received invoice(s) from Longridge Sports Club within 28 working days of Committee, up to the amount of £10,000.

785

ARCHAEOLOGICAL ADVICE

The Head of Development Management and Building Control submitted a report seeking authority from Members in respect of a Service Level Agreement (SLA) with LCC for archaeological advice relating to planning applications.

During the 2023/24 period, the archaeology service offered by LCC beyond 31.3.2024 will be reviewed, and a proposal is expected to be presented to the Lancashire authorities for future discussion. Any such proposal, including fee proposal, will be informed by a more comprehensive assessment of response rates and future needs and officers at the Council will be engaged in this process to seek the best outcome for the Ribble Valley.

In the meantime however, it is considered that entering into a SLA with LCC for the 2023/24 period would be the most appropriate course of action to allow Ribble Valley to continue to benefit from the archaeology advice it receives from LCC and meet the requirements of the NPPF both in terms of sound decision taking and plan making.

RESOLVED THAT COMMITTEE:

Members agree for the Head of Development Management & Building Control to enter into a SLA with LCC for the provision of Archaeological advice for 2023/24 and to pay the invoice for that period.

Members agree for the Head of Development Management & Building Control to engage with LCC and other Lancashire authorities in a future review of the archaeology service beyond 31.3.2024, with any future suggested SLAs brought back to this Committee for decision.

786

RIBBLE VALLEY LOCAL PLAN - EVIDENCE BASE UPDATE

The Director of Economic Development and Planning submitted a report to update the Members on the progress with the replacement Ribble Valley Local Plan.

Members were asked to note the change in the timetable of the Local Plan programme and to anticipate a new schedule to come forward within a revised

Local Development Scheme published in the coming months. Work continues on the production of the new Local Plan and a further update on progress will be brought to a future Committee.

787 CAPITAL PROGRAMME 2023-24

The Director of Resources submitted a report informing Members of the schemes approved for inclusion in this Committee's 2023/24 capital programme.

The Committee has an approved 2023/24 capital programme of £26,420 for one scheme.

788 REVENUE MONITORING 2022-23

The Director of Resources submitted a report for information letting Members know the position for the period April 2022 to January 2023 of this year's revised revenue budget as far as this Committee is concerned.

The comparison between actual and budgeted expenditure shows an underspend of £77,407 to January 2023 of the financial year 2022/23. After allowing for transfers to/from earmarked reserves there is an overspend of £35,525

789 APPEALS (IF ANY)

It was noted that the enforcement appeal hearing in relation to the Punch Bowl Inn, Hurst Green had taken place and the decision was in the Council's favour.

790 MINUTES OF WORKING GROUPS

There were no items under this heading.

791 REPORTS FROM REPRESENTATIVES ON OUTSIDE BODIES

There were no reports from representatives on outside bodies.

792 EXCLUSION OF PRESS AND PUBLIC

There were no items under this heading.

The meeting closed at 6.45 pm

If you have any queries on these minutes please contact the committee clerk, Jenny Martin 01200 413214 olwen.heap@ribblevalley.gov.uk.

Minutes of Planning and Development

Meeting Date: Thursday, 16 March 2023, starting at 6.55 pm
Present: Councillor A Brown (Chair)

Councillors:

T Austin	L Edge
I Brown	M French
S Brunskill	J Rogerson
B Buller	R Sherras
J Clark	

In attendance: Director of Economic Development and Planning, Head of Development management and Building Control and Head of Legal and Democratic Services

Also in attendance: Councillors S Atkinson, R Elms, S Fletcher, M Hindle, S Hore, G Mirfin, G Scott and R Walsh

793 APOLOGIES FOR ABSENCE

The Committee Chair advised that the meeting was being recorded.

Apologies for absence for the meeting were received from Councillor K Fletcher, S Horkin and S O'Rourke

794 TO APPROVE THE MINUTES OF THE PREVIOUS MEETING

There were no minutes requiring approval.

795 DECLARATIONS OF DISCLOSABLE PECUNIARY, OTHER REGISTRABLE AND NON REGISTRABLE INTERESTS

There were no declarations of disclosable pecuniary, other registrable or non-registrable interests.

796 PUBLIC PARTICIPATION

The Committee Chair noted that there had been considerable interest in the applications 3/2021/0660 and 3/2021/0661. A motion was carried to suspend Standing Orders to allow additional people to speak on the applications at the Committee.

The following people spoke on agenda item 5(i) – Applications 3/2021/0660 and 3/2021/0661 – HARP:

1. James Cullen representing United Utilities
2. Lorraine Halley representing Grindleton Parish Council
3. David Spencer representing Newton Parish Council
4. Councillor S Atkinson

5. Councillor R Elms

6. Councillor G Mirfin

7. Councillor G Scott

797 PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990

(i) Applications - 3/2021/0660 and 3/2021/0661 - HARP

RESOLVED THIS COMMITTEE:

V

E The Members were informed that if they are minded to approve the application, it will have to
D be referred to the Secretary of State. The Secretary of State will then determine whether he
: wants to call in the application for determination or whether this can be determined at the
local level.

If the Secretary of State determines that this application can be determined at the local level the application will be **APPROVED** following the satisfactory completion of a Legal Agreement, which will be within 6 months from the date of the Secretary of State confirming the application will not be called in (or delegated to the Director of Economic Development and Planning in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 6 months) and subject to the conditions within the Committee report including the conditions amended below and additional conditions below.

RESOLVED THAT COMMITTEE:

Approve the application 3/2021/0661 subject to the following conditions:

1. The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of the development a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the proposed phasing of the development hereby approved, including the:

- 'Initial 9-month construction period' (the details shall include the dates for the initial 9-month construction period) and

- the 'Main Project Stage' (the details shall include the dates for the Main Project Stage).

The development thereafter shall be undertaken in accordance with the approved phasing plan. For the purposes of this planning permission, all references to a Phases or Sub-Phase shall be to a Phase or Sub-Phase as shown on the approved plan.

Reason: To ensure the proper development of the site in a co-ordinated manner.

3. Prior to the commencement of each phase of the development, pursuant to condition 2, a
 - a. environmental management system (EMS) detailing the procedures to deliver and monitor compliance with all the environmental requirements of the contract and all relevant legislation, standards, regulations and consents; and
 - b. site-specific Construction Environmental Management Plans (CEMPs) in full accordance with the submitted Construction Code of Practice (CCoP) see specific requirements below- condition 27.

Shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be undertaken in accordance with the approved EMS and CEMP

REASON: In the interests of the proper managements of the development throughout the construction period.

4. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings/ documents:

MARL HILL SECTION (3/2021/0661)

Document Title	Document Reference
Planning, Design & Access Statement (including Major Development Test, Drainage Statement, SUDS Proforma and Land Stability Statement)	RVBC-MH-APP-003
Construction Traffic Management Plan (with Appendices in 4 separate docs)	RVBC-MH-APP-007_03 P01
Marl Hill Section BNG Report - on site	RVBC-MH-APP-008_01 Rev 4.0
Marl Hill Section BNG Report - off site	RVBC-MH-APP-008_02 Rev 1

Drawing Title	Drawing Reference
Scheme Overview Plans	RVBC-MH-APP-004-01-01 Rev 0
Section Overview Plans	RVBC-MH-APP-004-01-02 Rev 1
Site Location Red Line Plan	RVBC-MH-APP-004-02 Rev 1
Site Layout Plans (Proposed Permanent - Bonstone Compound -	80061155-01-JAC-TR4-97-DR-C-00002 Rev P02

Sheet 1 of 2)	
Site Layout Plans (Proposed Permanent - Bonstone Compound - Sheet 2 of 2)	80061155-01-JAC-TR4-97- DR-C-00010 Rev P02
Site Layout Plans (Proposed Permanent - Braddup Compound Sheet 1 of 2)	80061155-01-JAC-TR4-97- DR-C-00004 Rev P03
Site Layout Plans (Proposed Permanent - Braddup Compound Sheet 2 of 2)	80061155-01-JAC-TR4-97- DR-C-00012 Rev P03
General Arrangement - Scheme Extents (Sheet 1 of 4)	RVBC-MH-APP-004-04_01
General Arrangement - Scheme Extents (Sheet 2 of 4)	RVBC-MH-APP-004-04_02
General Arrangement - Scheme Extents (Sheet 3 of 4)	RVBC-MH-APP-004-04_03
General Arrangement - Scheme Extents (Sheet 4 of 4)	RVBC-MH-APP-004-04_04 Rev 1
General Arrangements - Scheme Extents (River Ribble Crossing)	80061155-01-JAC-TR4-97- DR-C-00005 Rev P02
PROPOSED BONSTONE COMPOUND CONSTRUCTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-05_01
PROPOSED BONSTONE COMPOUND CONSTRUCTION PHASE	RVBC-MH-APP-004-05_02

DRAWING SHEET 2 OF 2	
PROPOSED BRADDUP COMPOUND CONSTRUCTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-05_03 Rev 1
PROPOSED BRADDUP COMPOUND CONSTRUCTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-05_04 Rev 1
PROPOSED BONSTONE COMPOUND CONNECTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-06_01
PROPOSED BONSTONE COMPOUND CONNECTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-06_02
PROPOSED BRADDUP COMPOUND CONNECTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-06_03 Rev 1
PROPOSED BRADDUP COMPOUND CONNECTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-06_04 Rev 1
COMPOUND SECTIONS - BONSTONE COMPOUND	RVBC-MH-APP-004-07_01
COMPOUND SECTIONS - BRADDUP COMPOUND	RVBC-MH-APP-004-07_02
Bonstone Compound - Pipeline Open Cut Construction Easement - Cross Section	80061155-01-UU-TR4-XX- DR-C-20011 P01.1
Bonstone Compound -	80061155-01-UU-TR4-XX-

Proposed Pipeline Connection Layout	DR-C-20012 P01.1
Braddup Compound - Pipeline Open Cut Construction Easement - Cross Section	80061155-01-UU-TR4-XX-DR-C-20013 P01.1
Braddup Compound - Proposed Pipeline Connection Layout	80061155-01-UU-TR4-XX-DR-C-20014 P01.1
COMPOUND ELEVATIONS - BONSTONE COMPOUND	RVBC-MH-APP-004-09_01 Rev 0
COMPOUND ELEVATIONS - BRADDUP COMPOUND	RVBC-MH-APP-004-09_02 Rev 0
BONSTONE COMPOUND PROPOSED VALVE HOUSE BUILDING ELEVATIONS	80061155-01-UU-TR4-XX-DR-C-00033 P01.1
BRADDUP COMPOUND PROPOSED VALVE HOUSE BUILDING ELEVATIONS	80061155-01-UU-TR4-XX-DR-C-00034 P01.1
BONSTONE COMPOUND TYPICAL RAISED CHAMBER DETAIL	80061155-01-UU-TR4-XX-DR-C-00035 P01.1
BRADDUP COMPOUND TYPICAL RAISED CHAMBER DETAIL	80061155-01-UU-TR4-XX-DR-C-00036 P01.1
BONSTONE COMPOUND PROPOSED FENCING AND GATE DETAIL	80061155-01-UU-TR4-XX-DR-C-00037 P01.1
BRADDUP COMPOUND PROPOSED FENCING	80061155-01-UU-TR4-XX-DR-C-00038 P01.1

AND GATE DETAIL		
PROPOSED CROSSING GENERAL ARRANGEMENT AND ELEVATIONS	RIBBLE BRIDGE AND	80061155-01-JAC-TR4-97- DR-C-00008 P03
General Arrangement – Compound Junction Access Details (Bonstone Compound)		RVBC-MH-APP-004-11_01 D0
General Arrangement – Compound Junction Access Details (Braddup Compound)		RVBC-MH-APP-004-11_02 D0
HIGHWAYS PROPOSALS LOCATIONS) SHEET 1 of 12	WORKS (SHEET	RVBC-MH-APP-004-12_01 Rev 1
Highways Proposals (Sheet 2 of 12)	Works	RVBC-MH-APP-004-12_02 Rev 1
Highways Proposals (Sheet 3 of 12)	Works	RVBC-MH-APP-004-12_03 Rev 1
Highways Proposals (Sheet 4 of 12)	Works	RVBC-MH-APP-004-12_04 Rev 1
Highways Proposals (Sheet 5 of 12)	Works	RVBC-MH-APP-004-12_05 Rev 1
Highways Proposals (Sheet 6 of 12)	Works	RVBC-MH-APP-004-12_06 Rev 1
HIGHWAYS PROPOSALS - TYPICAL PASSING PLACE CROSS SECTIONS - SHEET 11 of 12	WORKS	RVBC-MH-APP-004-12_07 (Rev 1)
HIGHWAYS	WORKS	RVBC-MH-APP-004-12_08

PROPOSALS - TYPICAL ROAD WIDENING CROSS SECTIONS - SHEET 12 of 12	(Rev 1)
Highways Works Proposals (Ribble Crossing Sheet 1 of 2)	80061155-01-JAC-TR4-97-DR-C-00006 P02
Highways Works Proposals (Ribble Crossing - Sheet 2 of 2)	80061155-01-JAC-TR4-97-DR-C-00007 P02
General Arrangement - Clitheroe Park & Ride Facility and HGV Holding Area	80061155-01-JAC-TR4-XX-DR-C-00030 P02.1
Waddington B6478 Temporary HGV Holding Location	80061155-01-UU-TR4-XX-DR-C-00040
West Clough Bridge Approach - Possible additional highways measures	80061155-01-UU-TR4-XX-DR-C-00041 West Clough Bridge Approach
Re-located bus stop - West Bradford Road	B27070CQ-JAC-XX-DR-C-TR4_WV-1107
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20017
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20018
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1108
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1110

WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1111
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1112

Volume	Document Title	Document Reference	Original June 2021 Revision/Version	Further Updates in the SEI Report (Feb 2022)?
Volume 3	Figure 1.1: Proposed Programme of Works	RVBC-MH-FIG-001-001	Rev 0	No
Volume 3	Figure 1.2: Planning Proposed Marl Hill Section	RVBC-MH-FIG-001-002	Rev 0	Yes - Rev 1 (in SEI)
Volume 3	Figure 3.1A: Planning Application Boundary Marl Hill Section	RVBC-MH-FIG-003-001A	Rev 0	Yes - Rev 1. (in SEI)
Volume 3	Figure 6.4: Landscape Character	RVBC-MH-FIG-006-004	Rev 0	No
Volume 3	Figure 6.5: Tree Constraints and Assessment Plan	RVBC-MH-FIG-006-005	Rev 0	Yes - RVBC-MH-FIG-006-005-AD1,

				(in SEI)
Volume 3	Figure 7.6: Private Water Supply Locations, Source Protection Zones and Spring Discharges as Recorded on Ordnance Survey Maps, GWDTE Surveys and documented by Preene Groundwater Consultancy Ltd (2014)	RVBC-MH-FIG-007-006	Rev 0	No
Volume 3	Figure 9A.9: Trees with Bat Roost Potential	RVBC-MH-FIG-009-01-09	Rev 0	Yes - See SEI-Appendix B5
Volume 3	Figure 20.1: Environmental Masterplan (Page 1 of 4)	RVBC-MH-FIG-020-001_pg1	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 2 of 4)	RVBC-MH-FIG-020-001_pg2	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 3 of 4)	RVBC-MH-FIG-020-001_pg3	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 3	Figure 20.1: Environmental	RVBC-MH-FIG-020-	Rev 0	Yes - Rev 1, see SEI

	Masterplan (Page 4 of 4)	001_pg4		Appendix B9
Volume 4	Appendix 3.2: Construction Code of Practice	RVBC-MH- TA-003-002	Rev 0	No
Volume 4	Appendix 6.6: Arboricultural Impact Assessment	RVBC-MH- TA-006-006	Rev 0	Yes - See SEI - Section 3.6
Volume 4	Appendix 10.4: Geophysical Survey Report of Proposed Braddup Compound Haweswater Aqueduct Resilience Programme – Proposed Marl Hill Section	RVBC-MH- TA-010-004	Rev 0	No
Volume 4	Appendix 16.1: Transport Assessment	RVBC-MH- TA-016-001	Rev 0	Yes – See Appendix B8
Volume 4	Appendix 20.2: Planting Proposals	RVBC-MH- TA-020-002	Rev 0	No
Volume 6	Chapter 6: Landscape & Arboriculture	RVBC-MH- RC-ES-006	Rev 0	No
Volume 6	Figure 3.1: Ribble Crossing Location Plan	RVBC-MH- RC-FIG- 003-001	Rev 0	No
Volume 6	Figure 16.2: Proposed Vehicle Routing	RVBC-MH- RC-FIG- 016-002	Rev 0	No

Volume 6	Figure 20.1: Environmental Masterplan (Page 1 of 2)	RVBC-MH-RC-FIG-020-001_pg1	Rev 0	No
Volume 6	Figure 20.1: Environmental Masterplan (Page 2 of 2)	RVBC-MH-RC-FIG-020-001_pg2	Rev 0	No

Reason: For the avoidance of doubt and to clarify which plans are relevant to the consent.

No development shall take place within each Phase until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work for that Phase. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net). The development shall be carried out in accordance with these agreed details.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

Note: Lists of suitable contractors are available on the following websites: Chartered Institute for Archaeologists (CIFA) <http://www.archaeologists.net/> British Archaeological Jobs and Resources (BAJR) <http://www.bajr.org/>

5. Prior to the commencement of construction work for each Phase of the development a Materials Management Plan shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation work. The materials management plan shall be developed following the site investigations and risk assessments and for that Phase shall:
 - a. Identify all locations from which material will be excavated.
 - b. Utilising the information contained within the contaminated land investigation, identify those areas of excavation which are contaminated
 - c. For areas of excavation which may be subject to contamination estimate the volume of material arising, the approximate volumes of material to be remediated on site and provisional volume to be disposed of off-site
 - d. Illustrate where and how the remediation of contaminated material would take place
 - e. Illustrate where and how remediated material would be re-used, including volumetric calculations to demonstrate that the material can be accommodated within the proposed area of use and any measures for containment for this material

f. Detail the frequency of testing and testing specification for soils generated during the cut and fill operations, including how the materials are to be segregated and stored (this should be in the form of a Soil Management Plan see informatives)

g. Identify screening criteria for assessment of whether the materials can be reused without treatment or mitigation

h. For areas of excavation which are not subject to contamination provide the volume of material arising and illustrate where and how non-contaminated material would be re-used including volumetric calculations to demonstrate that the material can be accommodated within the proposed area.

Once approved the materials management plan shall be implemented in its entirety.

Reason To ensure the proposed development does not pose an unacceptable risk of pollution to controlled waters

6. Prior to the commencement of construction work for each Phase of the development, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation. The Site Waste Management Plan shall include details for that Phase of:

- a. the anticipated nature and volumes of waste that will be generated by construction work
- b. the measures to minimise the generation of waste resulting from the proposed works
- c. measures to maximise the re-use on-site of such waste
- d. measures to be taken to ensure effective segregation at source of other waste arising during the carrying out of such works, including the provision of waste sorting, storage, recovery and recycling facilities as appropriate.

The approved SWMP shall be implemented throughout the period of construction work on site

Reason To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters through the inappropriate management of waste on site

7. Prior to the commencement of each Phase of the development:
 - a scheme detailing the proposed flood risk mitigation strategy shall be submitted to and approved in writing by the local planning authority. The scheme shall include all proposed measures to ensure flood risk is not increased to third party land or property as a result of the proposed development.
 - The scheme shall be supported by hydraulic modelling and where structures are proposed, details of their location and

design shall be submitted.

The approved scheme shall be implemented and completed in full prior to the commencement of any development over the main River Ribble, and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority

Reason To prevent flood risk to third party land and property

8. Prior to the commencement of each Phase of the development details of:

1. All private water supplies that may be impacted by the proposed development shall be identified and any measures necessary to mitigate the impacts of the development on them (which may include an alternative water supply) shall have been agreed in writing with the Local Planning Authority.
2. The details shall include appropriate monitoring throughout the construction period to ensure the continued protection the quality and quantity of supplies.

Thereafter, each Phase of the development shall be implemented in accordance with the approved details with any necessary mitigation identified as part of the ongoing monitoring implemented in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Reason To ensure that the proposed development does not harm the water environment in line with paragraph 174 of the National Planning Policy Framework

9. As part of the construction of the compounds the following measures will be implemented in respect of the public rights of way:

- Pedestrian gates shall be installed at the controlled access point on footpath 3-29-FP26 (RIBBLE CROSSING).
- BOWLAND SECTION ONLY: The exit point of the temporary diversion of footpath 3-29-FP31 onto the highway must have good sight lines and controlled with a pedestrian gate, (unless required for stock control when a metal kissing gate with meshed hoop should be installed).
- MARL HILL SECTION ONLY: The diverted line of footpath 3-29-FP43 shall be a minimum width of 2m with a bound surface. Pedestrian gates are to be installed at the boundary with Slaidburn Road and as part of the controlled crossing point measures (unless required for stock control when a metal kissing gate with meshed hoop should be installed).
- MARL HILL SECTION ONLY: Pedestrian gates shall be installed at the access points of Footpath 3-43-FP8 and Bridleway 3-5-BW1 at the Braddup Compound (unless required for stock control when a metal kissing gate with meshed hoop should be installed. Prior to the operation of the compound signs shall be installed on the access track to alter drivers to pedestrians crossing).

Reason: In the interests of footpath connectivity

10. Prior to the operation of the Newton in Bowland Compound

the exit points onto the highway shall be replaced with pedestrian gates (unless required for stock control when a metal kissing gate with meshed hoop should be installed).

Reason: To improve connectivity between footpath 3-29-FP32 and 3-29-FP15

11. On restoration of the Bonstone Compound the path connection between 3-29-FP42 and 3-29-FP43, over the swale, shall be restored to a standard approved by Lancashire County Councils Public Rights of Way.

Reason: In the interests of footpath connectivity

12. On termination of the temporary diversion of footpath 3-1-FP2 (associated with the Ribble Crossing) the steps at the point the path meets West Bradford Road near the road bridge shall be removed and replaced with a pedestrian gate that meets the BS 5709:2018 standard.

Reason: In the interests of footpath connectivity

13. The 6-week temporary diversion route of footpath 3-44-FP23 shall be a minimum 2m usable width and free from the encroachment of vegetation, trees or bushes. Prior to the removal of the temporary diversion:

- the kissing gate, at the bottom of the steps leading from

Clitheroe Road, on footpath 3-44-FP23 shall be replaced.

- Surface improvements between the trees at the western end of footpath 3-44-FP23 shall be undertaken and completed.

Reason: In the interests of footpath connectivity

14. Footpath 3-43-FP22 shall be constructed to maintain a minimum width of 3m between the tree line and the footpath and shall be constructed to a minimum 2m usable width.

Reason: to prevent the footpath becoming obstructed by vegetation, trees or bushes and to create a usable route

15. The following improvements shall be made to the following footpaths in accordance with a timetable which has first been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted to and approved in writing prior to the removal of the temporary diversion routes required as part of the development:

- All access points on footpath 3-44-FP22, 3-43-FP23, 3-44-FP21, 3-43-FP23, 3-43-FP22 shall be replaced with pedestrian gates (unless required for stock control when a metal kissing gate with meshed hoop should be installed)
- Surface and step replacement improvements shall be made to 3-43-FP23

Reason: In the interests of footpath connectivity and to mitigate the impacts of the development on the footpath network.

16. Prior to the commencement of each Phase of the development hereby approved a phasing timetable for the tree, shrub and hedgerow removal shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter full details of the extent of tree, shrub and hedgerow removal relating to each phase of the development shall be submitted to and approved in writing prior to any tree/ hedgerow works in that phase being undertaken. The details shall include the number of trees to be felled/ length of hedgerow to be removed along with a timetable for replacement planting to mitigate for the tree/ hedgerow loss.

Planting should be undertaken using native species grown from seed sourced from an appropriate seed zone and, in terms of quantities required, should be in accordance with requirements set out in 8) Embedded Mitigation and Good Practice, Volume 2 Chapter 6: Landscape and Arboriculture.

All opportunities for advance planting should be explored and consideration should be given to temporarily planting rapid growing species such as Eucalyptus along the site boundaries where they would be most visible from and closest to public rights of way. All these plants would have to be removed upon completion of construction and reinstatement works.

Opportunities to translocate existing hedgerows and replant within the application site should be exploited where possible.

The replacement planting/ new planting shall be undertaken in accordance with the approved details which shall be as soon as reasonably practicable. Any trees or plants which within a period of 25 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To mitigate the landscape and visual harm of the development

17. Prior to the stripping of any topsoil a phasing plan for the soil stripping for each Phase of the development shall be submitted to and approved in writing by the Local Planning Authority.

Prior to each phase of soil stripping a detailed work method statement setting out the measures proposed to minimise the adverse effects of the soil stripping and long-term storage of stockpiled topsoil and subsoil shall be submitted to and approved in writing by the Local Planning Authority prior to any soil stripping being undertaken. The details shall include:

a). The shaping and grading of the topsoil and subsoil stockpiles to appear as 'naturalistic' landforms, free of artificial looking engineered slope profiles.

b) The location of the temporary stockpiles which should be

located along the boundaries of the site compound(s) to provide some mitigation of its visual effects.

c) Cross sections through proposed stockpiles showing existing and proposed levels.

Topsoil and subsoil stockpiles shall be a maximum of 2m high to minimise the damaging effects of relatively long-term storage as proposed.

Thereafter the soil stripping and storage shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

18. Prior to the completion of the development full details of the site restoration for each of the compounds shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- full details of the existing and proposed land levels, including cross sections
- Proposed landscaping and boundary treatments.
- A timetable for implementation

The restoration of the compounds thereafter shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

19. Prior to the commencement of each Phase of the development hereby approved detailed decommissioning proposals shall be submitted to and approved in writing by the Local Planning Authority. The approved decommissioning proposals shall be implemented in full and shall include (inter alia):

- A detailed timetable for decommissioning of all temporary bridges, culverts, haul roads, access roads, structures and other features.
- Detailed precautionary working methods for the protection of designated sites, habitats and species populations, to be implemented during decommissioning.
- Detailed ecological restoration and enhancement proposals to be implemented following decommissioning of temporary features.

REASON: To ensure any ecological impacts as a result of the development are mitigated.

20. Prior to the commencement of any works for each Phase of the development hereby approved a detailed lighting scheme for that Phase shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include a Lighting Management Plan which demonstrates:

- the mitigation which will be employed to reduce adverse impacts on the local landscape due to lighting; and
- measures employed to minimise visual clutter caused by vertical structures
- the hours of illumination
- a timetable for implementation and removal of the lighting

The lighting for that Phase thereafter shall be implemented in accordance with the approved scheme and removed from the site in accordance with the agreed timetable included within the Management Plan.

REASON: In the interests of the visual amenities of the area and to mitigate the impact of the development

21. Prior to the commencement of any works to each compound full details of the:

- a) site compound structures including offices, welfare cabins, hoardings and fences for each compound;
- b) the management of compounds to ensure that the proposed mitigation measures are managed and maintained throughout the duration of the construction contract.

shall be submitted to and approved in writing by the Local Planning Authority.

The structures on each compound shall be designed to take account of the high landscape and visual sensitivity of the compounds rural location.

The construction and ongoing management of the compounds thereafter shall be undertaken in accordance with the approved details.

REASON: In the interests of the visual amenities of the area

22. All the materials used for temporary access tracks and parking areas shall be surfaced with locally sourced stone. Where practicable, these areas should be oversewn with grasses to create a locally typical farm track type appearance.

REASON: In the interests of the visual appearance of the area and to further aid the assimilation of the in the landscape.

23. All access tracks required for the establishment, construction and commissioning phases should be removed upon completion of the works and the land reinstated to its former appearance prior to the completion of the development hereby approved.

REASON: in the interests of the visual appearance of the area

24. When not in use, the 45m high crane should be lowered to the minimum height achievable

REASON: in the interests of the visual appearance of the area and to minimise its effects on views and landscape tranquillity.

25. Prior to the construction of the permanent raised chambers full details of the hardstanding associated with each chamber shall be submitted to and approved in writing by the Local Planning Authority. The details shall include confirmation that the extent of hardstanding has been kept to a minimum with alternative solutions (such as locally sourced aggregate seeded with appropriate native wildflowers) have been incorporated where possible. Thereafter the chambers shall be constructed in accordance with the approved details.

REASON: in the interests of the visual amenities of the area and to mitigate the long term impact of the development

26. Prior to the commencement of each Phase of the development hereby approved a Construction Environmental Management Plan (CEMP) for that Phase shall be submitted and approved in writing by the Local Planning Authority. The approved CEMP shall be implemented in full. The CEMP shall include (inter alia):

- A Construction Method Statement to supplement the

Construction Traffic Management Plan

- Proposals for pre-commencement repeat surveys for protected and priority species and priority habitats to be undertaken prior to the commencement of any works, and throughout the construction programme, which shall inform the need for precautionary working methods, licences and exemptions;
- Details of all licences, consents and exemptions that will be in place prior to commencement of works;
- Details of responsible persons and organisations, including lines of communication;
- Proposals for supervision of works, licensable mitigation measures and precautionary working methods by an appropriately qualified, experienced and licensed Ecological Clerk of Works;
- Necessary training and/or briefing of site operatives on ecological matters and required working methods and procedures to ensure compliance with legislation and planning obligations;
- Measures that will be taken to ensure compliance with relevant parts of BS42020 - Biodiversity Code of practice for planning and development;
- An ecological constraints plan to be issued to the contractor, including (*inter alia*):
 - Identification of biodiversity protection zones and exclusion zones around sensitive habitats and species;

- Known locations of protected and priority species and their habitat;
- Tree root protection areas;
- Locations of demarcated working areas;
- Precautionary working method statements for the avoidance of ecological impacts during all stages of the works, including:
 - Prevention of any breach of wildlife protection legislation;
 - Procedures to be followed if the presence of protected species is detected or suspected at any stage before or during the works;
 - Measures to prevent impacts on protected and priority species and their habitats;
 - Measures to protect priority and protected species from the impacts of habitat severance throughout the project;
 - Maintenance of bat flight paths throughout all phases of the works;
 - Measures to ensure compliance with the Eels Regulations;
 - Roadkill prevention measures to be implemented along all construction traffic routes;
 - Measures to prevent animals from becoming trapped;
 - Timing and other measures to prevent any impact on nesting birds;

- Measures to prevent disturbance of breeding and wintering birds during all phases of the proposed works;
- Measures to prevent disturbance of sensitive species and habitats as a result of lighting, noise, vibration, vehicle movements, storage of materials or other causes;
- Protection of retained habitats;
- Exclusion zones around designated sites, irreplaceable habitats and habitats of principal importance.
- Protection of watercourses during the works;
- Measures to avoid impacts on hydrology and water quality;
- Measures to minimise soil compaction;
- Measures to prevent soil stripping in the vicinity of sensitive habitats.
- Tree protection measures in accordance with BS5837 (2012);
- Protection of ancient/veteran/aged trees;
- Measures to maintain habitat connectivity throughout the works;
- Demarcation of the working area and installation of barriers and warning signs to protect retained habitats;
- Protection of Statutory designated sites, functionally linked land and associated species populations during the works;

- Protection of non-statutory designated sites and associated species populations during the works;
 - Measures to be implemented during decommissioning of temporary structures and features;
 - Measures to eradicate and prevent the spread of invasive non-native species;
 - Biosecurity measures to be implemented;
 - Measures to prevent detrimental ingress/egress of water to/from sensitive habitats.
 - Pollution and sediment control measures.
- A work programme, demonstrating that works will be timed to minimise ecological impacts;
 - Monitoring, reporting and review of proposed measures throughout all phases of the works.

REASON: To mitigate the ecological impacts of the development

27. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the submitted flood risk assessment and outline drainage strategies:

Marl Hill Section

1. Document name: Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Reference: RVBC-MH-RC-TA-008-001 Rev:0, Dated: June 2021, Prepared by: Jacobs.

2. Document name: Volume 6 Proposed Ribble Crossing Chapter 8: Flood Risk, Reference: RVBC-MH-RC-ES-008, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

3. Document name: Proposed Marl Hill Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Reference: RVBC-MH-ES-008, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

4. Document name: Proposed Marl Hill Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment, Reference: RVBC-MH-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

Bowland Section

1. Document name: Proposed Bowland Section Environmental Statement Volume 2

Chapter 8: Flood Risk, Reference: LCC_RVBC-BO-ES-008 Rev:0, Dated: June

2021, Prepared by: Jacobs.

2. Document name: Proposed Bowland Section Environmental Statement Volume 4

Appendix 8.1: Flood Risk Assessment, Reference: LCC_RVBC-BO-TA-008-001,

Rev: 0, Dated: June 2021, Prepared by: Jacobs.

3. Document name: Volume 6 Proposed Ribble Crossing Appendix
8.1: Flood Risk

Assessment, Reference: LCC_RVBC-BO-RC-TA-008-001, Rev: 0,
Dated: June

2021, Prepared by: Jacobs.

The measures shall be fully implemented in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

28. A final, detailed surface water sustainable drainage scheme for each Phase of the development shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of that Phase.

The sustainable drainage scheme shall be based upon the submitted flood risk assessment and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for

Sustainable Drainage Systems.

No surface water shall be allowed to discharge to the public foul sewer(s), either directly or indirectly.

The detailed sustainable drainage scheme shall include, as a minimum:

a) Final sustainable drainage plans, appropriately labelled to include:

i. A final surface water drainage layout plan showing all pipe and structure references, dimensions and design levels.

ii. A plan identifying the areas contributing to the surface water drainage network, including surface water flows from outside the curtilage as necessary.

iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate.

iv. Flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems.

v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building.

vi. Details of proposals to collect and mitigate surface water runoff from the development boundary.

vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components.

- b) A full set of sustainable drainage flow calculations for the surface water drainage network. The calculations must show the full network design criteria, pipeline schedules and simulation outputs for the 1 in 1 year, 1 in 30 year and 1 in 100 year return period, plus an additional 40% allowance for climate change.

(Mark Hill Section: Surface water run-off must not exceed the green field run off rates mentioned in Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Volume 6 Proposed Ribble Crossing Chapter 8: Flood Risk, Proposed Marl Hill Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Proposed Marl Hill Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment)

(Bowland Section: Surface water run-off must not exceed the green field run off rates mentioned in Proposed 4 Bowland Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Proposed Bowland Section Environmental Statement Volume 4 Appendix 8.1 and Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment).

The scheme shall be implemented in accordance with the approved details prior to the compounds becoming operational.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

29. No development shall commence for each Phase of the development hereby approved until details of how surface water and pollution prevention will be managed during each Phase of the development have been submitted to and approved in writing by the Local Planning Authority.

Those details shall include, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.

b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance

The development shall be constructed in accordance with the approved details.

Reasons:

1. To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere;

2. To ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water

bodies.

30. Prior to the operation of each Phase of the development a Verification Report and Operation and Maintenance Plan for the lifetime of the development in relation to each compound, pertaining to the surface water drainage system and prepared by a suitably competent person, shall be submitted to and approved in writing by the Local Planning Authority.

The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an final 'operation and maintenance manual' for the sustainable drainage scheme as constructed.

Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and

easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework

31. Prior to the commencement of any of the enabling works a Stakeholder and Customer Communications Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include clear objectives and processes on how the work will be delivered to mitigate impacts of the development to the communities. The Plan shall be kept continually under review during the lifetime of the development to ensure it is reactive to matters affecting the communities at that time. Communications thereafter shall be co-ordinated by the community liaison officer in accordance with the approved plan.

REASON: The development hereby approved will impact on the local communities and clear communication is needed throughout all aspects of the development

HIGHWAY CONDITIONS

Routing Strategy

32. For the agreed 'Initial 9-month construction period' the routing of construction site traffic to/from the site must be restricted to the routes set out below (road numbers shown in brackets):

- a) A59, Pimlico Link Road (A671), Pimlico Link Road (U22930), West Bradford Road (C579), (hereafter referred to as "Route 1a")
- b) A59, Pimlico Link Road (A671), Chatburn Road (A671), Well Terrace (B6478), Waddington Road (B6478), Clitheroe Road (B6478), The Square (B6478), West Bradford Road (C571), Slaidburn Road (B6478), Hallgate Hill (B6478), for vehicles less than 3.5m in height (hereafter referred to as "Route 1b");
- c) A59, Pimlico Link Road (A671), Chatburn Road (C580), Clitheroe Road (C580), Crow Trees Brow (C580), Ribble Lane (C581), Grindleton Road (C581), Grindleton Road (C571), Waddington Road (C571), West Bradford Road (C571), Slaidburn Road (B6478), Hallgate Hill (B6478), for vehicles greater than 3.5m in height (hereafter referred to as "Route 1c"); and
- d) Hallgate Hill (B6478), Chapel Lane (U4903), Newton Road (C568), (hereafter referred to as "Route 1d") (through Newton in Bowland)

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

33. For the agreed 'Main Project Stage' the routing of construction site traffic to/from the site must be restricted to the routes set out below (road numbers shown in brackets):

- a) A59, Pimlico Link Road (A671), Pimlico Link Road (U22930), West Bradford Road (C579), (hereafter referred to as "Route 2a");
- b) West Bradford Road (C571), (hereafter referred to as "Route 2b"); and
- c) Slaidburn Road (B6478), Hallgate Hill (B6478), Newton Road (C568), (hereafter referred to as "Route 2c").

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

34. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby permitted, will be permitted along Route 1b (as defined in Condition 33) during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 14:00 to 15:00 (Wednesday)
- 15:15 to 16:15 (Monday to Friday, excluding Wednesday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

35. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby approved, will be permitted along Route 1c (as defined in Condition 33) during the following hours:

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

36. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby approved, will be permitted along Route 1d (as defined in Condition 33) during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 15:15 to 16:15 (Monday to Friday)

For the avoidance of doubt no HGV movements are permitted along Route 1c (as defined in Condition 33) during school holidays and weekends.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

37. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1b (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 30 in each direction in

any one working day (total 60 two-way movements);

- b) Notwithstanding (a) above, no more than 45 HGVs shall use this corridor in each direction in any one working day (total 90 two-way movements); and
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 5 (+/- 1) in each direction in any one working hour (total 10 two-way movements).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

38. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1c (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 2 in each direction in any one working day (total 4 two-way movements);
- b) Notwithstanding (a) above, no more than 7 HGVs shall use

this corridor in each direction in any one working day (total 14 two-way movements); and

- c) The average number of HGVs using this corridor, in any working day, shall be no more than 1 in each direction in any one working hour (total 2 two-way movements).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

39. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1d (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) No more than 1 convoy (consisting of 2 HGVs and 1 escort vehicle) shall use this corridor in each direction in any one working day (total 2 two-way convoys); and
- b) HGVs to use this corridor for no more than 2 days in any week (between Monday and Friday).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

40. For the 'Main Project Stage', during school term times, no HGV movements, associated with the development hereby approved, will be permitted along Route 2b (as defined in Condition 34) during the following hours:

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

41. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 2b (as defined in Condition 34) in any time period will not exceed the permitted levels set out below:

a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 36 in each direction in any one working day (total 72 two-way movements);

b) Notwithstanding (a) above, no more than 60 HGVs shall use this corridor in each direction in any one working day (total 120 two-way movements);

c) The average number of HGVs using this corridor, in any working day, shall be no more than 6 (+/- 1) in each direction in any one working hour (total 12 two-way movements);

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

42. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 2c (as defined in Condition 34) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 75 in each direction in any one working day (total 150 two-way movements);
- b) Notwithstanding (a) above, no more than 125 HGVs shall use this corridor in each direction in any one working day (total 250 two-way movements);
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 13 (+/- 1) in each direction in any one working hour (total 26 two-way movements); and

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

43. Prior to the commencement of each Phase of the

development a written scheme for the installation and operation of continuous monitoring equipment to monitor detailed highway usage (such as classification and numbers of all vehicles and speeds of HGV's) during the project and record the number of HARP vehicles and other vehicles on the permitted routes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the precise locations for the installation of the equipment, the dates which the equipment will be installed and the duration of time that the equipment will be in situ. Thereafter the approved scheme shall be implemented and operated in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

44. A detailed record shall be maintained by either the contractor or developer of ALL vehicle movements along the permitted routes, through use of equipment as specified under the previous condition. Such records shall contain the vehicle classification and the time, date and direction of movement, for all vehicles, and include the speed for HGV's.

The record shall be made available in report form for the inspection by the Local Highway Authority or their appointed representative on request. The record shall be retained for the whole duration of the project, including remediation post project, and kept available for inspection. This record shall be made available within 10 working days of request.

Annual progress reports shall be submitted to the Local Planning Authority, summarising 12 months of data and alignment with programme on each 12-month anniversary of the date of this planning permission.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

45. A detailed record shall be maintained by either the contractor or developer of ALL vehicle movements into and out of the site. Such records shall contain the vehicle classification, vehicle registration number, the time, date and route of the movement and driver, for all vehicles (HGVs and LGVs), and including vehicle unladen and maximum laden weight for HGVs. The record shall be made available in report form for the inspection by the Local Highway Authority or their appointed representative on request.

The record shall be retained for the whole duration of the project, including remediation post project, and kept available for inspection. This record shall be made available within 10 working days of request.

Annual progress reports shall be submitted to the Local Planning Authority, summarising 12 months of data and alignment with programme on each 12-month anniversary of the date of this planning permission.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

46. Prior to the commencement of the first Phase of the development hereby approved an improvement scheme for the site accesses and the defined off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a programme of implementation for each scheme. These works comprise:

- Newton-in Bowland Compound Site Access (north) off Newton Road (preliminary design shown in drawing RVBC-BO-APP-004-11_01 Revision D0);
- Hodder Crossing Haul Road Access (south) off Newton Road (preliminary design shown in drawing RVBC-BO-APP-004-11_01 Revision D0);
- Hodder Crossing Haul Road Access (west) off B6478 Hallgate Hill (preliminary design shown in drawing RVBC-BO-APP-004-11_02 Revision D0);
- Bonstone Compound Site Access (west) off B6478 Slaidburn Road (preliminary design shown in drawing RVBC-MH-APP-004-11_01 Revision D0);
- Braddup Compound Site Access (west) off B6478 Slaidburn Road (preliminary design shown in drawing RVBC-MH-APP-004-11_02 Revision D0);

- Ribble Crossing Haul Road Access (south) off West Bradford Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_VS-1011 Revision P01.1);
- Ribble Crossing Haul Road Access (west) off West Bradford Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_VS-1010 Revision P01.2);
- Signing strategy along all public highway to be used by construction traffic;
- Road Marking and Signing Scheme review at the A59 / Pimlico Link Road junction identifying any necessary works having regard to significant increase in HGVs;
- Widening scheme at the Pimlico Link Road / Chatburn Road roundabout with enhanced provision for pedestrians and cyclists;
- Widening scheme at the A671/B6478 (Clitheroe Centre) roundabout;
- Temporary holding/waiting area south of the village of Waddington;
- Speed reduction scheme (with appropriate gateway measures) to 20mph through the village of Waddington (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_WV-1110 Revision P02);
- A review of the speed limits through the villages of Chatburn, Grindleton, West Bradford and Newton-in-Bowland, and

where required speed reduction schemes (with appropriate gateway measures) to 20mph;

- Traffic scheme on West Bradford Road and B6478 Slaidburn Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_WV-1112 Revision P02) that includes an initial signing and lining scheme as Phase 1 and a regulated approach as Phase 2;
- Signing strategy at all pinch points along the routes to be used by construction vehicles that includes slow signs and that highlights that the narrow roads will be used by HGVs;
- Road widening scheme identifying locations where carriageway is required to be widened.
- Improvement scheme for existing passing place areas proposed to be used that satisfy the needs of HGVs entering, waiting and exiting safely, and including resurfacing of the place;
- Traffic scheme with sign posted local safe waiting areas, within or at approaches to the village of Newton-in-Bowland; and
- Speed reduction scheme along the B6478 Slaidburn Road, B6478 Hallgate Hill and Newton Road (including the Waddington Fell Quarry access), with appropriate signing and speed enforcement strategy (including CCTV / mobile cameras).

Thereafter the road improvements shall be implemented in accordance with the approved details and in accordance with the approved program of works. A copy of the Section 278 Agreement shall be submitted to the Local Planning Authority on its completion.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

47. Prior to the commencement of each Phase of development hereby permitted details of project information boards, to be displayed on the highway, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- The content of the information boards which shall include the duration and progress of the project, remaining works and anticipated vehicles.
- The location of the boards which should be sited within the villages and areas that will be used by construction vehicles.

Thereafter the boards shall be erected prior to the commencement of the phase of the development which the board relates to

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

1. Prior to the commencement of the first Phase of the development hereby approved a scheme for the marshalling areas, including a timetable for implementation and removal, to be used for construction delivery vehicles, the holding areas during movement restriction periods and marshalling areas when convoys are used (preliminary are shown in drawing 80061155-01-UU-TR3-XX-DR-C-00045 Revision P01.1), shall be submitted to and approved in

writing by the Local Planning Authority. Thereafter the marshalling area shall be constructed and made available for use in accordance with the agreed details and timetable. The marshalling area shall be removed at the end of the project in accordance with the approved timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

2. Prior to the commencement of the first Phase of the development hereby approved a scheme for a park and ride area for construction personnel (preliminary are shown in drawing 80061155-01-UU-TR3-XX-DR-C-00045 Revision P01.1), including a timetable for implementation and removal, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the park and ride area shall be constructed and made available for use in accordance with the agreed details and timetable. The park and ride area shall be removed at the end of the project in accordance with the approved timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

3. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting road condition surveys (relating to the routes identified within conditions 33 and 34) to assess the condition of the highways to be used by vehicles (also including undulations in the carriageway, depressions, cracking of the road surface and stability of kerbing and ironware), along the

full local corridor route to be used by construction vehicles associated with the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

The Road Condition Surveys scheme shall include provision for:

- a. An initial road condition monitoring survey, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and any necessary remediation works including a timetable for implementing the identified remediation. Thereafter the remediation works shall be undertaken in accordance with the approved timetable.
- b. Road condition monitoring surveys to be undertaken visually, on a weekly basis, recording any deterioration within or adjacent to the adopted highway and listing necessary remediation works, for the full duration of the project, including site remediation.
- c. Road condition monitoring video surveys to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and necessary remediation works, for the full duration of the project, including site remediation.

Thereafter the roads shall be surveyed in accordance with the approved details.

The results of the Road Condition Surveys, along with a timetable for implementing identified reasonable remediation works shall be submitted to the dedicated appointed officer at the Local Highway

Authority within 5 working days of its collection for the weekly survey, 5 working days for the monthly video surveys and 20 working days for the 3 monthly video surveys. Upon agreement by the officer the agreed remediation shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of each Phase of the development hereby approved, a final road condition survey to be undertaken and submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration.

All records to be maintained until the completion of the project including any maintenance period beyond completion.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

4. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a verge and foliage survey, including a timetable for the survey(s), to assess the condition of the verge and foliage, along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The verge and foliage Survey scheme shall include provision for:

- a. An initial verge and foliage survey, recording any overgrown verge or foliage adjacent to the adopted highway and

listing locations, type and extent of cutting back required along with a timetable for implementing the cutting back. Thereafter the cutting back shall be undertaken in accordance with the approved details.

b. The verge and foliage survey surveys to be undertaken on a 3 monthly basis (having regard to nesting season), recording any overgrown verge or foliage adjacent to the adopted highway and listing locations, type and extent of further cutting back required, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing identified works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the cutting back shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of the development a final verge and foliage survey shall be undertaken, submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the areas of deterioration shall be remedied in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

5. Prior to the commencement of each Phase of the development

hereby approved a scheme for conducting a road marking and traffic calming scheme condition survey (relating to the routes identified within conditions 33 and 34), to assess the condition road marking and traffic calming, along the full local corridor route to be used by construction vehicles, shall be submitted to and approved in writing by the Local Planning Authority.

The road marking and traffic calming condition surveys scheme shall include provision for:

a. An initial road marking and traffic calming condition survey, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and renewal works including a timetable for undertaking the identified necessary renewal works. Thereafter the renewal works shall be undertaken in accordance with the approved details.

b. The road marking and traffic calming condition surveys to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and renewal works for the full duration of the project, including site remediation;

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing necessary identified works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of the development a final road marking and traffic calming condition survey shall to be undertaken, submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the identified areas of deterioration shall be remedied and maintained in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

6. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a structural survey to assess the condition and loading capacity of all structures (including cattle grids and their substructures, culverts, bridges and retaining walls), along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The structural survey scheme shall include provision for:

- a. An initial structural survey, recording any deterioration and loading capacity of the structures (with consideration of multiple and cyclic loading from all vehicles in a convoy), suitability and listing locations, type and extent of deterioration and remediation works including a timetable for implementing the identified remediation works, which shall thereafter be completed in accordance with the agreed details;
- b. The structural survey to be undertaken at suitable frequencies (to be agreed), for highway structures in close proximity to buildings, and on the remaining routes, recording any deterioration and loading capacity of the structures (with consideration of multiple and cyclic loading from all vehicles in a convoy), suitability and listing locations, type and extent of deterioration and remediation works, for the full duration of the project including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing

identified reasonable remediation works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation..

Prior to completion of the project, a final structural survey shall be undertaken submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the remediation shall be undertaken in accordance with the approved details and timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

48. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting an overrun and conflict survey, to assess the areas of verge overrun and the conflict of vehicles within the highway, along the full local corridor route to be used by construction vehicles, (relating to the routes identified within conditions 33 and 34) shall be submitted to and approved in writing by the Local Planning Authority.

The verge overrun and conflict survey scheme shall include provision for:

a. An initial overrun and conflict survey, recording any locations of overrun of the verge or carriageway and areas where

vehicles are in conflict, along or adjacent to the adopted highway, and listing locations, type and extent of overrun with mitigation works, including a timetable for implementing the identified mitigation. The mitigation thereafter shall be completed in accordance with the approved details.

b. The overrun and conflict surveys to be undertaken on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any locations of overrun of the verge or carriageway and areas where vehicles are in conflict, along or adjacent to the adopted highway, and listing locations, type and extent of overrun with mitigation works, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme and the results shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection, along with a timetable for implementing the identified works. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

49. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a parking review to assess the level of on street parking on the highway, along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in

writing by the Local Planning Authority.

The parking review scheme shall include provision for:

a. An initial parking review, recording any locations of on street parking on the defined corridor, or in close proximity, on the public highway, listing locations and extent of parking and impact, and measures to overcome the issues, including a timetable for implementing the identified measures. The mitigation thereafter shall be completed in accordance with the approved details.

b. The Parking Reviews to be undertaken on a 3 monthly basis, recording any locations of on street parking on the defined corridor, or in close proximity, on the public highway, listing locations and extent of parking and impact, and measures to overcome the issues, for the full duration of the project, including site remediation, based upon each survey, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme and the results shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection, along with a timetable for implementing the identified works. Upon agreement by the officer the identified works shall be undertaken.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

Construction Traffic Management Plan

50. Prior to commencement of works permitted by this approval, an updated Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The updated CTMP shall include:

- The latest works programme, to allow coordination and understanding of cumulative impact of other programmed works in the area;
- The construction site traffic routes (see conditions 33 and 34) identified on a plan for each vehicle type (abnormal, HGV (including MGV), LGV and other motorised), supported by a detailed monitoring strategy and course of action/penalties to ensure that routing is adhered to by all vehicles associated with the development without exception;
- Provision for the management of vehicles i.e., escort vehicles;
- Restricted hours of HGV movements. Where a route passes a risk receptor (such as a school or a desire line to a school, play area and other public buildings) that no abnormal vehicle, HGV to pass that receptor during its times of high demand, unless otherwise agreed with the LPA in consultation with the LHA;
- Consideration for school drop off and pick up times, bus timetables, railway timetable (West Bradford Road Crossing), refuse collection times

and routing, utility works (planned and emergency) and landowners adjoining the highway (maintenance and development works);

- Unspecified time restriction to movements dependant on Church services or other community events. Church/event organisers to provide a minimum of 1 week notice and each restriction to be agreed and time limited, unless traffic management is in place on route of HGVs;
- Review of bus stop usage and routes to bus stops;
- Maximum HGV movements on each route and course of action/penalties to ensure that the HGV caps are adhered to;
- Scheme to monitor HGV movements along the routes including any required equipment;
- Monitoring reports that provide the previous months' movements to ensure HGV caps are not exceeded. Reports to be provided within 10 working days of the end of the month;
- List of further mitigation measures and that could be delivered if unforeseen events result in greater impacts for example, escorted convoys, motorcycle outriders, extension of works periods (overall duration of works not operating hours and use of Sundays);
- Monitoring of the traffic scheme through

Waddington, and application of Phase 2 (regulated approach) if required;

- Monitoring (with parking accumulation per vehicle type in line with layout) of workforce numbers entering and exiting the sites (including their mode of travel to the site), and a strategy to support the workforce to use sustainable and shared modes (developer funded minibus);
- Storage of tipper trucks must be stored within the HARP compounds or at Waddington Fell Quarry;
- HGVs must not exceed 10mph through the village of Newton-in-Bowland and must be escorted through the village;
- In locations where 2-way HGV movements cannot be accommodated/managed, the use of escort vehicles;
- No development related vehicles to be waiting on the public highway, whether waiting for the site to open or waiting to access the site;
- A Construction Travel Plan for the development;
- A detailed Lighting Management Plan at all accesses and junctions;
- Detailed internal layout of all compounds;
- A detailed scheme for the maintenance of routes

through all seasons, including excessive water (flooding), snow (clearance) and ice (gritting); and

Thereafter the development shall be undertaken in accordance with the approved CTMP

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

51. All site access, other infrastructure and off-site highway works must be reinstated to their pre-existing condition prior to completion of the project, in line with an agreed timetable. A timetable for reinstatement, including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority 6 months prior to completion of the main works. Thereafter the reinstatement works shall be implemented in accordance with the approved details.

Reason: To ensure operation and safety of the local highway network post construction.

52. Prior to commencement of each Phase of the development hereby approved a vibration monitoring scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- The parameters to determine locations of monitoring (including distance between carriageway and building, structure or other receptor). This approach shall be kept under review during the construction period to accommodate any changes in circumstance.

- Plan and list of monitoring locations
- A programme of continuous monitoring with detail of the data to be collected including timeframes for submitting the monitoring reports to the Local Planning Authority
- Method to link development related HGV's passing each monitoring station and that data collected including time, date, speed and direction.
- Strategy for dealing with development related exceedances (drivers/contractors/sub contractors) or consequences of exceedances (damage)
- Benchmarking with existing similar vehicle (unladen) driving appropriately to each location

Thereafter the scheme shall be implemented in accordance with the approved details for the full duration of the works. The monitoring reports and full results shall be submitted to the Local Planning Authority at a frequency as agreed including details and timescale for implementation of any necessary identified works required to rectify damage caused.

Reason: To ensure that travelling HGV's do not result in vibration that impacts on adjacent buildings, structures, other receptors or the amenity of local residents.

53. Prior to the commencement of each Phase of the development hereby approved details of the applicants associated Employment and Skills Plan, outlining their proposals to support local jobs and skills growth, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed measures.

Reason - To ensure that this development supports the growth of local employment opportunities and skills

INFORMATIVES

- 1) Where a development involves any significant construction or related activities, we would recommend using a management and reporting system to minimise and track the fate of construction wastes, such as that set out in PAS402: 2013, or an appropriate equivalent assurance methodology. This should ensure that any waste contractors employed are suitably responsible in ensuring waste only goes to an appropriate disposal facility. Site Waste Management Plans (SWMP) are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and

your duty of care, they are a useful tool and considered to be best practice. The developer must apply the waste hierarchy as a priority order of prevention, re-use, recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found here:https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69403/pb13530-waste-hierarchy-guidance.pdf

2) If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply. Where the applicant cannot meet the criteria, they will be required to obtain the appropriate Environmental Permit or exemption from us for waste storage, treatment, transfer, use or disposal. More information on the definition of waste can be found here:
<https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>

3) The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

https://www.gov.uk/uploads/system/uploads/attachment_data/wa

- 4) The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales. The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. Waste must be classified using the correct code from Technical guidance WM3: waste classification. The guidance can be found here

<https://www.gov.uk/government/publications/waste-classification-technical-guidance> It is a comprehensive reference manual for anyone involved in producing, managing and regulating waste.

- 5) More information on the Waste Framework Directive can be found [here:](https://www.gov.uk/government/publications/environmental-permitting-guidance-thewaste-framework-directive)
<https://www.gov.uk/government/publications/environmental-permitting-guidance-thewaste-framework-directive>. More information on permitting <https://www.gov.uk/guidance/waste-environmental-permits>

- 6) The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

Abstraction/dewatering activities

- 7) An abstraction licence is required for dewatering during all phases of the works when this is from a borehole, shaft or wellpoint system where $>20\text{m}^3/\text{d}$ of water is abstracted. The dewatering exemption for small scale engineering works does apply when abstracting $<100\text{m}^3/\text{d}$ for up to 6 months but only if this dewatering is from a sump or excavation. If this dewatering is within 250 metres of a spring, well or borehole that is used to supply water for any lawful use then the exemption volume is reduced to $50\text{m}^3/\text{d}$.
- 8) Paragraph 201 details the dewatering required for the tunnel construction and states that additional details are in Appendix 7.8, however this appendix is not available. It is unclear from the description as to whether the calculated inflows are going to be removed / dewatered and therefore

potentially require an abstraction licence. The additional details referred to should be provided. The applicant will need to be aware that if volumes are found to be above the threshold, then an abstraction licence will be required.

9) Please be aware that there may be a delay of 6-8 months between applying for and receiving a licence and therefore a precautionary approach is recommended in case volumes are found to exceed those anticipated.

10) PLEASE NOTE the following from the LCC PROW team:

Ground level/drainage

Any changes in ground level or installation of drainage should ensure that surface water is not channelled towards or onto a public right of way either within the proposed development site or in close proximity – this is to ensure public rights of way are not exposed to potential flooding or future maintenance issues.

Landscaping

If the applicant intends landscaping they need to ensure that any trees or bushes are at least 3 metres away from a public right of way to prevent any health and safety issues and potential maintenance issues e.g. Overhanging branches or roots coming through the surface of the footpath concerned either within the proposed development or in close proximity.

Temporary closure

If works relating to the proposed application are likely to cause a

health and safety risk to users of a public right of way a temporary closure order must be made and in effect prior to commencing those works. Applications should be made 4 weeks before commencement to avoid delay to the works.

Diversion

If a diversion is needed or intended the applicant needs to ensure that the diversion is in place prior to any work commencing on a public right of way. Any disturbance of the existing route, without the appropriate confirmed Diversion Order would be liable to enforcement action taken against the applicant.

Obstruction

A public right of way should not be used to store materials, vehicles or machinery and if found to do so would be deemed an obstruction and the applicant would be subject to enforcement proceedings to remove.

11) For the avoidance of doubt, this response does not grant the applicant permission to connect to the ordinary watercourse(s) and, once planning permission has been obtained, it does not mean that land drainage consent will be given. The applicant must obtain Land Drainage Consent from Lancashire County Council before starting any works on site. Information on the application process and relevant forms can be found at www.lancashire.gov.uk/flooding.

SOIL MANAGEMENT PLAN

12) The Soil Management Plan should include:

- a. Proposals for handling different types of topsoil and subsoil and the storage of soils and their management whilst in store (including organic soils where identified)
- b. The method of assessing whether soils are in a suitably dry condition to be handled (ie dry and friable) and the avoidance of soil handling, trafficking and cultivation during the wetter winter period
- c. A description of the proposed depths and soil types of the restored soil profiles; normally to an overall depth of 1.2m over an evenly graded overburden layer, with the overarching aim for BMV agricultural land to be returned to its original quality and all soils to be suitable for the planning end use
- d. The effects on land drainage, agricultural access and water supplies, including other agricultural land in the vicinity
- e. The impacts of the development on farm structure and viability, and on other established rural land use and interests, both during the site working period and following its reclamation
- f. A detailed Restoration Plan illustrating the restored landform and the proposed after uses, together with details of surface features, water bodies and the availability of outfalls to accommodate future drainage

requirements.

HIGHWAYS

13) PLEASE NOTE: A completed and executed s278 agreement with Lancashire County Council will be required. The agreement will:

- Include the highway improvements identified within this consent!
- Include all matters within the adopted highway (including structures above, below or adjacent).
- Make provision for any highway deterioration as identified and reported.
- Define types of remediation work as “minor” and also as “more extensive”.
- Provide for the carrying out of minor works within 5 working days from identification and within an agreed timeframe for more extensive works.

14) PLEASE NOTE: The required Construction Method Statement shall supplement the Construction Traffic Management Plan and provide for:

- i) the parking of vehicles of site operatives and visitors (within the curtilage of the site) and that no workforce vehicle is parked beyond the curtilage of the site;
- ii) location and manoeuvring requirements for loading and unloading of plant and materials;
- iii) storage of plant and materials (site construction and operation);
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) locations and type of internal lighting with understanding of its illumination envelope;
- vi) location and type of wheel washing facilities. Wheel cleaning facilities shall remain available for use and maintained in full working order at all times during the project and shall be used by all vehicles leaving the site (excluding those vehicles only using the clean areas of the compound);
- vii) all roads to be kept clean and swept on a regular basis for the full duration of the project;
- viii) a management plan/scheme to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- ix) a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);

- x) a management plan to identify potential ground and water contaminants; details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction; and
- xi) a scheme to control noise during the construction and operation phase.

The Members were informed that if they are minded to approve the application, it will have to be referred to the Secretary of State. The Secretary of State will then determine whether he wants to call in the application for determination or whether this can be determined at the local level.

If the Secretary of State determines that this application can be determined at the local level the application will be **APPROVED** following the satisfactory completion of a Legal Agreement, which will be within 6 months from the date of the Secretary of State confirming the application will not be called in (or delegated to the Director of Economic Development and Planning in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 6 months) and subject to the conditions within the Committee report including the conditions amended below and additional conditions below.

RESOLVED THAT COMMITTEE:

Approve the application 3/2021/0660 subject to the following conditions:

1. The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of the development a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the proposed phasing of the development hereby approved, including the:
 - 'Initial 9-month construction period' (the details shall include the dates for the initial 9-month construction period) and
 - the 'Main Project Stage' (the details shall include the dates for the Main Project Stage).

The development thereafter shall be undertaken in accordance with the approved phasing plan. For the purposes of this planning permission, all references to a Phases or Sub-Phase shall be to a Phase or Sub-Phase as shown on the approved plan.

Reason: To ensure the proper development of the site in a co-ordinated manner.

3. Prior to the commencement of each phase of the development, pursuant to condition 2, a
 - a. environmental management system (EMS) detailing the procedures to deliver and monitor compliance with all the environmental requirements of the

- contract and all relevant legislation, standards, regulations and consents; and
- b. site-specific Construction Environmental Management Plans (CEMPs) in full accordance with the submitted Construction Code of Practice (CCoP) see specific requirements below- condition 27.

Shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be undertaken in accordance with the approved EMS and CEMP

REASON: In the interests of the proper managements of the development throughout the construction period.

4. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings/ documents:

BOWLAND SECTION (3/2021/0660)

Document Title	Document Reference
Planning, Design & Access Statement (including a Major Development Test, Drainage Statement and SUDS Proforma)	RVBC-BO-APP-003
Bowland Section (RVBC) Compounds Lighting Management Plan	RVBC-BO-APP-005 Version 1.0
Construction Traffic Management Plan (with Appendices in 4 separate docs)	RVBC-BO-APP-007_03
Bowland Section (RVBC) BNG Strategy - on site	RVBC-BO-APP-008_01 Version 3.0
Bowland Section (RVBC) BNG Strategy - off site	RVBC-BO-APP-008_02 Rev 1
Bowland Section SSSI Assessment	RVBC-BO-APP-009 Version 3.0
Bowland Section SSSI Assessment Addendum	RVBC-BO-APP-009_01 Version 1.0

Drawing Title	Drawing Reference
Scheme Overview Plans	RVBC-BO-APP-004-01_01
Section Overview Plans	RVBC-BO-APP-004-01_02 Rev 1
Section Overview Plans	RVBC-BO-APP-004-01_03 Rev 1
Site Location Red Line Plan (Sheet 1 of 2)	RVBC-BO-APP-004-02_01 Rev 1
Site Location Red Line Plan (Sheet 2 of 2)	RVBC-BO-APP-004-02_02 Rev 1
Site Layout Plans (Proposed Permanent - Newton In Bowland Compound - Sheet 1 of 2)	80061155-01-JAC-TR3-97-DR-C-00004 Rev P03.1
Site Layout Plans (Proposed	80061155-01-JAC-TR3-97-DR-C-00011

Permanent - Newton In Bowland Compound - Sheet 2 of 2)	P03.1
General Arrangement - Scheme Extents (Sheet 1 of 7)	RVBC-BO-APP-004-04_01
General Arrangement - Scheme Extents (Sheet 2 of 7)	RVBC-BO-APP-004-04_02
General Arrangement - Scheme Extents (Sheet 3 of 7)	RVBC-BO-APP-004-04_03
General Arrangement - Scheme Extents (Sheet 4 of 7)	RVBC-BO-APP-004-04_04
General Arrangement - Scheme Extents (Sheet 5 of 7)	RVBC-BO-APP-004-04_05
General Arrangement - Scheme Extents (Sheet 6 of 7)	RVBC-BO-APP-004-04_06 Rev 1
General Arrangement - Scheme Extents (Sheet 7 of 7)	RVBC-BO-APP-004-04_07 Rev 1
General Arrangement - Scheme Extents (River Ribble Crossing)	80061155-01-JAC-TR3-97-DR-C-00006 P02
PROPOSED NEWTON IN BOWLAND COMPOUND CONSTRUCTION PHASE DRAWING SHEET 1 OF 2	RVBC-BO-APP-004-05_01 Rev 1
PROPOSED NEWTON IN BOWLAND COMPOUND CONSTRUCTION PHASE DRAWING SHEET 2 OF 2	RVBC-BO-APP-004-05_02 Rev 1
PROPOSED NEWTON IN BOWLAND COMPOUND CONNECTION PHASE DRAWING SHEET 1 OF 2	RVBC-BO-APP-004-06_01 Rev 1
PROPOSED NEWTON IN BOWLAND COMPOUND CONNECTION PHASE DRAWING SHEET 2 OF 2	RVBC-BO-APP-004-06_02 Rev 1
COMPOUND SECTIONS - NEWTON IN BOWLAND COMPOUND	RVBC-BO-APP-004-07
Newton-in-Bowland Compound - Pipeline Open Cut Construction Easement - Cross Section	80061155-01-UU-TR3-XX-DR-C-20021 P01.1
Newton-in-Bowland Compound - Proposed Pipeline Connection Layout	80061155-01-UU-TR3-XX-DR-C-20022 P01.1
COMPOUND ELEVATIONS - NEWTON IN BOWLAND COMPOUND SHEET 1 OF 2	RVBC-BO-APP-004-09_01
COMPOUND ELEVATIONS - NEWTON IN BOWLAND COMPOUND SHEET 2 OF 2	RVBC-BO-APP-004-09_02

NEWTON-IN-BOWLAND COMPOUND PROPOSED VALVE HOUSE BUILDING ELEVATIONS	80061155-01-UU-TR3-XX-DR-C-00061 P01.1
NEWTON-IN-BOWLAND COMPOUND TYPICAL RAISED CHAMBER DETAIL	80061155-01-UU-TR3-XX-DR-C-00063 P01.1
NEWTON-IN-BOWLAND COMPOUND PROPOSED FENCING AND GATE DETAIL	80061155-01-UU-TR3-XX-DR-C-00065 P01.1
NEWTON-IN-BOWLAND COMPOUND PROPOSED TEMPORARY HODDER CROSSING BRIDGE GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-JAC-TR3-97-DR-C-00005 P02
PROPOSED RIBBLE CROSSING BRIDGE GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-JAC-TR3-97-DR-C-00009 P02
PROPOSED TEMPORARY GAMBLE HOLE FARM PASTURE BHS CROSSING GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-UU-TR3-97-DR-C-00046
General Arrangement – Compound Junction Access Details (Newton In Bowland Compound N&S)	RVBC-BO-APP-004-11_01 D0
General Arrangement – Compound Junction Access Details (Newton In Bowland Compound Hallgate Hill)	RVBC-BO-APP-004-11_02 D0
HIGHWAYS WORKS PROPOSALS (SHEET LOCATIONS) SHEET 1 of 12	RVBC-BO-APP-004-12_01 Rev 1
Highways Works Proposals (Sheet 2 of 12)	RVBC-BO-APP-004-12_02 Rev 1
Highways Works Proposals (Sheet 3 of 12)	RVBC-BO-APP-004-12_03 Rev 1
Highways Works Proposals (Sheet 4 of 12)	RVBC-BO-APP-004-12_04 Rev 1
Highways Works Proposals (Sheet 5 of 12)	RVBC-BO-APP-004-12_05 Rev 1
Highways Works Proposals (Sheet 6 of 12)	RVBC-BO-APP-004-12_06 Rev 1
Highways Works Proposals (Sheet 7 of 12)	RVBC-BO-APP-004-12_07 Rev 1
HIGHWAYS WORKS PROPOSALS - TYPICAL PASSING PLACE CROSS SECTIONS - SHEET 8 of 9	RVBC-BO-APP-004-12_11 Rev 1
HIGHWAYS WORKS	RVBC-BO-APP-004-12_12 Rev 1

PROPOSALS - TYPICAL ROAD WIDENING CROSS SECTIONS - SHEET 9 of 9	
Highways Works Proposals (RIBBLE CROSSING HAUL ROAD - Sheet 1 of 2)	80061155-01-JAC-TR3-97-DR-C-00007
Highways Works Proposals (RIBBLE CROSSING HAUL ROAD - Sheet 2 of 2)	80061155-01-JAC-TR3-97-DR-C-00008 Rev P03
General Arrangement - Clitheroe Park & Ride Facility and HGV Holding Area	80061155-01-UU-TR3-XX-DR-C-00045
Waddington B6478 Temporary HGV Holding Location	80061155-01-UU-TR4-XX-DR-C-00040
Re-located bus stop - West Bradford Road	B27070CQ-JAC-XX-DR-C-TR4_WV-1107
West Clough Bridge Approach - Possible additional highways measures	80061155-01-UU-TR4-XX-DR-C-00041 West Clough Bridge Approach
PROPOSED NEWTON IN BOWLAND SECTION BETWEEN HALLGATE HILL & NEWTON RD VEHICLE TRACKING - THREE AXLE LOW LOADER (RIGID TIPPER)	B27070CQ-JAC-XX-DR-C-TR4_VT-1123
PROPOSED NEWTON IN BOWLAND SECTION BETWEEN HALLGATE HILL & NEWTON RD VEHICLE TRACKING - THREE AXLE LOW LOADER (FH16 ASSUMPTION)	B27070CQ-JAC-XX-DR-C-TR4_VT-1121
PROPOSED NEWTON IN BOWLAND SECTION BETWEEN HALLGATE HILL & NEWTON RD VEHICLE TRACKING - THREE AXLE LOW LOADER (ARTICULATED FLATBED)	B27070CQ-JAC-XX-DR-C-TR4_VT-1122
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20017
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20018
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1108
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1110
WADDINGTON VILLAGE	B27070CQ-JAC-XX-DR-C-TR4_WV-1111

PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1112

Volume	Document Title	Document Reference	Original June 2021 Revision/Version	Further Updates in the SEI Report (Feb 2022)?
Volume 3	Figure 1.2: Planning Proposed Bowland Section	LCC_RVBC-BO-FIG-001-002	Rev 0	Yes
Volume 3	Figure 3.1A: Planning Application Boundary Bowland Section	LCC_RVBC-BO-FIG-003-001A	Rev 0	Yes
Volume 3	Figure 3.1B: Highways Works Planning Application Boundary Bowland Section	LCC_RVBC-BO-FIG-003-001B	Rev 0	Yes
Volume 3	Figure 6.5: Tree Constraints and Assessment Plan	LCC_RVBC-BO-FIG-006-005	Rev 0	Yes
Volume 3	Figure 6.6: Preliminary Trees at Risk Plan	LCC_RVBC-BO-FIG-006-006	Rev 0	Yes
Volume 3	Figure 7.6: Private Water Supply Locations, Source Protection Zones and Spring Discharges as Recorded on Ordnance Survey Maps, GWDTE Surveys and documented by Preene Groundwater Consultancy Ltd (2014)	LCC_RVBC-BO-FIG-007-006	Rev 0	No
Volume 3	Figure 9A.8: Trees with Bat Roost Suitability	LCC_RVBC-BO-FIG-009-01-08	Rev 0	No
Volume 3	Figure 16.2: Proposed Vehicle Routing	LCC_RVBC-BO-FIG-016-002	Rev 0	No
Volume 3	Figure 20.1: Environmental	LCC_RVBC-BO-FIG-020-001_pg1	Rev 0	Yes – See SEI

	Masterplan (Page 1 of 4)			Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 2 of 4)	LCC_RVBC-BO-FIG-020-001_pg2	Rev 0	Yes – See SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 3 of 4)	LCC_RVBC-BO-FIG-020-001_pg3	Rev 0	Yes – See SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 4 of 4)	LCC_RVBC-BO-FIG-020-001_pg4	Rev 0	Yes – See SEI Appendix B9
Volume 4	Appendix 3.2: Construction Code of Practice	LCC_RVBC-BO-TA-003-002	Rev 0	No
Volume 4	Appendix 10.3: Geophysical Survey Report of Proposed Lower Houses Compound Haweswater Aqueduct Resilience Programme – Proposed Bowland Section	LCC_RVBC-BO-TA-010-004	Rev 0	No
Volume 4	Appendix 20.2: Planting Proposals	LCC_RVBC-BO-TA-020-002	Rev 0	Yes – See SEI- Appendix B1(ii)
Volume 5	Newton-in-Bowland and Marl Hill Compounds Highways Works Part I: Environmental Assessment (excluding Ecology)	RVBC-BO-ES-V5-P1-001	Rev 0	Yes- See SEI Appendix 2 and Appendix B3
Volume 5	Newton-in-Bowland and Marl Hill Compounds Highways Works Master Plan	RVBC-BO-FIG-V5-P1-001	Rev 0	No
Volume 6	Figure 3.1: Ribble Crossing Location Plan	LCC_RVBC-BO-RC-FIG-003-001	Rev 0	No
Volume 6	Figure 6.5: Tree Constraints and Assessment Plan	LCC_RVBC-BO-RC-FIG-006-005	Rev 0	No
Volume 6	Figure 20.1: Environmental Masterplan (Page 1 of 2)	LCC_RVBC-BO-RC-FIG-020-001_pg1	Rev 0	No

Volume 6	Figure 20.1: Environmental Masterplan (Page 2 of 2)	LCC_RVBC-BO- RC-FIG-020- 001_pg2	Rev 0	No
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Reason: For the avoidance of doubt and to clarify which plans are relevant to the consent.

5. No development shall take place within each Phase until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work for that Phase. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net). The development shall be carried out in accordance with these agreed details.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

Note: Lists of suitable contractors are available on the following websites: Chartered Institute for Archaeologists (CIFA) <http://www.archaeologists.net/> British Archaeological Jobs and Resources (BAJR) <http://www.bajr.org/>

6. Prior to the commencement of construction work for each Phase of the development a Materials Management Plan shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation work. The materials management plan shall be developed following the site investigations and risk assessments and for that Phase shall:
 - a. Identify all locations from which material will be excavated.
 - b. Utilising the information contained within the contaminated land investigation, identify those areas of excavation which are contaminated
 - c. For areas of excavation which may be subject to contamination estimate the volume of material arising, the approximate volumes of material to be remediated on site and provisional volume to be disposed of off-site
 - d. Illustrate where and how the remediation of contaminated material would take place
 - e. Illustrate where and how remediated material would be re-used, including volumetric calculations to demonstrate that the material can be accommodated within the proposed area of use and any measures for containment for this material
 - f. Detail the frequency of testing and testing specification for soils generated during the cut and fill operations, including how the materials are to be segregated and stored (this should be in the form of a Soil Management Plan see informatives)
 - g. Identify screening criteria for assessment of whether the materials can be reused without treatment or mitigation
 - h. For areas of excavation which are not subject to contamination provide the volume of material arising and illustrate where and how non-contaminated material would be re-used including volumetric calculations to demonstrate that the material can be accommodated within the proposed area.

Once approved the materials management plan shall be implemented in its entirety.

Reason To ensure the proposed development does not pose an unacceptable risk of pollution to controlled waters

7. Prior to the commencement of construction work for each Phase of the development, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to prepare the site for development including site access points, haul roads and compound areas but

excluding site investigation. The Site Waste Management Plan shall include details for that Phase of:

- a. the anticipated nature and volumes of waste that will be generated by construction work
- b. the measures to minimise the generation of waste resulting from the proposed works
- c. measures to maximise the re-use on-site of such waste
- d. measures to be taken to ensure effective segregation at source of other waste arising during the carrying out of such works, including the provision of waste sorting, storage, recovery and recycling facilities as appropriate

The approved SWMP shall be implemented throughout the period of construction work on site

Reason To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters through the inappropriate management of waste on site

8. Prior to the commencement of each Phase of the development:

- a scheme detailing the proposed flood risk mitigation strategy shall be submitted to and approved in writing by the local planning authority. The scheme shall include all proposed measures to ensure flood risk is not increased to third party land or property as a result of the proposed development.
- The scheme shall be supported by hydraulic modelling and where structures are proposed, details of their location and design shall be submitted.

The approved scheme shall be implemented and completed in full prior to the commencement of any development over the main River Ribble, and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority

Reason To prevent flood risk to third party land and property

9. Prior to the commencement of each Phase of the development details of:

3. All private water supplies that may be impacted by the proposed development shall be identified and any measures necessary to mitigate the impacts of the development on them (which may include an alternative water supply) shall have been agreed in writing with the Local Planning Authority.
4. The details shall include appropriate monitoring throughout the construction period to ensure the continued protection the quality and quantity of supplies.

Thereafter, each Phase of the development shall be implemented in accordance with the approved details with any necessary mitigation identified as part of the ongoing monitoring implemented in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Reason To ensure that the proposed development does not harm the water environment in line with paragraph 174 of the National Planning Policy Framework

10. As part of the construction of the compounds the following measures will be implemented in respect of the public rights of way:

- Pedestrian gates shall be installed at the controlled access point on footpath 3-29-FP26 (RIBBLE CROSSING).
- BOWLAND SECTION ONLY: The exit point of the temporary diversion of footpath 3-29-FP31 onto the highway must have good sight lines and controlled with a pedestrian gate, (unless required for stock control when a metal kissing gate with meshed hoop should be installed).
- MARL HILL SECTION ONLY: The diverted line of footpath 3-29-FP43 shall be a minimum width of 2m with a bound surface. Pedestrian gates are to be installed at the boundary with Slaidburn Road and as part of the

controlled crossing point measures (unless required for stock control when a metal kissing gate with meshed hoop should be installed).

- MARL HILL SECTION ONLY: Pedestrian gates shall be installed at the access points of Footpath 3-43-FP8 and Bridleway 3-5-BW1 at the Braddup Compound (unless required for stock control when a metal kissing gate with meshed hoop should be installed. Prior to the operation of the compound signs shall be installed on the access track to alter drivers to pedestrians crossing.

Reason: In the interests of footpath connectivity

11. Prior to the operation of the Newton in Bowland Compound the exit points onto the highway shall be replaced with pedestrian gates (unless required for stock control when a metal kissing gate with meshed hoop should be installed).

Reason: To improve connectivity between footpath 3-29-FP32 and 3-29-FP15

12. On restoration of the Bonstone Compound the path connection between 3-29-FP42 and 3-29-FP43, over the swale, shall be restored to a standard approved by Lancashire County Councils Public Rights of Way.

Reason: In the interests of footpath connectivity

13. On termination of the temporary diversion of footpath 3-1-FP2 (associated with the Ribble Crossing) the steps at the point the path meets West Bradford Road near the road bridge shall be removed and replaced with a pedestrian gate that meets the BS 5709:2018 standard.

Reason: In the interests of footpath connectivity

14. The 6-week temporary diversion route of footpath 3-44-FP23 shall be a minimum 2m usable width and free from the encroachment of vegetation, trees or bushes. Prior to the removal of the temporary diversion:
 - the kissing gate, at the bottom of the steps leading from Clitheroe Road, on footpath 3-44-FP23 shall be replaced.
 - Surface improvements between the trees at the western end of footpath 3-44-FP23 shall be undertaken and completed.

Reason: In the interests of footpath connectivity

15. Footpath 3-43-FP22 shall be constructed to maintain a minimum width of 3m between the tree line and the footpath and shall be constructed to a minimum 2m usable width.

Reason: to prevent the footpath becoming obstructed by vegetation, trees or bushes and to create a usable route

16. The following improvements shall be made to the following footpaths in accordance with a timetable which has first been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted to and approved in writing prior to the removal of the temporary diversion routes required as part of the development:
 - All access points on footpath 3-44-FP22, 3-43-FP23, 3-44-FP21, 3-43-FP23, 3-43-FP22 shall be replaced with pedestrian gates (unless required for stock control when a metal kissing gate with meshed hoop should be installed)
 - Surface and step replacement improvements shall be made to 3-43-FP23

Reason: In the interests of footpath connectivity and to mitigate the impacts of the development on the footpath network.

17. Prior to the commencement of each Phase of the development hereby approved a phasing timetable for the tree, shrub and hedgerow removal shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter full details of the extent of tree, shrub and hedgerow removal relating to each phase of the development shall be submitted to and approved in writing prior to any tree/ hedgerow works in that phase being undertaken. The details shall include the number of trees to be felled/ length of hedgerow to be removed along with a timetable for replacement planting to mitigate for the tree/ hedgerow loss.

Planting should be undertaken using native species grown from seed sourced from an appropriate seed zone and, in terms of quantities required, should be in accordance with requirements set out in 8) Embedded Mitigation and Good Practice, Volume 2 Chapter 6: Landscape and Arboriculture.

All opportunities for advance planting should be explored and consideration should be given to temporarily planting rapid growing species such as Eucalyptus along the site boundaries where they would be most visible from and closest to public rights of way. All these plants would have to be removed upon completion of construction and reinstatement works.

Opportunities to translocate existing hedgerows and replant within the application site should be exploited where possible.

The replacement planting/ new planting shall be undertaken in accordance with the approved details which shall be as soon as reasonably practicable. Any trees or plants which within a period of 25 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To mitigate the landscape and visual harm of the development

18. Prior to the stripping of any topsoil a phasing plan for the soil stripping for each Phase of the development shall be submitted to and approved in writing by the Local Planning Authority.

Prior to each phase of soil stripping a detailed work method statement setting out the measures proposed to minimise the adverse effects of the soil stripping and long-term storage of stockpiled topsoil and subsoil shall be submitted to and approved in writing by the Local Planning Authority prior to any soil stripping being undertaken. The details shall include:

- a). The shaping and grading of the topsoil and subsoil stockpiles to appear as 'naturalistic' landforms, free of artificial looking engineered slope profiles.
- b) The location of the temporary stockpiles which should be located along the boundaries of the site compound(s) to provide some mitigation of its visual effects.
- c) Cross sections through proposed stockpiles showing existing and proposed levels.

Topsoil and subsoil stockpiles shall be a maximum of 2m high to minimise the damaging effects of relatively long-term storage as proposed.

Thereafter the soil stripping and storage shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

19. Prior to the completion of the development full details of the site restoration for each of the compounds shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
 - full details of the existing and proposed land levels, including cross sections
 - Proposed landscaping and boundary treatments.
 - A timetable for implementation

The restoration of the compounds thereafter shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

20. Prior to the commencement of each Phase of the development hereby approved detailed decommissioning proposals shall be submitted to and approved in writing by the Local Planning Authority. The approved decommissioning proposals shall be implemented in full and shall include (inter alia):

- A detailed timetable for decommissioning of all temporary bridges, culverts, haul roads, access roads, structures and other features.
- Detailed precautionary working methods for the protection of designated sites, habitats and species populations, to be implemented during decommissioning.
- Detailed ecological restoration and enhancement proposals to be implemented following decommissioning of temporary features.

REASON: To ensure any ecological impacts as a result of the development are mitigated.

21. Prior to the commencement of any works for each Phase of the development hereby approved a detailed lighting scheme for that Phase shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include a Lighting Management Plan which demonstrates:

- the mitigation which will be employed to reduce adverse impacts on the local landscape due to lighting; and
- measures employed to minimise visual clutter caused by vertical structures
- the hours of illumination
- a timetable for implementation and removal of the lighting

The lighting for that Phase thereafter shall be implemented in accordance with the approved scheme and removed from the site in accordance with the agreed timetable included within the Management Plan.

REASON: In the interests of the visual amenities of the area and to mitigate the impact of the development

22. Prior to the commencement of any works to each compound full details of the:

- c) site compound structures including offices, welfare cabins, hoardings and fences for each compound;
- d) the management of compounds to ensure that the proposed mitigation measures are managed and maintained throughout the duration of the construction contract.

shall be submitted to and approved in writing by the Local Planning Authority.

The structures on each compound shall be designed to take account of the high landscape and visual sensitivity of the compounds rural location.

The construction and ongoing management of the compounds thereafter shall be undertaken in accordance with the approved details.

REASON: In the interests of the visual amenities of the area

23. All the materials used for temporary access tracks and parking areas shall be surfaced with locally sourced stone. Where practicable, these areas should be oversewn with grasses to create a locally typical farm track type appearance.

REASON: In the interests of the visual appearance of the area and to further aid the assimilation of the in the landscape.

24. All access tracks required for the establishment, construction and commissioning phases should be removed upon completion of the works and the land reinstated to its former appearance prior to the completion of the development hereby approved.

REASON: in the interests of the visual appearance of the area

25. When not in use, the 45m high crane should be lowered to the minimum height achievable

REASON: in the interests of the visual appearance of the area and to minimise its effects on views and landscape tranquillity.

26. Prior to the construction of the permanent raised chambers full details of the hardstanding associated with each chamber shall be submitted to and approved in writing by the Local Planning Authority. The details shall include confirmation that the extent of hardstanding has been kept to a minimum with alternative solutions (such as locally sourced aggregate seeded with appropriate native wildflowers) have been incorporated where possible. Thereafter the chambers shall be constructed in accordance with the approved details.

REASON: in the interests of the visual amenities of the area and to mitigate the long term impact of the development

27. Prior to the commencement of each Phase of the development hereby approved a Construction Environmental Management Plan (CEMP) for that Phase shall be submitted and approved in writing by the Local Planning Authority. The approved CEMP shall be implemented in full. The CEMP shall include (*inter alia*):
- A Construction Method Statement to supplement the Construction Traffic Management Plan
 - Proposals for pre-commencement repeat surveys for protected and priority species and priority habitats to be undertaken prior to the commencement of any works, and throughout the construction programme, which shall inform the need for precautionary working methods, licences and exemptions;
 - Details of all licences, consents and exemptions that will be in place prior to commencement of works;
 - Details of responsible persons and organisations, including lines of communication;
 - Proposals for supervision of works, licensable mitigation measures and precautionary working methods by an appropriately qualified, experienced and licensed Ecological Clerk of Works;
 - Necessary training and/or briefing of site operatives on ecological matters and required working methods and procedures to ensure compliance with legislation and planning obligations;
 - Measures that will be taken to ensure compliance with relevant parts of BS42020 - Biodiversity Code of practice for planning and development;
 - An ecological constraints plan to be issued to the contractor, including (*inter alia*):
 - Identification of biodiversity protection zones and exclusion zones around sensitive habitats and species;
 - Known locations of protected and priority species and their habitat;
 - Tree root protection areas;
 - Locations of demarcated working areas;
 - Precautionary working method statements for the avoidance of ecological impacts during all stages of the works, including:
 - Prevention of any breach of wildlife protection legislation;
 - Procedures to be followed if the presence of protected species is detected or suspected at any stage before or during the works;
 - Measures to prevent impacts on protected and priority species and their habitats;
 - Measures to protect priority and protected species from the impacts of habitat severance throughout the project;
 - Maintenance of bat flight paths throughout all phases of the works;
 - Measures to ensure compliance with the Eels Regulations;
 - Roadkill prevention measures to be implemented along all construction traffic

- routes;
- Measures to prevent animals from becoming trapped;
- Timing and other measures to prevent any impact on nesting birds;
- Measures to prevent disturbance of breeding and wintering birds during all phases of the proposed works;
- Measures to prevent disturbance of sensitive species and habitats as a result of lighting, noise, vibration, vehicle movements, storage of materials or other causes;
- Protection of retained habitats;
- Exclusion zones around designated sites, irreplaceable habitats and habitats of principal importance.
- Protection of watercourses during the works;
- Measures to avoid impacts on hydrology and water quality;
- Measures to minimise soil compaction;
- Measures to prevent soil stripping in the vicinity of sensitive habitats.
- Tree protection measures in accordance with BS5837 (2012);
- Protection of ancient/veteran/aged trees;
- Measures to maintain habitat connectivity throughout the works;
- Demarcation of the working area and installation of barriers and warning signs to protect retained habitats;
- Protection of Statutory designated sites, functionally linked land and associated species populations during the works;
- Protection of non-statutory designated sites and associated species populations during the works;
- Measures to be implemented during decommissioning of temporary structures and features;
- Measures to eradicate and prevent the spread of invasive non-native species;
- Biosecurity measures to be implemented;
- Measures to prevent detrimental ingress/egress of water to/from sensitive habitats.
- Pollution and sediment control measures.
- A work programme, demonstrating that works will be timed to minimise ecological impacts;
- Monitoring, reporting and review of proposed measures throughout all phases of the works.

REASON: To mitigate the ecological impacts of the development

28. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the submitted flood risk assessment and outline drainage strategies:

Marl Hill Section

1. Document name: Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Reference: RVBC-MH-RC-TA-008-001 Rev:0, Dated: June 2021, Prepared by: Jacobs.
2. Document name: Volume 6 Proposed Ribble Crossing Chapter 8: Flood Risk, Reference: RVBC-MH-RC-ES-008, Rev: 0, Dated: June 2021, Prepared by: Jacobs.
3. Document name: Proposed Marl Hill Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Reference: RVBC-MH-ES-008, Rev: 0, Dated: June 2021, Prepared by: Jacobs.
4. Document name: Proposed Marl Hill Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment, Reference: RVBC-MH-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

Bowland Section

1. Document name: Proposed Bowland Section Environmental Statement Volume 2

Chapter 8: Flood Risk, Reference: LCC_RVBC-BO-ES-008 Rev:0, Dated: June 2021, Prepared by: Jacobs.

2. Document name: Proposed Bowland Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment, Reference: LCC_RVBC-BO-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

3. Document name: Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Reference: LCC_RVBC-BO-RC-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

The measures shall be fully implemented in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

29. A final, detailed surface water sustainable drainage scheme for each Phase of the development shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of that Phase.

The sustainable drainage scheme shall be based upon the submitted flood risk assessment and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

No surface water shall be allowed to discharge to the public foul sewer(s), either directly or indirectly.

The detailed sustainable drainage scheme shall include, as a minimum:

- a) Final sustainable drainage plans, appropriately labelled to include:
 - i. A final surface water drainage layout plan showing all pipe and structure references, dimensions and design levels.
 - ii. A plan identifying the areas contributing to the surface water drainage network, including surface water flows from outside the curtilage as necessary.
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate.
 - iv. Flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems.
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building.
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary.
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components.
- c) A full set of sustainable drainage flow calculations for the surface water drainage network. The calculations must show the full network design criteria, pipeline schedules and simulation outputs for the 1 in 1 year, 1 in 30 year and 1 in 100 year return period, plus an additional 40% allowance for climate change.

(Mark Hill Section: Surface water run-off must not exceed the green field run off rates mentioned in Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Volume 6 Proposed Ribble Crossing Chapter 8: Flood Risk, Proposed Marl Hill Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Proposed Marl Hill Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment)

(Bowland Section: Surface water run-off must not exceed the green field run off rates mentioned in Proposed 4 Bowland Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Proposed Bowland Section Environmental Statement Volume 4 Appendix 8.1 and Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment).

The scheme shall be implemented in accordance with the approved details prior to the compounds becoming operational.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

30. No development shall commence for each Phase of the development hereby approved until details of how surface water and pollution prevention will be managed during each Phase of the development have been submitted to and approved in writing by the Local Planning Authority.

Those details shall include, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.
- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance

The development shall be constructed in accordance with the approved details.

Reasons:

1. To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere;
2. To ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

31. Prior to the operation of each Phase of the development a Verification Report and Operation and Maintenance Plan for the lifetime of the development in relation to each compound, pertaining to the surface water drainage system and prepared by a suitably competent person, shall be submitted to and approved in writing by the Local Planning Authority.

The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an final 'operation and maintenance manual' for the sustainable drainage scheme as constructed.

Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the

approved details.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework

32. Prior to the commencement of any of the enabling works a Stakeholder and Customer Communications Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include clear objectives and processes on how the work will be delivered to mitigate impacts of the development to the communities. The Plan shall be kept continually under review during the lifetime of the development to ensure it is reactive to matters affecting the communities at that time. Communications thereafter shall be co-ordinated by the community liaison officer in accordance with the approved plan.

REASON: The development hereby approved will impact on the local communities and clear communication is needed throughout all aspects of the development

HIGHWAY CONDITIONS

Routing Strategy

33. For the agreed 'Initial 9-month construction period' the routing of construction site traffic to/from the site must be restricted to the routes set out below (road numbers shown in brackets):

- a) A59, Pimlico Link Road (A671), Pimlico Link Road (U22930), West Bradford Road (C579), (hereafter referred to as "Route 1a")
- b) A59, Pimlico Link Road (A671), Chatburn Road (A671), Well Terrace (B6478), Waddington Road (B6478), Clitheroe Road (B6478), The Square (B6478), West Bradford Road (C571), Slaidburn Road (B6478), Hallgate Hill (B6478), for vehicles less than 3.5m in height (hereafter referred to as "Route 1b");
- c) A59, Pimlico Link Road (A671), Chatburn Road (C580), Clitheroe Road (C580), Crow Trees Brow (C580), Ribble Lane (C581), Grindleton Road (C581), Grindleton Road (C571), Waddington Road (C571), West Bradford Road (C571), Slaidburn Road (B6478), Hallgate Hill (B6478), for vehicles greater than 3.5m in height (hereafter referred to as "Route 1c"); and
- d) Hallgate Hill (B6478), Chapel Lane (U4903), Newton Road (C568), (hereafter referred to as "Route 1d") (through Newton in Bowland)

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

34. For the agreed 'Main Project Stage' the routing of construction site traffic to/from the site must be restricted to the routes set out below (road numbers shown in brackets):

- a) A59, Pimlico Link Road (A671), Pimlico Link Road (U22930), West Bradford Road (C579), (hereafter referred to as "Route 2a");
- b) West Bradford Road (C571), (hereafter referred to as "Route 2b"); and
- c) Slaidburn Road (B6478), Hallgate Hill (B6478), Newton Road (C568), (hereafter referred to as "Route 2c").

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

35. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby permitted, will be permitted

along Route 1b (as defined in Condition 33) during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 14:00 to 15:00 (Wednesday)
- 15:15 to 16:15 (Monday to Friday, excluding Wednesday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

36. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby approved, will be permitted along Route 1c (as defined in Condition 33) during the following hours:

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

37. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby approved, will be permitted along Route 1d (as defined in Condition 33) during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 15:15 to 16:15 (Monday to Friday)

For the avoidance of doubt no HGV movements are permitted along Route 1c (as defined in Condition 33) during school holidays and weekends.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

38. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1b (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 30 in each direction in any one working day (total 60 two-way movements);
- b) Notwithstanding (a) above, no more than 45 HGVs shall use this corridor in each direction in any one working day (total 90 two-way movements); and
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 5 (+/- 1) in each direction in any one working hour (total 10 two-way movements).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

39. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1c (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 2 in each direction in any one working day (total 4 two-way movements);
- b) Notwithstanding (a) above, no more than 7 HGVs shall use this corridor in each direction in any one working day (total 14 two-way movements); and
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 1 in each direction in any one working hour (total 2 two-way movements).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

40. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1d (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) No more than 1 convoy (consisting of 2 HGVs and 1 escort vehicle) shall use this corridor in each direction in any one working day (total 2 two-way convoys); and
- b) HGVs to use this corridor for no more than 2 days in any week (between Monday and Friday).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV

movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

41. For the 'Main Project Stage', during school term times, no HGV movements, associated with the development hereby approved, will be permitted along Route 2b (as defined in Condition 34) during the following hours:

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

42. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 2b (as defined in Condition 34) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 36 in each direction in any one working day (total 72 two-way movements);
 - b) Notwithstanding (a) above, no more than 60 HGVs shall use this corridor in each direction in any one working day (total 120 two-way movements);
 - c) The average number of HGVs using this corridor, in any working day, shall be no more than 6 (+/- 1) in each direction in any one working hour (total 12 two-way movements);
- As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

43. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 2c (as defined in Condition 34) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 75 in each direction in any one working day (total 150 two-way movements);
- b) Notwithstanding (a) above, no more than 125 HGVs shall use this corridor in each direction in any one working day (total 250 two-way movements);
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 13 (+/- 1) in each direction in any one working hour (total 26 two-way movements); and

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

44. Prior to the commencement of each Phase of the development a written scheme for the installation and operation of continuous monitoring equipment to monitor detailed highway usage (such as classification and numbers of all vehicles and speeds of HGV's) during the project and record the number of HARP vehicles and other vehicles on the permitted routes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the precise locations for the installation of the equipment, the dates which the equipment will be installed and the duration of time that the equipment will be in situ. Thereafter the approved scheme shall be implemented and operated in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

45. A detailed record shall be maintained by either the contractor or developer of ALL vehicle movements along the permitted routes, through use of equipment as specified under the previous condition. Such records shall contain the vehicle classification and the time, date and direction of movement, for all vehicles, and include the speed for HGV's.

The record shall be made available in report form for the inspection by the Local Highway Authority or their appointed representative on request. The record shall be retained for the whole duration of the project, including remediation post project, and kept available for inspection. This record shall be made available within 10 working days of request.

Annual progress reports shall be submitted to the Local Planning Authority, summarising 12 months of data and alignment with programme on each 12-month anniversary of the date of this planning permission.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

46. A detailed record shall be maintained by either the contractor or developer of ALL vehicle movements into and out of the site. Such records shall contain the vehicle classification, vehicle registration number, the time, date and route of the movement and driver, for all vehicles (HGVs and LGVs), and including vehicle unladen and maximum laden weight for HGVs. The record shall be made available in report form for the inspection by the Local Highway Authority or their appointed representative on request.

The record shall be retained for the whole duration of the project, including remediation post project, and kept available for inspection. This record shall be made available within 10 working days of request.

Annual progress reports shall be submitted to the Local Planning Authority, summarising 12 months of data and alignment with programme on each 12-month anniversary of the date of this planning permission.

Reason: To maintain the operation and safety of the local highway network during site

preparation and construction.

47. Prior to the commencement of the first Phase of the development hereby approved an improvement scheme for the site accesses and the defined off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a programme of implementation for each scheme. These works comprise:

- Newton-in Bowland Compound Site Access (north) off Newton Road (preliminary design shown in drawing RVBC-BO-APP-004-11_01 Revision D0);
- Hodder Crossing Haul Road Access (south) off Newton Road (preliminary design shown in drawing RVBC-BO-APP-004-11_01 Revision D0);
- Hodder Crossing Haul Road Access (west) off B6478 Hallgate Hill (preliminary design shown in drawing RVBC-BO-APP-004-11_02 Revision D0);
- Bonstone Compound Site Access (west) off B6478 Slaidburn Road (preliminary design shown in drawing RVBC-MH-APP-004-11_01 Revision D0);
- Braddup Compound Site Access (west) off B6478 Slaidburn Road (preliminary design shown in drawing RVBC-MH-APP-004-11_02 Revision D0);
- Ribble Crossing Haul Road Access (south) off West Bradford Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_VS-1011 Revision P01.1);
- Ribble Crossing Haul Road Access (west) off West Bradford Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_VS-1010 Revision P01.2);
- Signing strategy along all public highway to be used by construction traffic;
- Road Marking and Signing Scheme review at the A59 / Pimlico Link Road junction identifying any necessary works having regard to significant increase in HGVs;
- Widening scheme at the Pimlico Link Road / Chatburn Road roundabout with enhanced provision for pedestrians and cyclists;
- Widening scheme at the A671/B6478 (Clitheroe Centre) roundabout;
- Temporary holding/waiting area south of the village of Waddington;
- Speed reduction scheme (with appropriate gateway measures) to 20mph through the village of Waddington (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_WV-1110 Revision P02);
- A review of the speed limits through the villages of Chatburn, Grindleton, West Bradford and Newton-in-Bowland, and where required speed reduction schemes (with appropriate gateway measures) to 20mph;
- Traffic scheme on West Bradford Road and B6478 Slaidburn Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4_WV-1112 Revision P02) that includes an initial signing and lining scheme as Phase 1 and a regulated approach as Phase 2;
- Signing strategy at all pinch points along the routes to be used by construction vehicles that includes slow signs and that highlights that the narrow roads will be used by HGVs;
- Road widening scheme identifying locations where carriageway is required to be widened.
- Improvement scheme for existing passing place areas proposed to be used that satisfy the needs of HGVs entering, waiting and exiting safely, and including resurfacing of the place;
- Traffic scheme with sign posted local safe waiting areas, within or at approaches to the village of Newton-in-Bowland; and
- Speed reduction scheme along the B6478 Slaidburn Road, B6478 Hallgate Hill and Newton Road (including the Waddington Fell Quarry access), with appropriate signing and speed enforcement strategy (including CCTV / mobile cameras).

Thereafter the road improvements shall be implemented in accordance with the approved details and in accordance with the approved program of works. A copy of the Section 278 Agreement shall be submitted to the Local Planning Authority on its completion.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

48. Prior to the commencement of each Phase of development hereby permitted details of project information boards, to be displayed on the highway, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- The content of the information boards which shall include the duration and progress of the project, remaining works and anticipated vehicles.
 - The location of the boards which should be sited within the villages and areas that will be used by construction vehicles.

Thereafter the boards shall be erected prior to the commencement of the phase of the development which the board relates to

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

49. Prior to the commencement of the first Phase of the development hereby approved a scheme for the marshalling areas, including a timetable for implementation and removal, to be used for construction delivery vehicles, the holding areas during movement restriction periods and marshalling areas when convoys are used (preliminary are shown in drawing 80061155-01-UU-TR3-XX-DR-C-00045 Revision P01.1), shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the marshalling area shall be constructed and made available for use in accordance with the agreed details and timetable. The marshalling area shall be removed at the end of the project in accordance with the approved timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

50. Prior to the commencement of the first Phase of the development hereby approved a scheme for a park and ride area for construction personnel (preliminary are shown in drawing 80061155-01-UU-TR3-XX-DR-C-00045 Revision P01.1), including a timetable for implementation and removal, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the park and ride area shall be constructed and made available for use in accordance with the agreed details and timetable. The park and ride area shall be removed at the end of the project in accordance with the approved timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

51. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting road condition surveys (relating to the routes identified within conditions 33 and 34) to assess the condition of the highways to be used by vehicles (also including undulations in the carriageway, depressions, cracking of the road surface and stability of kerbing and ironware), along the full local corridor route to be used by construction vehicles associated with the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

The Road Condition Surveys scheme shall include provision for:

- a. An initial road condition monitoring survey, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and any necessary remediation works including a timetable for implementing the identified remediation. Thereafter the remediation works shall be undertaken in accordance with the

approved timetable.

b. Road condition monitoring surveys to be undertaken visually, on a weekly basis, recording any deterioration within or adjacent to the adopted highway and listing necessary remediation works, for the full duration of the project, including site remediation.

c. Road condition monitoring video surveys to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and necessary remediation works, for the full duration of the project, including site remediation.

Thereafter the roads shall be surveyed in accordance with the approved details.

The results of the Road Condition Surveys, along with a timetable for implementing identified reasonable remediation works shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection for the weekly survey, 5 working days for the monthly video surveys and 20 working days for the 3 monthly video surveys. Upon agreement by the officer the agreed remediation shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of each Phase of the development hereby approved, a final road condition survey to be undertaken and submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration.

All records to be maintained until the completion of the project including any maintenance period beyond completion.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

52. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a verge and foliage survey, including a timetable for the survey(s), to assess the condition of the verge and foliage, along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The verge and foliage Survey scheme shall include provision for:

a. An initial verge and foliage survey, recording any overgrown verge or foliage adjacent to the adopted highway and listing locations, type and extent of cutting back required along with a timetable for implementing the cutting back. Thereafter the cutting back shall be undertaken in accordance with the approved details.

b. The verge and foliage survey surveys to be undertaken on a 3 monthly basis (having regard to nesting season), recording any overgrown verge or foliage adjacent to the adopted highway and listing locations, type and extent of further cutting back required, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing identified works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the cutting back shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of the development a final verge and foliage survey shall be undertaken, submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of

deterioration. Thereafter the areas of deterioration shall be remedied in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

53. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a road marking and traffic calming scheme condition survey (relating to the routes identified within conditions 33 and 34), to assess the condition road marking and traffic calming, along the full local corridor route to be used by construction vehicles, shall be submitted to and approved in writing by the Local Planning Authority.

The road marking and traffic calming condition surveys scheme shall include provision for:

- a. An initial road marking and traffic calming condition survey, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and renewal works including a timetable for undertaking the identified necessary renewal works. Thereafter the renewal works shall be undertaken in accordance with the approved details.
- b. The road marking and traffic calming condition surveys to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and renewal works for the full duration of the project, including site remediation;

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing necessary identified works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of the development a final road marking and traffic calming condition survey shall to be undertaken, submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the identified areas of deterioration shall be remedied and maintained in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

54. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a structural survey to assess the condition and loading capacity of all structures (including cattle grids and their substructures, culverts, bridges and retaining walls), along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The structural survey scheme shall include provision for:

- a. An initial structural survey, recording any deterioration and loading capacity of the structures (with consideration of multiple and cyclic loading from all vehicles in a convoy), suitability and listing locations, type and extent of deterioration and remediation works including a timetable for implementing the identified remediation works, which shall thereafter be completed in accordance with the agreed details;
- b. The structural survey to be undertaken at suitable frequencies (to be agreed), for highway structures in close proximity to buildings, and on the remaining routes,

recording any deterioration and loading capacity of the structures (with consideration of multiple and cyclic loading from all vehicles in a convoy), suitability and listing locations, type and extent of deterioration and remediation works, for the full duration of the project including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing identified reasonable remediation works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation..

Prior to completion of the project, a final structural survey shall be undertaken submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the remediation shall be undertaken in accordance with the approved details and timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

55. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting an overrun and conflict survey, to assess the areas of verge overrun and the conflict of vehicles within the highway, along the full local corridor route to be used by construction vehicles, (relating to the routes identified within conditions 33 and 34) shall be submitted to and approved in writing by the Local Planning Authority.

The verge overrun and conflict survey scheme shall include provision for:

- a. An initial overrun and conflict survey, recording any locations of overrun of the verge or carriageway and areas where vehicles are in conflict, along or adjacent to the adopted highway, and listing locations, type and extent of overrun with mitigation works, including a timetable for implementing the identified mitigation. The mitigation thereafter shall be completed in accordance with the approved details.
- b. The overrun and conflict surveys to be undertaken on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any locations of overrun of the verge or carriageway and areas where vehicles are in conflict, along or adjacent to the adopted highway, and listing locations, type and extent of overrun with mitigation works, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme and the results shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection, along with a timetable for implementing the identified works. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

56. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a parking review to assess the level of on street parking on the highway, along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The parking review scheme shall include provision for:

a. An initial parking review, recording any locations of on street parking on the defined corridor, or in close proximity, on the public highway, listing locations and extent of parking and impact, and measures to overcome the issues, including a timetable for implementing the identified measures. The mitigation thereafter shall be completed in accordance with the approved details.

b. The Parking Reviews to be undertaken on a 3 monthly basis, recording any locations of on street parking on the defined corridor, or in close proximity, on the public highway, listing locations and extent of parking and impact, and measures to overcome the issues, for the full duration of the project, including site remediation, based upon each survey, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme and the results shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection, along with a timetable for implementing the identified works. Upon agreement by the officer the identified works shall be undertaken.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

Construction Traffic Management Plan

57. Prior to commencement of works permitted by this approval, an updated Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The updated CTMP shall include:

- The latest works programme, to allow coordination and understanding of cumulative impact of other programmed works in the area;
- The construction site traffic routes (see conditions 33 and 34) identified on a plan for each vehicle type (abnormal, HGV (including MGV), LGV and other motorised), supported by a detailed monitoring strategy and course of action/penalties to ensure that routing is adhered to by all vehicles associated with the development without exception;
- Provision for the management of vehicles i.e., escort vehicles;
- Restricted hours of HGV movements. Where a route passes a risk receptor (such as a school or a desire line to a school, play area and other public buildings) that no abnormal vehicle, HGV to pass that receptor during its times of high demand, unless otherwise agreed with the LPA in consultation with the LHA;
- Consideration for school drop off and pick up times, bus timetables, railway timetable (West Bradford Road Crossing), refuse collection times and routing, utility works (planned and emergency) and landowners adjoining the highway (maintenance and development works);
- Unspecified time restriction to movements dependant on Church services or other community events. Church/event organisers to provide a minimum of 1 week notice and each restriction to be agreed and time limited, unless traffic management is in place on route of HGVs;
- Review of bus stop usage and routes to bus stops;
- Maximum HGV movements on each route and course of action/penalties to ensure that the HGV caps are adhered to;
- Scheme to monitor HGV movements along the routes including any required equipment;
- Monitoring reports that provide the previous months' movements to ensure HGV caps are not exceeded. Reports to be provided within 10 working days of the end of the month;

- List of further mitigation measures and that could be delivered if unforeseen events result in greater impacts for example, escorted convoys, motorcycle outriders, extension of works periods (overall duration of works not operating hours and use of Sundays);
- Monitoring of the traffic scheme through Waddington, and application of Phase 2 (regulated approach) if required;
- Monitoring (with parking accumulation per vehicle type in line with layout) of workforce numbers entering and exiting the sites (including their mode of travel to the site), and a strategy to support the workforce to use sustainable and shared modes (developer funded minibus);
- Storage of tipper trucks must be stored within the HARP compounds or at Waddington Fell Quarry;
- HGVs must not exceed 10mph through the village of Newton-in-Bowland and must be escorted through the village;
- In locations where 2-way HGV movements cannot be accommodated/managed, the use of escort vehicles;
- No development related vehicles to be waiting on the public highway, whether waiting for the site to open or waiting to access the site;
- A Construction Travel Plan for the development;
- A detailed Lighting Management Plan at all accesses and junctions;
- Detailed internal layout of all compounds;
- A detailed scheme for the maintenance of routes through all seasons, including excessive water (flooding), snow (clearance) and ice (gritting); and

Thereafter the development shall be undertaken in accordance with the approved CTMP

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

58. All site access, other infrastructure and off-site highway works must be reinstated to their pre-existing condition prior to completion of the project, in line with an agreed timetable. A timetable for reinstatement, including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority 6 months prior to completion of the main works. Thereafter the reinstatement works shall be implemented in accordance with the approved details.

Reason: To ensure operation and safety of the local highway network post construction.

59. Prior to commencement of each Phase of the development hereby approved a vibration monitoring scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- The parameters to determine locations of monitoring (including distance between carriageway and building, structure or other receptor). This approach shall be kept under review during the construction period to accommodate any changes in circumstance.
- Plan and list of monitoring locations
- A programme of continuous monitoring with detail of the data to be collected including timeframes for submitting the monitoring reports to the Local Planning Authority
- Method to link development related HGV's passing each monitoring station and that data collected including time, date, speed and direction.
- Strategy for dealing with development related exceedances (drivers/contractors/sub contractors) or consequences of exceedances (damage)
- Benchmarking with existing similar vehicle (unladen) driving appropriately to each location

Thereafter the scheme shall be implemented in accordance with the approved details for the full duration of the works. The monitoring reports and full results shall be submitted to the Local Planning Authority at a frequency as agreed including details and timescale for implementation of any necessary identified works required to rectify damage caused.

Reason: To ensure that travelling HGV's do not result in vibration that impacts on adjacent buildings, structures, other receptors or the amenity of local residents.

60. Prior to the commencement of each Phase of the development hereby approved details of the applicants associated Employment and Skills Plan, outlining their proposals to support local jobs and skills growth, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed measures.

Reason - To ensure that this development supports the growth of local employment opportunities and skills

INFORMATIVES

- 1) Where a development involves any significant construction or related activities, we would recommend using a management and reporting system to minimise and track the fate of construction wastes, such as that set out in PAS402: 2013, or an appropriate equivalent assurance methodology. This should ensure that any waste contractors employed are suitably responsible in ensuring waste only goes to an appropriate disposal facility. Site Waste Management Plans (SWMP) are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and your duty of care, they are a useful tool and considered to be best practice. The developer must apply the waste hierarchy as a priority order of prevention, re-use, recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found here:https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69403/pb13530-waste-hierarchy-guidance.pdf
- 2) If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply. Where the applicant cannot meet the criteria, they will be required to obtain the appropriate Environmental Permit or exemption from us for waste storage, treatment, transfer, use or disposal. More information on the definition of waste can be found here: <https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>
- 3) The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

[https://www.gov.uk/uploads/system/uploads/attachment_data/file/waste\[1\]duty-care-code-practice-2016.pdf](https://www.gov.uk/uploads/system/uploads/attachment_data/file/waste[1]duty-care-code-practice-2016.pdf)

- 4) The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales. The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. Waste must be classified using the correct code from Technical guidance WM3: waste classification. The guidance can be found here

<https://www.gov.uk/government/publications/waste-classification-technical-guidance> It is a comprehensive reference manual for anyone involved in producing, managing and regulating waste.

- 5) More information on the Waste Framework Directive can be found here: <https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive>. More information on permitting <https://www.gov.uk/guidance/waste-environmental-permits>
- 6) The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:
- on or within 8 metres of a main river (16 metres if tidal)
 - on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
 - on or within 16 metres of a sea defence
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506

506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

Abstraction/dewatering activities

- 7) An abstraction licence is required for dewatering during all phases of the works when this is from a borehole, shaft or wellpoint system where >20m³/d of water is abstracted. The dewatering exemption for small scale engineering works does apply when abstracting <100m³/d for up to 6 months but only if this dewatering is from a sump or excavation. If this dewatering is within 250 metres of a spring, well or borehole that is used to supply water for any lawful use then the exemption volume is reduced to 50 m³/d.
- 8) Paragraph 201 details the dewatering required for the tunnel construction and states that additional details are in Appendix 7.8, however this appendix is not available. It is unclear from the description as to whether the calculated inflows are going to be removed / dewatered and therefore potentially require an abstraction licence. The additional details referred to should be provided. The applicant will need to be aware that if volumes are found to be above the threshold, then an abstraction licence will be required.
- 9) Please be aware that there may be a delay of 6-8 months between applying for and receiving a licence and therefore a precautionary approach is recommended in case volumes are found to exceed those anticipated.

- 10) PLEASE NOTE the following from the LCC PROW team:

Ground level/drainage

Any changes in ground level or installation of drainage should ensure that surface water is not channelled towards or onto a public right of way either within the proposed development site or in close proximity – this is to ensure public rights of way are not exposed to potential flooding or future maintenance issues.

Landscaping

If the applicant intends landscaping they need to ensure that any trees or bushes are at least 3 metres away from a public right of way to prevent any health and safety issues and potential maintenance issues e.g. Overhanging branches or roots coming through the surface of the footpath concerned either within the proposed development or in close proximity.

Temporary closure

If works relating to the proposed application are likely to cause a health and safety risk to users of a public right of way a temporary closure order must be made and in effect prior to commencing those works. Applications should be made 4 weeks before commencement to avoid delay to the works.

Diversion

If a diversion is needed or intended the applicant needs to ensure that the diversion is in place prior to any work commencing on a public right of way. Any disturbance of the existing route, without the appropriate confirmed Diversion Order would be liable to enforcement action taken against the applicant.

Obstruction

A public right of way should not be used to store materials, vehicles or machinery and if found to do so would be deemed an obstruction and the applicant would be subject to enforcement proceedings to remove.

- 11) For the avoidance of doubt, this response does not grant the applicant permission to connect to the ordinary watercourse(s) and, once planning permission has been obtained, it does not mean that land drainage consent will be given. The applicant must obtain Land Drainage Consent from Lancashire County Council before starting any works on site. Information on the application process and relevant forms can be found at www.lancashire.gov.uk/flooding.

SOIL MANAGEMENT PLAN

- 12) The Soil Management Plan should include:
- a. Proposals for handling different types of topsoil and subsoil and the storage of soils and their management whilst in store (including organic soils where identified)
 - b. The method of assessing whether soils are in a suitably dry condition to be handled (ie dry and friable) and the avoidance of soil handling, trafficking and cultivation during the wetter winter period
 - c. A description of the proposed depths and soil types of the restored soil profiles; normally to an overall depth of 1.2m over an evenly graded overburden layer, with the overarching aim for BMV agricultural land to be returned to its original quality and all soils to be suitable for the planning end use
 - d. The effects on land drainage, agricultural access and water supplies, including other agricultural land in the vicinity
 - e. The impacts of the development on farm structure and viability, and on other established rural land use and interests, both during the site working period and following its reclamation
 - f. A detailed Restoration Plan illustrating the restored landform and the proposed after uses, together with details of surface features, water bodies and the availability of outfalls to accommodate future drainage requirements.

HIGHWAYS

- 13) PLEASE NOTE: A completed and executed s278 agreement with Lancashire County Council will be required. The agreement will:
- Include the highway improvements identified within this consent!
 - Include all matters within the adopted highway (including structures above, below or adjacent).
 - Make provision for any highway deterioration as identified and reported.
 - Define types of remediation work as “minor” and also as “more extensive”.
 - Provide for the carrying out of minor works within 5 working days from

identification and within an agreed timeframe for more extensive works.

14) PLEASE NOTE: The required Construction Method Statement shall supplement the Construction Traffic Management Plan and provide for:

- i) the parking of vehicles of site operatives and visitors (within the curtilage of the site) and that no workforce vehicle is parked beyond the curtilage of the site;
- ii) location and manoeuvring requirements for loading and unloading of plant and materials;
- iii) storage of plant and materials (site construction and operation);
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) locations and type of internal lighting with understanding of its illumination envelope;
- vi) location and type of wheel washing facilities. Wheel cleaning facilities shall remain available for use and maintained in full working order at all times during the project and shall be used by all vehicles leaving the site (excluding those vehicles only using the clean areas of the compound);
- vii) all roads to be kept clean and swept on a regular basis for the full duration of the project;
- viii) a management plan/scheme to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- ix) a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
- x) a management plan to identify potential ground and water contaminants; details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction; and
- xi) a scheme to control noise during the construction and operation phase.

798 APPEALS (IF ANY)

There were no appeals

799 MINUTES OF WORKING GROUPS

There were no minutes of working groups

800 REPORTS FROM REPRESENTATIVES ON OUTSIDE BODIES

There were no reports from representatives on outside bodies.

801 EXCLUSION OF PRESS AND PUBLIC

There were no items under this heading

The meeting closed at 7.55 pm

If you have any queries on these minutes please contact the committee clerk, Jenny Martin 01200 413214 olwen.heap@ribblevalley.gov.uk.

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RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

APPROVAL

DATE: 13 APRIL 2023

REF: WH

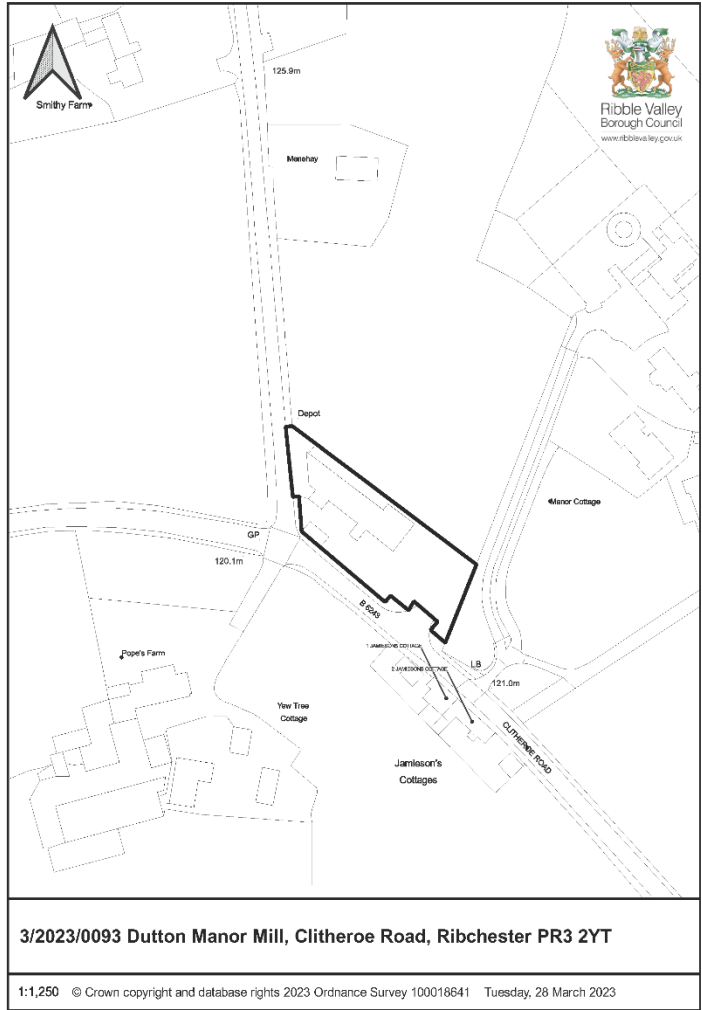
CHECKED BY: LH

APPLICATION REF: 3/2023/0093

GRID REF: SD 66000 37820

DEVELOPMENT DESCRIPTION:

VARIATION OF CONDITION 5 OF PLANNING PERMISSION 3/2021/0440 (WORKING HOURS) TO CHANGE TO 07:00 – 19:00 MON – FRI AND 08:00 – 16:00 ON SATURDAY AND CONDITION 10 (CONSTRUCTION HOURS TO CLARIFY SATURDAY WORKING TIMES FOR CONSTRUCTION WORK AT DUTTON MANOR MILL, CLITHEROE ROAD, RIBCHESTER PR3 2YT



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

No comments received.

ENVIRONMENT HEALTH:

Environmental Health have offered the following observations:

- Agree that Condition 10 is incorrectly written and supports the proposed amendment.
- The extended hours of use proposed are acceptable.
- The operator shall adhere to the Statement of Operations
- The use of any forklift truck on site shall be within the hours of delivery

ADDITIONAL REPRESENTATIONS:

The Council received a total of **18no.** representations in respect of the application – **11** in objection to the application, and **7** in support of the application.

The **11no.** objections raised the following for consideration:

- Increase in disruption and noise in a small residential and farming hamlet;
- Building is huge, overbearing and dominates its surroundings;
- Area of Natural Beauty should be protected;
- Noise, dust and dirt from present construction has been unbearable;
- Impact on road safety;
- Existing building overlooks neighbouring properties;
- Building not built to approved plans; *and*
- Building does not improve the character of the area.

The **7no.** letter of support raised the following for consideration:

- Land had historically been operating as a commercial business for a significant number of years prior to the construction of the new building;
- Previous building and use did not operate under any restriction of opening hours and frequently took deliveries in the early hours of the morning, and received via HGV occasionally outside the normal working hours;
- Site is based on a main road frequented by HGVs, commercial vehicles and farm vehicles; *and*
- Site is operated by a local company providing local employment.

Included within this number of letters of support sits a letter from Nigel Evans MP, the Member of Parliament for Ribble Valley. The letter raised the following for consideration:

- Proposals will work to help energy conservation and tackle the challenges of climate change, as well as create numerous valuable jobs;
- It is not considered that traffic levels will be worse than that of the previous use; *and*
- Initiative will be of great value to the Ribble Valley

1 Site Description and Surrounding Area

- 1.1 The application relates to a site located on the corner of Clitheroe Road and Huntingdon Hall Road. Access is gained from Clitheroe Road to the south, with Huntingdon Hall Road

bounding the site to the west. To the north sits an open field, and to the east the front curtilage of the dwelling at Manor House. The site sits within the Forest of Bowland AONB.

- 1.2 The surrounding context and locality is predominately rural, with a small number of scattered residential dwellings sitting within a 250m radius of the site.
- 1.3 The current use of the site is that of an industrial/storage building with mezzanine office which was approved under application reference 3/2021/0440.

2 Proposed Development for which consent is sought

- 2.1 The application seeks to vary conditions 5 and 10 of the above consent, relating to working hours (condition 5) and construction hours (condition 10).

- 2.2 Condition 5 as approved reads as follows:

2.2.1 *"The working hours within the premises shall be restricted to the period from 0800 to 1800 Mondays to Fridays and 0800 to 1300 on Saturdays. No work shall be undertaken on Sundays, Bank or Public Holidays."*

- 2.3 Condition 5 as proposed reads as follows (change emphasised in bold text):

2.3.1 *"The working hours within the premises shall be restricted to the period from **0700 to 1900** Mondays to Fridays and **0800 to 1600** on Saturdays. No work shall be undertaken on Sundays, Bank or Public Holidays."*

- 2.4 In relation to condition 10, the proposed amendment seeks to correct a typing error within the original permission. No change of construction hours is proposed.

- 2.5 Condition 10 as approved reads as follows:

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

- 2.6 Condition 10 as proposed reads as follows (change emphasised in bold text):

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

3 Relevant Planning History

3/2022/0378:

Removal of condition 5 of planning permission 3/2021/0440 (Restriction of working hours) to allow unlimited times and days of operation and variation of condition 10 (Restriction of construction hours) to clarify Saturday working times for construction work. (Withdrawn)

3/2022/0362:

Discharge of condition 3 (Materials) and condition 9 (Construction Method Statement) from planning permission 3/2021/0440 (Conditions Discharged)

3/2021/0440:

Proposed demolition of existing single storey office/storage building; demolition of existing attached industrial storage building; demolition of existing detached outbuilding. Erection of new industrial/storage building with mezzanine office and Part M compliant entrance/approach and WC facilities. (Approved with Conditions)

3/2019/0390:

Prior notification for a change of use of a building from office use (Class B1 (a)) to a dwelling house (class C3) to create four bungalows and 2 houses. (Permissioned Required, Appeal Dismissed)

3/2002/0103:

Extensions to form additional office and warehouse space (Approved with Conditions)

3/2001/0360:

Advertisement consent for a board sign on gable of property with swan neck spot illumination (Approved with Conditions)

3/1999/0229:

Conversion of storage building into shop as ancillary use to main health rack offices and warehouse building. Opening hours to be same as main building (Approved with Conditions)

3/1999/0211:

Advertisement consent for a trough lit advertisement sign (Approved)

3/1998/0635:

Change of use from general industrial to wholesale/warehouse (Approved with Conditions)

4

Relevant Policies

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement DMI2 – Transport Considerations

Key Statement EN2 – Landscape

Key Statement EC1 – Business and Employment Development

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DMB1 – Supporting Business Growth and the Local Economy

5 **Assessment of Proposed Development**

5.1 **Principle of Development:**

- 5.1.1 The application is made under Section 73 of the Town and Country Planning Act 1990 which seeks to vary conditions 5 and 10 of planning permission granted under application reference 3/2021/0440. As such the principle of development (that being the variation of a condition) is accepted subject to further detailed assessment on the remaining material considerations.
- 5.1.2 Furthermore, the application seeks to extend working hours on the industrial/storage building with mezzanine office (currently under construction, although nearing completion), subsequently accommodating further growth for an established local business. As such, this is compliant with CS Policy DMB1 which states that *'proposals that are intended to support business growth and the local economy will be supported in principle'*.
- 5.1.3 It is considered that the amendment of condition 10 to correct a typing error is acceptable and does not require further assessment. As such the remainder of the report will assess the material considerations in relation to the variation of condition 5 only.
- 5.1.4 It should be noted that no element of this application relates to the principle of development, design or amenity impact by way of design (such as reduction in outlook or loss of privacy) in relation to the implementation and construction of the approved building.
- 5.1.5 The material considerations that will be considered as part of this application are as follows:
- Requirement for Business Need and Impact upon the AONB
 - Impact upon Residential Amenity
 - Impact on Highways
 - Other Matters

5.2 **Requirement for Business Need and Impact upon the AONB:**

- 5.2.1 As per CS Policy DMB1, the Council will support proposals that are intended to support business growth and the local economy. Furthermore, CS Policy DMG2 goes on to state that that in protecting the designated Area of Outstanding Natural Beauty the Council will have regard to the economic and social wellbeing of the area, although the most important consideration in the assessment of any development proposals will be the protection, conservation and enhancement of the landscape and character of the area.

- 5.2.2 As such it is necessary to establish whether an extension of opening hours is a necessary and reasonable undertaking particularly in regard to any potential impact on the AONB.
- 5.2.3 The applicant has submitted a Statement of Operations to provide further supporting evidence as to the nature of the work done at the site, regularity of use and attendance by mobile engineers, office staff and occasional visitors. The statement also includes a clarification as to the Use Class of the site.
- 5.2.4 Within the statement, the applicant states that the business is not a manufacturing business and as such there are no industrial processes carried out on site. The applicant also states that the site does not include any elements of retail or distribution.
- 5.2.5 The extension in opening hours comes as a consequence of increased workload in relation to the current energy crisis. As such it is occasionally necessary to attend the premises outside of the currently approved business hours either for mobile engineers to collect parts and equipment, or for office staff to complete their work.
- 5.2.6 Officers consider that, given the submitted information from the applicant, there is a reasonable evidenced need for the business to be open at the hours proposed, in regard to an increased workload and in particular a need for mobile engineers to collect specialised, bespoke materials and equipment prior to attending site. In the same vein it is reasonable to conclude that core office staff may be required to stay later than 1800 in order to complete outstanding work. As such an extension to the opening hours is considered reasonable on this basis.
- 5.2.7 With regard to CS Policies DMG2 and EN2, it is necessary to assess how this will impact upon the protection, conservation and enhancement of the character on the AONB. The NPPF also states that great weight should be given to conserving and enhancing landscape and scenic beauty in AONB's.
- 5.2.8 In this regard, the application does not seek to alter any design features of the original approval. It is noted that many of the representations of objections state that as a result of the earlier/later use of the site resulting in increases in noises and vehicle movements, there may be an impact on the character or scenic beauty of the AONB. Whilst it is accepted that character and scenic beauty do not solely relate to the visual aspect of the AONB and can sometimes include impacts related to noise and vehicular movements, in this case the primary use of the site is not considered to create excess noise in its original approved hours of use. As such officers do not consider that extending opening hours by an additional two hours on Mondays - Fridays (one hour each end of the day) and three hours on Saturday would result in a higher or unacceptable level of noise of output. With respect to a greater level of vehicular movements, again given the accepted use of the site, an extension of opening hours is not considered to impact on the character or scenic beauty as this is not likely to result in a greater number of vehicular movements, but a minor shift in when existing vehicular movements take place.

5.2.9 Given the above the application is considered to be acceptable with regard to the accepted business need, and any impact on the Forest of Bowland Area of Natural Beauty.

5.3 Impact upon Residential Amenity:

5.3.1 As per CS Policy DMG1, development must not adversely affect the amenities of the surrounding area.

5.3.2 Officers consider that the prevailing view in relation to any impact on residential amenity has not changed from the original approval, which stated that *'[the proposal] is considered to have a negligible impact given the distance from adjacent properties with either open land or road separating the building'*. The extension of working hours proposed in this application will not result in a greater impact upon residential amenity than the hours already approved as the site is considered to be sufficiently distant from adjacent residential dwellings.

5.3.3 Following consultation with the Council's Environmental Health team, no concerns have been raised and the hours of use are considered to be acceptable for the accepted use classes, which are to be discussed below.

5.3.4 Resident's concerns in representations received are noted in relation to noise emanating from construction activity. Amenity impacts of this kind can be detrimental particularly where construction involves the operating of loud, heavy machinery, a large number of construction workers on site and regular deliveries of construction material. Conditions 9 and 10 of the original approval were subsequently imposed to mitigate the amenity impacts throughout the period of construction.

5.3.5 Furthermore, it is noted that there are a number of functioning farms in the immediate vicinity of the application site which are likely to have an earlier starting time to that proposed. In addition, it is noted that the bus stop sited immediately south of the application site serves the number 5 bus to Chipping, starting at 6:54am which again sets a precedent for early vehicular movements before the amended opening hours proposed in this application.

5.3.6 It is noted that a number of the representations state that construction has often started outside of the working hours agreed within Condition 10. Officers would encourage anyone who believes there has been a breach of a planning condition to report this to Planning Enforcement if they have not already done so for this to be investigated.

5.4 Impact upon Highways:

5.4.1 Officers do not consider that there is any material change in relation to the Highways impacts by way of a variation of condition 5. No significant increase in the volume of vehicular movements is anticipated nor is there any amendment to the access, level of parking or the internal layout of the site.

5.5 Other Matters:

- 5.5.1 It is noted that the existing use class of the site is unclear. The applicant maintains that, as a result of the original approval replacing an existing series of buildings, the use class continued based on the previous use of the site (with the exception of retail) which included the following Use Classes:
- E(g)(i) Offices to carry out operational or administrative functions
 - B8 Storage or distribution
 - B2 General industrial
 - E(a) Display or retail sale of goods other than hot food
- 5.5.2 The applicant clarifies that the new premises will not be used for general industrial purposes and that the building will now comprise the following Use Classes:
- E(g)(i) Offices to carry out any operational or administrative functions
 - B8 Storage or distribution
- 5.5.3 Officers have considered the above assertion provided by the applicant. Following a site visit and thorough review of all representations received it is considered that the Use Class is B8 Storage or distribution with the office use ancillary to the B8 use. There is no evidence of any industrial processes being carried out nor any industrial equipment present, and it is apparent that the primary use of the unit is that of a warehouse which is used for storage of specialist materials that are not widely available from local suppliers.
- 5.5.4 In approving this Section 73 application the Council are able to include new conditions as part of the permission. As such a condition is proposed to restrict the Use Class to that outlined above.

5.6 Observations on Representations

- 5.6.1 The majority of representations received have been addressed in the report. Matters pertaining to the construction of the previously approved building are not material considerations relevant to this decision.

6 Observations/Consideration of Matters Raised/Conclusion

- 6.1 For the reasons outlined above the proposed Section 73 application is considered to be compliant with the relevant policy found within the Ribble Valley Core Strategy as well as the NPPF. In particular, it is considered that the extension in opening hours would enable a local business to further build and grow, have a negligible impact on the character and scenic beauty of the AONB and would not impact upon local residential amenity or highway safety.

RECOMMENDED: That planning permission be granted subject to the following conditions:

1. The development must be begun not later than the expiration of three years from the date of the original consent 3/2021/0440, dated 23rd September 2021.

REASON: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:
- Location Plan Reference JM-0207 LOCAL PLAN
 - Proposed Site Plan Reference JM-0207 LOCAL PLAN 004 Rev E (received 19.08.2021)
 - Proposed Ground Floor Plan Reference JM-0207 LOCAL PLAN 005 Rev D (received 19.08.2021)
 - Proposed First Floor Plan Reference JM-0207 LOCAL PLAN 006 Rev C (received 19.08.2021)
 - Proposed Elevation and Section Plan Reference JM-0207 LOCAL PLAN 007 Rev E (received 19.08.2021)

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3. The development shall be carried out in accordance with the external walls, roofing and rainwater goods materials detailed in the 'Proposed Materials Schedule for Discharge of Condition 3' document submitted and approved in discharge of conditions application reference 3/2022/0362.

REASON: To ensure that the materials to be used are appropriate to the locality.

4. The landscaping proposals hereby approved shall be implemented in the first planting season following occupation or use of the development unless otherwise required by the reports above, whether in whole or part and shall be maintained thereafter for a period of not less than 10 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: To ensure the proposal is satisfactorily landscaped and appropriate to the locality.

5. The working hours within the premises shall be restricted to the period from 0700 to 1900 Mondays to Friday and 0800 to 1600 on Saturdays. No work shall be undertaken on Sundays, Bank or Public Holidays.

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

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

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

7. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 1m above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

8. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with drawing number JM-0207 004 Rev E. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

9. The Construction Method Statement and Proposed Site (Construction Phase) Layout Plan submitted and approved in discharge of conditions application reference 3/2022/0362 shall be adhered to throughout the construction period of the development.

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

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

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

11. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended or re-enacted) and the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended or re-enacted) and the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016 (as amended or re-enacted) the storage unit as indicated on plan reference JM-0207 LP 004 Rev E shall only be used for the purposes of B8 (Storage or distribution) and for no other purpose.

REASON: To define the scope of the permission hereby approved and to ensure that the development remains compatible with the character of the area.

BACKGROUND PAPERS

https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2023%2F0093

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RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

APPROVAL

DATE: 3rd April 2023

REF: BT

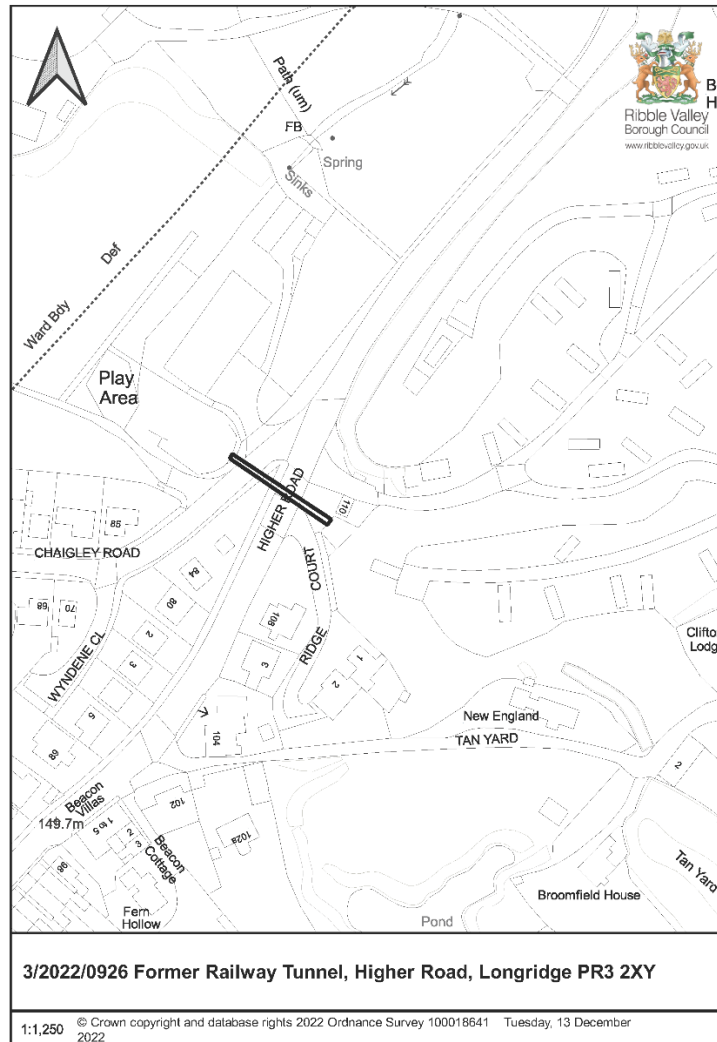
CHECKED BY: LH

APPLICATION REF: 3/2022/0926

GRID REF: SD 361149 437812

DEVELOPMENT DESCRIPTION:

WORKS TO STONE PORTAL OF FORMER RAILWAY TUNNEL. MASONRY BLOCKS TO BE STITCHED AS NECESSARY TO REPAIR/MAINTAIN THE INTEGRITY OF THE STONE PORTAL.



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Longridge Town Council have no objections to the proposed works.

LANCASHIRE COUNTY COUNCIL HIGHWAYS:

No objections subject to conditions.

LANCASHIRE COUNTY COUNCIL ARCHAEOLOGY:

No objections.

HISTORIC AMENITY SOCIETIES:

Consulted 4/10/22 – no response.

ADDITIONAL REPRESENTATIONS:

None.

1. Site Description and Surrounding Area

- 1.1 The application relates to a former railway tunnel located on the North-eastern edge of Longridge. The tunnel is sited underneath the junction between Chaigley Road and Higher Road and comprises an elliptical tubed design which runs for a distance of approximately 50 metres in a linear North-west to South-east direction. Access to the tunnel is via a gated archway on the North-western side of the structure with the South-eastern side of the tunnel having been blocked off.
- 1.2 The Eastern and Western ends of the tunnel are surrounded by numerous trees, bushes and ground level vegetation. The surrounding area comprises a mixture of residential housing, woodland and public open space.
- 1.3 The former railway tunnel is a Grade II Listed Building. The official listing description reads as follows:

West portal of a tunnel, which is now blocked at the other end, dated 1839. Sandstone. The centre piece of the portal is flat on plan and projects a little between abutments which curve forward. All the masonry is rusticated and rock-faced. The tunnel is, apparently, an elliptical tube of coursed stone, and the voussoirs of the entrance are individually rusticated and rock-faced under a plan projecting string course. The taller keystone bears a panel incised with the letters P & L R 1839 FHP CT Overall is a smoother-faced blocking course (of single stones over the centre piece and of three shallow courses over the abutments) and a flat coping. Many of the stones bear masons' marks.

History: built for the Preston and Longridge Railway Company's line from Tootle Height Quarry which was opened in 1840. The chairman was Sir Peter Hesketh-Fleetwood (to whom the initials FHP are said to refer).

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

- 2.1 Consent is sought for repair works to the former tunnel in order to repair a circumferential crack between the Voissoirs and arch barrel of the tunnel and other areas of cracked masonry within the tunnel. The repair works proposed would involve the installation of numerous stitching bars in order to maintain the structural integrity of the tunnel.

3. **Relevant Planning History**

None.

4. **Relevant Policies**

Ribble Valley Core Strategy (Adopted Version)

Key Statement DS1: Development Strategy

Key Statement DS2: Presumption in Favour of Sustainable Development

Key Statement EN5: Heritage Assets

Policy DMG1: General Considerations

Policy DME3: Sites and Species Protection and Conservation

Policy DME4: Protecting Heritage Assets

National Planning Policy Framework

National Planning Practice Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990: Section 16

5. **Assessment of Proposed Development**

5.1 **Principle:**

5.1.1 The former railway tunnel is a Grade II Listed Building. The LPA must accord with their duties at section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which states:

5.1.2 *16. In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*

5.1.3 The NPPF at paragraph 16 sets out expectations with regards to conserving and enhancing the historic environment. Applicants are required to describe the significance of any heritage assets affected, including any contribution made by their setting.

5.1.4 The council should consider any loss of historic fabric to constitute harm, but to make an assessment as to the significance of the asset and apply weight to its conservation accordingly.

5.1.5 Para 202 of the NPPF States:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- 5.1.6 The proposed works to the listed building must be subject to careful consideration with respect to the duties above and the other material considerations.

5.2 Impact upon the heritage asset:

- 5.2.1 Paragraph 199 of the National Planning Policy Framework states:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

- 5.2.2 In addition, Policy DME4 of the Ribble Valley Core Strategy states:

[the Council] aims to seek positive improvements in the quality of the historic environment through monitoring heritage assets at risk and supporting development proposals consistent with their conservation.

- 5.2.3 Furthermore, Historic England guidance with regards to carrying out repairs on heritage assets states:

The extent of the repair should normally be limited to what is reasonably necessary to make failing elements sound and capable of continuing to fulfil their intended functions...the use of materials or techniques with a lifespan that is predictable from past performance, and which are close matches for those being repaired or replaced, tends to carry a low risk of future harm or premature failure.

- 5.2.4 In this instance, the works proposed would involve the insertion of a series of holes to the voussoirs on the tunnel's Western end. The holes to be inserted would be modest in size measuring 16mm in diameter and would be installed with specialist rock drilling equipment.

- 5.2.5 Stitching bars comprising a 10mm width would then be inserted into each of the holes in order to 'stitch' the cracked sections of masonry with each of the stitching bars strategically inserted to avoid the mortar joints on the masonry blocks.

- 5.2.6 The drilled openings would then be filled with grout at low pressure with the holes on the Voussoirs then pointed up with mortar to match the external appearance of the tunnel.

- 5.2.7 Similar repair works would be carried out to the additional cracks located within the central and Eastern sections of the tunnel in the form of low pressure grout insertion and mortar tab installation.

- 5.2.8 Accordingly, the proposed development would constitute small scale and visually unobtrusive repair works underpinned by appropriate engineering methodologies

that would be wholly appropriate and respectful to the historic character and structural integrity of the heritage asset.

- 5.2.9 With the above in mind, it is considered that the works proposed would outweigh the less than substantial harm to the identified heritage asset in terms of public benefits by preserving the structure and extending its lifespan, thereby conforming with Paragraph 202 of the NPPF.

5.3 Highways and Parking

- 5.3.1 Lancashire County Council Highways initially responded to the application with a request for additional information regarding further technical details pertaining to the proposed repair works.
- 5.3.2 The applicant has since provided a Technical Note which has been reviewed by the LHA who subsequently have no objection to the proposed works subject to the implementation of a condition and informative with regards to the submission and agreement of further technical information including the provision of an Approval in Principle (AiP) Structural Report.
- 5.3.3 On this basis no highway issues are identified and the proposal satisfies Policy DMG1 of the Ribble Valley Core Strategy.

5.4 Landscape / Ecology

- 5.4.1 A preliminary bat roost assessment and hibernation surveys were carried out at the application site between January and March 2023 in order to determine the presence of any protected species on site.
- 5.4.2 The surveys undertaken deemed the heritage asset and the surrounding area to hold moderate bat hibernation roosting potential however a visual inspection of potential roost features within and around the tunnel found no evidence to suggest use by bats, with no bats recorded hibernating within cracks and crevices within the tunnel.
- 5.4.3 The overall findings from the report show that the impacts of the proposed works would carry a low risk disturbance to protected species with no loss of bat roosting sites anticipated as a result of the proposed repair works to the tunnel. This report has been assessed by the Council's Countryside Officer who is satisfied with the survey methodology and its findings.
- 5.4.4 Numerous mitigation measures were provided within the submitted ecology report which can be secured by way of additional planning conditions. On this basis the proposal satisfies Policy DME3 of the Ribble Valley Core Strategy.

5.5 Observations/Consideration of Matters Raised/Conclusion:

- 5.5.1 The proposed development would constitute small scale and visually unobtrusive repair works through the use of appropriate materials and construction techniques, all of which would be reasonably necessary to restore the defective elements of the identified heritage asset.

5.5.2 The works proposed would be respectful to the historic character and structural integrity of the heritage asset and would contribute to the ongoing preservation of the heritage asset in accordance with Section 16 of the Listed Buildings and Conservation Areas) Act 1990, Paragraphs 199 and 202 of the NPPF and Policy DME4 of the Ribble Valley Core Strategy. Furthermore no other issues including highways and ecology are identified and the proposal satisfies Policies DMG1 and DME3 of the Ribble Valley Core Strategy.

RECOMMENDED:

That Listed Building Consent be granted subject to the following conditions:

1. The development hereby permitted must be begun not later than three years from the date of this permission.

REASON: Required to be imposed by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act, 1990.

2. The development hereby permitted shall not be carried out otherwise than in conformity with the following submitted plans and details and recommendations therein received by the Local Planning Authority unless prohibited by any other condition.

Plans

Existing General Arrangement And Defects Drawing No: 1045-SWA-00-XX-DR-S-0001
REV P2

22 0926 Location Plan

Strengthening Works Drawing No: 1045-SWA-00-XX-DR-S-0002 REV P1

Reports

22 0926 Bat survey

22 0926 Heritage Statement

22 0926 Technical Note

REASON: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied with the details.

3. No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this measure where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved AIP Report.

REASON: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

4. No part of the development hereby granted consent shall commence until details of a method statement have been submitted to and agreed in writing with the Local Planning Authority. The details of the method statement shall be in accordance with the Bat Mitigation Guidelines 2004 (or any equivalent updated guidance which may be subsequently published) and include information on measures that aim to avoid, cancel or reduce negative effects of the development on protected species / roosts / habitat, including timings of the work.

The details submitted shall also include information on enhancement and compensatory measures including the type and function of replacement roosts, bat access points and long term security for roosts, together with a timeframe for implementation. This shall include the installation of compensatory bat boxes on site in line with the mitigations measures detailed within Bat Survey Report and Method Statement European Protected Species (Bats) Reasonable Avoidance and Mitigation Measures dated 10.03.2023.

The development shall then proceed in accordance with the approved method statement. Any approved enhancement and compensatory measures shall be implemented in accordance with the approved timeframe and shall thereafter be retained in perpetuity.

REASON: To ensure the protection of species/habitat protected by the Wildlife and Countryside Act 1981 (as Amended) and in the interests of biodiversity and to enhance habitat opportunities for species of conservation concern/protected species and to minimise/mitigate the potential impacts upon protected species resultant from the development.

Informative (Highways)

Prior to works commencing, the Design and Work certificates shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. Once works are complete, the Construction Compliance certificate shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority.

Informative (Ecology)

Site contractors and site project managers shall be made aware of the legal protection afforded to all species of bats in the UK. In the event that any bats are found or disturbed during any part of the development, all work shall cease until further advice has been sought from a licensed ecologist.

BACKGROUND PAPERS

https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2022%2F0926

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**RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO PLANNING AND DEVELOPMENT COMMITTEE**

meeting date: 13 APRIL 2023
title: LONGRIDGE S106
submitted by: DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING
principal author: MARK BEVERIDGE – HEAD OF CULTURAL AND LEISURE SERVICES

1. PURPOSE

- 1.1 To seek authority from Members to release Section 106 contributions to Mardale Playing Pitches.

2. BACKGROUND

- 2.1 When planning permission was secured to erect up to 317 dwellings off Chipping Lane, Longridge (ref: 3/2014/0764) the associated Section 106 Agreement secured a commuted sum of £69,423 towards off site open space as follows:
- Improvements at Mardale Playing Pitches, Longridge;
 - Improvements at Longridge Cricket Club;
 - Play facility improvements in Longridge.
- 2.2 The Council proposes to split the total sum as follows, £34,711 to Mardale, £24,000 to play facilities at Kestor Lane and £10,711.50 to Longridge Cricket Club.
- 2.3 The Council has received 50% of the total sum (£34,711) and it is proposed this sum be allocated to the drainage work planned at Mardale playing pitches. The remaining sums will be distributed once the development has completed enough units to comply with the s106 agreement and the commuted sums receipted.

3. PROPOSAL

- 3.1 The Council has previously agreed c£80,000 to be spent on drainage works to improve the pitches at Mardale, that work was due to be carried out last year. However, when tenders were sought for the work, the prices received far exceeded the available sum. The additional s106 sum will enable this work to be redesigned to improve drainage, allowing the football season to be extended for longer periods during the winter, when the ground is wettest.
- 3.2 It is proposed this work is carried out from Spring until early summer. So that the pitches will be available for use again for the 24/25 season.

4. RISK ASSESSMENT

- 4.1 The approval of this report may have the following implications:
- Resources – £34,711 of the commuted sum for off-site open space has been receipted and as such there are existing sufficient funds for the project.
 - Technical, Environmental and Legal - The project would accord with the stipulations of the legal agreement.
 - Political - N/A

- Reputation - The provision of improved sports provision within Longridge is a benefit to the Town and accords with the purpose of securing such contributions as part of new residential developments.
- Equality and Diversity – the playing pitches are available to all.

5. RECOMMEND THAT COMMITTEE

- 5.1 Agree to the breakdown of the payment of the s106 due to the Council as outlined in the report.
- 5.2 Authorise the commitment of the sum received to date to the improvement work on Mardale playing pitches.
- 5.3 Agree to the commitment of the two remaining sums after they are received by the Council (the Longridge Cricket Club share will be subject to a further report setting out how the club intends to utilise the contribution).

MARK BEVERIDGE
HEAD OF CULTURAL AND LEISURE SERVICES

NICOLA HOPKINS
DIRECTOR OF
ECONOMIC
DEVELOPMENT AND
PLANNING

RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PLANNING & DEVELOPMENT COMMITTEE

meeting date: THURSDAY, 13 APRIL 2023
title: RIBBLE VALLEY LOCAL PLAN - UPDATE
submitted by: NICOLA HOPKINS – DIRECTOR OF ECONOMIC DEVELOPMENT & PLANNING
principal author: MARK WALECZEK – PLANNING OFFICER

1 PURPOSE

- 1.1 To receive an update on progress with the replacement Ribble Valley Local Plan.
- 1.2 Relevance to the Council’s ambitions and priorities:
 - Community Objectives – To ensure that the borough remains a sustainable place to live and work.
 - Corporate Priorities – The authority has a legal duty to update its Local Plan for the area.
 - Other Considerations – None.

2 INFORMATION

- 2.1 Members will be aware that work is progressing on the production of a new Local Plan for the borough. This intends to replace the adopted Core Strategy by setting out the strategic policies aimed at guiding development within the borough, integrating the provisions of the HED-DPD as well as including non-strategic policies to be used for development management purposes.
- 2.2 The last Local Plan update brought to this Committee in March set out the existing work ongoing across several aspects of the evidence base including housing, climate change and transport. Since this point progress has continued, particularly regarding two items of procurement which seek to secure the production of specific items within the evidence base. Specific updates on these are provided below:

Strategic Flood Risk Assessment (SFRA)

- 2.3 The Council are currently preparing and agreeing to a contract with the successful service provider who are market leaders in flood risk and hydraulic modelling, having undertaken similar projects for many other neighbouring authorities. In the meantime, several data requests have been issued to stakeholders including the Environment Agency, United Utilities and the County Council. These requests also mark the beginning of close engagement and partnership with relevant stakeholders as part of the production of the SFRA in order to ensure that a holistic piece of evidence is produced which will successfully and correctly inform the new Local Plan.

Strategic Housing and Employment Land Availability Assessment (SHELAA)

- 2.4 Having invited a range of service providers to quote for work to assess a number of sites submitted as part of a “Call for Sites” exercise, a number of competitive bids have been received. As a result, interviews are being scheduled to ensure that the work is awarded to the most suitable and capable provider. These shall take place

within the next 2 weeks, with officers ready to supply data and begin leading on the delivery of this evidence base item when a consultant is appointed immediately after the interview process.

3 CONCLUSION

- 3.1 Members shall note the updates provided relating to the Strategic Flood Risk Assessment (SFRA) and the Strategic Housing and Employment Land Availability Assessment (SHELAA) and anticipate further updates on these and other items in future months.

MARK WALECZEK
PLANNING OFFICER

NICOLA HOPKINS
DIRECTOR OF ECONOMIC
DEVELOPMENT AND
PLANNING

BACKGROUND PAPERS

None.

For further information please ask for Mark Waleczek, extension 4581.

RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PLANNING AND DEVELOPMENT COMMITTEE

meeting date: THURSDAY, 13th April 2023
 title: GOVERNMENT CONSULTATION ON CHANGES TO PLANNING FEES AND PERFORMANCE
 submitted by: HEAD OF DEVELOPMENT MANAGEMENT & BUILDING CONTROL
 principal author: LYNDESEY HAYES, HEAD OF DEVELOPMENT MANAGEMENT & BUILDING CONTROL

1. PURPOSE

- 1.1 To update Members on the current government consultation on changes to planning fees and performance.
- 1.2 Relevance to the Council's ambitions and priorities:-
 - To be a well-managed Council providing efficient services based on identified customer needs.
 - To protect and enhance the existing environmental quality of our area

2. BACKGROUND

- 2.1 The government published a 'Technical consultation: Stronger performance of local planning authorities support through an increase in planning fees' on 28 February 2023. Public consultation runs for 8 weeks from 28 February 2023 to 25 April 2023. Within this consultation document are a number of proposed changes to planning fees and the way government monitors and measures the performance of planning services.
- 2.2 The consultation document has three parts;
 - Increasing planning fees
 - Building capacity and capability
 - Introducing a more robust performance regime

3. PROPOSED CHANGES

Planning Fees

- 3.1 Planning fees are set nationally. Planning application fees provide local planning authorities with an income which contributes to their costs of providing a planning service. However, most fees do not cover the costs to the local planning authority of processing the application. For example, householders pay £206 for an application, whereas the cost to the local planning authority of determining the application can be double that. There are also some application types for which no fee is currently charged, such as listed buildings consent, works on protected trees and some repeat applications, which add to the financial pressure on local planning authorities.
- 3.2 In addition to the applications for which fees are not currently charged, there are other planning services which local planning authorities carry out without a fee. These include enforcement activity and assessing potential local plan site allocations. Providing these services are a cost burden on local authorities.
- 3.3 The government proposal is to increase planning fees for major applications (which represent approximately 3% of all applications nationally) by 35% and to increase planning fees for all other applications by 25%, so that the planning application service is principally funded by the beneficiaries of planning gain – landowners and developers

– rather than the taxpayer. If increased by 25%, householder planning application fees would increase by £52 from £206 to £258.

- 3.4 To discourage unauthorised development, it is proposed to double planning fees for retrospective applications. This is in recognition of the additional costs often incurred by local planning authorities in respect of investigating the suspected breach of planning control and considering the need for enforcement action. Householder development is proposed to be exempt from paying double but would still be expected to pay the standard planning application fee.
- 3.5 In addition to statutory planning application fees, local planning authorities have the ability to charge for bespoke or additional services above the level or standard that the local planning authority has a duty to provide, so long as these charges do not exceed the cost of providing the service. These services can include pre-application advice, planning performance agreement and premium or ‘fast track’ planning application services.
- 3.6 Government want to retain the flexibility that local planning authorities have to set their own fees for pre-application advice, planning performance agreements and other bespoke services. They want local planning authorities to be more transparent in the discretionary fees that they charge and the service that applicants can expect in return. They are interested in expanding options around planning fees if these would facilitate a more expedited service.
- 3.7 Planning fees have not kept up with inflation. Increases have been made at irregular intervals, with the last increase in January 2018. Prior to that, planning fees had not increased since November 2012. Increasing fees in this ad hoc way does not provide financial sustainability for local planning authorities. In order that the fee level does not fall behind again, and to help local planning authorities better manage their costs, the Government propose to introduce legislation when parliamentary time allows for all planning fees to be adjusted annually in line with inflation.
- 3.8 To ensure that the proposed additional fee income directly supports increased resourcing of local authority planning departments, government are seeking views on whether the additional income arising from the proposed fee increase should be ringfenced for spending within the local authority planning department. Past increases have required a written commitment from all local planning authorities in advance of implementation.
- 3.9 Currently where applicants reapply within 12 months of submitting an application, subject to certain conditions, they can do so without paying a fee. In some cases, the existence of the ‘free-go’ is a useful quality driver as there is a greater incentive for the applicant to act on the authority’s advice and resubmit an improved application. However, there remain instances where a free-go is used as a substitute for pre-application discussions, as a first attempt to get an application through with limited information or as an attempt to test lower quality or larger proposals. This is a growing cost burden for local planning authorities who still incur costs for processing revised applications but receive no fee.
- 3.10 In order to encourage applicants to engage in pre-application discussions and support the submission of high-quality applications first time round, government are considering whether there would be any scope for increasing cost-recovery in this area by a partial or full removal of the ‘free go’ for repeat applications.
- 3.11 There is a proposed introduction of a prior approval fee for the permitted development right allowing development by the Crown on a closed defence site.

Building the resilience, capacity and capability of local planning authorities

- 3.12 The consultation outlines that proposals to increase planning fees will help local planning authorities to meet their costs and provide a better service for applicants, however acknowledges that increasing fees in isolation is not enough to address the capacity and capability challenges faced by local planning authorities. In particular the consultation recognises the difficulties in recruiting Principal Planners and a significant shortfall in specialist skills particularly in viability, digital, design, conservation and heritage, climate change and ecology.
- 3.13 There are a number of ideas about improving the capacity and capability of planning professionals that are set out, many linking to ambitions within the Levelling Up and Regeneration Bill. At this stage the government are only seeking views on skills gaps, recruitment issues and ideas to address these challenges.

Measuring performance

- 3.14 Linked to proposals to introduce measures to increase planning fee income, the Government want to amend the existing metrics that measure performance of local planning authorities for speed of decision-making.
- 3.15 Government recognises that extension of time agreements can serve a valid purpose to support constructive negotiations between the local planning authority and an applicant. However, considers they are also sometimes used in a way that masks poor performance by a local planning authority. Therefore the proposal is that the performance of a local planning authority for speed of decision making should be primarily assessed on the percentage of applications that are determined within the statutory determination period, not an agreed extended period of time.
- 3.16 Government propose to tighten the Planning Guarantee period for non-major applications. The Planning Guarantee allows for an applicant to secure a refund of the planning fee where a planning decision has not been made within 26 weeks of submitting a valid application if an extension of time has not been agreed with an applicant
- 3.17 Given that there are differences in the statutory timeframes for deciding planning applications, government propose that the Planning Guarantee should better reflect these differences. Therefore, where the statutory determination period is 8 weeks the Planning Guarantee should be set at 16 weeks and where the statutory determination period is 13 weeks (or 16 weeks for Environmental Impact Assessment developments) the Planning Guarantee should be retained at 26 weeks.
- 3.18 When considering a local planning authority's performance, government believe it would better to base their assessment on a wider range of metrics beyond just the speed and quality of decision-making. This would provide a more comprehensive and balanced picture of the planning service being provided. A 'customer experience' measure is also being considered based on a standardised customer satisfaction survey.
- 3.19 The following table lists possible quantitative metrics that could be used in a broader performance framework in addition to the proposed revised speed of decision-making metric set out above.

Table 1 – Proposed Measures of LPA Performance

Metric	Measurement
A. Average Speed of decision-making	<ol style="list-style-type: none"> 1. Average time taken to determine majors (inc. Extension of Time (EoT) and Planning Performance Agreements (PPAs)) 2. Average time taken to determine non-majors (inc. EoT and PPAs) 3. Average time taken to determine householders (inc. EoT and PPAs) 4. Average time taken to determine discharge of conditions (inc. EoT and PPAs) 5. Average time taken to determine county matters (inc. EoT and PPAs)
B. Quality of decision-making	<ol style="list-style-type: none"> 1. Major appeals allowed by Planning Inspectorate as percentage of all appeal decisions. 2. Non-major appeals allowed by Planning Inspectorate as percentage of all appeal decisions. 3. Householder appeals allowed by the Planning Inspectorate as percentage of all appeal decisions
C. Extension of Times	<ol style="list-style-type: none"> 1. Total number of EoTs as percentage of all decisions majors 2. Total number of EoTs as percentage of all decisions non-majors 3. Total number of EoTs as percentage of all decisions householders
D. Backlog	<ol style="list-style-type: none"> 1. Average time taken to validate planning applications 2. Total number of cases beyond the Planning Guarantee period (currently 26 weeks for all applications but proposed to change to 16 weeks for non-major applications)
E. Planning Enforcement	<ol style="list-style-type: none"> 1. Average number of weeks taken to respond to suspected breaches of planning and determine the appropriate course of action. 2. Average number of weeks to take action where a breach of planning has occurred, having decided it is expedient to do so. 3. Total number of cases over 6 months old as percentage of all open cases.
F. Planning Committee	<ol style="list-style-type: none"> 1. Percentage of delegated decisions and committee decisions 2. Percentage of committee decisions to refuse against officer recommendation that are subsequently allowed at appeal

3.20 It is proposed that a broadened planning performance framework would continue to focus on development management activity only and would exist alongside other performance monitoring regimes, for example in relation to local plan progress.

4. TIMEFRAMES AND NEXT STEPS

- 4.1 Subject to the responses received to this consultation government will consider further the specific performance thresholds for each metric, appropriate assessment periods, the process for data collection and transitional arrangements from the current performance regime. Government will consult on these details, as they further develop the planning performance framework following the comments received through this consultation.
- 4.2 Government recognise that local authorities need time and resources to adjust to any new planning performance framework, and that sufficient advance notice will need to be given before any relevant assessment period is applied. It is not government intention to introduce a new planning performance framework until such time as they have introduced an increase in planning fees (expected Summer 2023) and invested in supporting the capacity and capability of planning departments. The timescales for introducing any new planning performance framework will be considered further following the comments received through this consultation.

5. CONCLUSION

- 5.1 That Members note the proposed changes to planning fees and performance.



LYNDSEY HAYES
HEAD OF DEVELOPMENT MANAGEMENT AND BUILDING CONTROL

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RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PLANNING AND DEVELOPMENT COMMITTEE

meeting date: THURSDAY 13 APRIL 2023
title: TECHNICAL CONSULTATION ON THE INFRASTRUCTURE LEVY
submitted by: DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING
principal author: NICOLA HOPKINS – DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING

1 PURPOSE

1.1 To update Members on the technical consultation on the Infrastructure Levy.

1.2 Relevance to the Council's ambitions and priorities:

Community Ambitions-

- To sustain a strong and prosperous Ribble Valley
- To protect and enhance the existing environmental quality of our area
- To match the supply of homes in our area with the identified housing needs.

2 BACKGROUND

2.1 The Levelling Up and Regeneration Bill ('the Bill') seeks to replace the current system of developer contributions with a mandatory, more streamlined, and locally determined Infrastructure Levy. The Bill provides the framework for the new Levy, with the detailed design to be delivered through regulations.

2.2 The Bill introduces the following components of the Levy:

- The Levy will be a mandatory charge.
- Levy rates are to be set by charging authorities (generally the local authority), and when setting rates, they must take into account certain factors. This includes the viability of development in the area and the desirability that rates can deliver affordable housing at a level equalling or exceeding what developers deliver now in that area.
- There is a process of examination in public of Infrastructure Levy charging schedules, in order for rates to be adopted.
- The Secretary of State for DLUHC can intervene in the preparation of charging schedules in certain circumstances.
- Charging authorities must publish an Infrastructure Delivery Strategy.

2.3 Once the Bill reaches Royal Assent, these elements of the Infrastructure Levy will feature in primary legislation. Therefore, the government is not seeking views on these aspects of the Levy. This technical consultation seeks responses on those elements of design that will be delivered through regulations, made under the framework set out in primary.

2.4 This consultation will last for 12 weeks from 17 March to 9 June 2023. Following the closure of the consultation, the government will assess responses. In doing so, a response will be issued that summarises the themes that emerged, before issuing a final consultation on the draft regulations after the Levelling Up and Regeneration Bill achieves Royal Assent

3 PROPOSED LEVY

3.1 The Infrastructure Levy will be a locally-set, mandatory charge levied on the final value of completed development (charged to the GDV per m² of completed development). The

intention of linking the levy to the final development value means that the amount collected will increase as development prices increase, or reduce as prices drop, which is intended to make the Levy more responsive to market conditions.

3.2 The final GDV will be reflected in the sales price of the development, or a valuation of the market price if the development is not sold.

3.3 Local authorities will be responsible for setting Levy rates, charging, collecting, and spending the Levy, enabling the Levy to reflect local circumstances and priorities. There are three main elements to operating the Levy:

- (i) setting the Levy.
- (ii) charging and collecting the Levy; and
- (iii) spending the Levy.

3.4 It is proposed to delineate between different types of infrastructure under the Levy:

- 'Integral' infrastructure, which is needed for a site to function, will be delivered by developers primarily through the use of planning conditions.
- 'Levy-funded infrastructure' refers to infrastructure that is supported by Levy receipts and mitigates the cumulative impact of new development on the local area.

3.5 Local authorities will be required to prepare a new document, called an Infrastructure Delivery Strategy, which will set out the local authority's strategic plans for infrastructure delivery to support growth and how they intend to spend the Levy to address infrastructure and affordable housing need. On-site affordable housing on residential schemes will be delivered predominantly as an in-kind payment of the Levy through a new 'right to require'. The 'right to require' will see a percentage of the Levy value delivered in-kind by developers as on-site affordable housing.

3.6 In respect of implementation DHLUC intend to take a phased 'test and learn' approach to implementation will see the Levy introduced in selected local authorities in the first instance, before full roll-out across England. It is expected that 'test and learn' authorities will introduce charging schedules from late 2024/25 and operate the Levy from 2025/26. National rollout will occur over the course of a decade and the current system will remain in place in areas which have not adopted the Levy.

4 DESIGN ELEMENTS OF THE LEVY

4.1 It is anticipated that most development types will be subject to the Levy, including residential, commercial, and industrial development. A straightforward approach, the first question within the consultation queries whether this is a suitable way forward, will be to maintain the definitions from CIL, which define what does not constitute development, including:

- 4.1.1 Development of less than 100 square metres, unless this consists of one or more dwellings.
- 4.1.2 Buildings into which people do not normally go.
- 4.1.3 Buildings into which people go only intermittently for the purpose of inspecting or maintaining fixed plant or machinery.
- 4.1.4 Structures which are not buildings, such as pylons and wind turbines

4.2 In terms of development sites two categories of infrastructure would be identified, which are:

- (1) infrastructure needed for a scheme to function, which is 'integral' to the site and will be delivered by developers outside of the Levy charge (for most schemes, payment of the Levy will require a certain percentage of the liability to be delivered in-kind as affordable housing) and
- (2) 'Levy-funded' infrastructure delivered by the local authority using cash receipts from the Levy

- 4.3 Integral infrastructure includes items such as those listed below, and LPAs will need to consider the costs of 'integral' infrastructure when preparing their charging schedules.
- Cycle parking areas
 - Electric vehicle charging points.
 - Carbon reduction design measures to meet building regulations.
 - Biodiversity enhancements and net gain
 - On-site play areas and open space for residents
 - Any requirements of a Section 278 or Section 38 agreement (of the Highways Act 1980)
- 4.4 It is intended that planning conditions will be the primary means of securing 'integral' infrastructure, though planning conditions cannot cover all scenarios where this kind of infrastructure will be required. To ensure 'integral' infrastructure is successfully secured, DHLUC are proposing to retain a constrained, narrowly targeted use of s106 agreements, known as 'Delivery Agreements'.
- 4.5 The receipts from 'Levy-funded' infrastructure will be used to deliver infrastructure that is required because of planned growth that will have a cumulative impact on an area and creates the need for new infrastructure to mitigate its impact. Examples of 'Levy-funded' infrastructure could include:
- Expansion or improvements to local healthcare infrastructure such as GP surgeries or the provision of new facilities
 - Expansion or improvements to schools and other educational facilities, including the provision of childcare facilities.
 - Provision of play equipment and other street furniture outside of the site boundary
 - Strategic green infrastructure and tree planting/maintenance
 - Enhancements to local play pitches or sports facilities
- 4.6 Levy receipts can also be passed to third parties such as county councils, highways authorities, and water and sewerage undertakers, if they are best placed to deliver the infrastructure.
- 4.7 It is not proposed to remove Section 106 Agreements completely as they will still be necessary. To create a clear distinction over how s106 agreements should be used in different circumstances, it is proposed to create three distinct routeways for securing developer contributions. How infrastructure is secured and how s106 agreements operate in each routeway will vary, and this will reflect the size and type of site being brought forward. The 3 routeways are as follows:
1. The core Levy routeway- s106 agreements in this routeway will be a new product – 'Delivery Agreements' – that will be used to secure 'integral' infrastructure in circumstances where conditions cannot be used
 2. Infrastructure in-kind routeway- it is proposed to retain negotiated s106 planning obligations for large and complex sites however the value of any contributions towards infrastructure will have to equal or exceed the value of what otherwise would be secured through a calculation of the Infrastructure Levy and usage of legal agreements will be limited
 3. S106-only routeway- A minority of developments, such as those which do not meet the definition of development (such as mineral and waste sites), will not be charged to the Levy and remain subject to s106 planning obligations as now

5 LEVY RATES AND MINIMUM THRESHOLDS

- 5.1 In determining a charging schedule local authorities must have regard to various factors. These include the degrees to which revenues and levels of affordable housing generated by developer contributions will compare to those at present, the viability of development, and an Infrastructure Delivery Strategy (to outline how local authorities intend to spend

Levy receipts, including the proportion to be put towards affordable housing). Local authorities will use appropriate available evidence to inform how they prepare their charging schedules, and the schedule will then be subject to public examination.

5.2 A minimum threshold for Levy liability will need to be set (on a £ per m² basis), below which the Levy will not be charged. The Levy will be applied as a percentage figure charged on the GDV of a scheme above the minimum threshold. Levy rates will be charged to the internal area (m²) of a development as a percentage of the final GDV (£ per m²) above this minimum threshold. It is intended for the minimum threshold to be indexed to a measure of inflation, to account for variations in build costs.

5.3 Levy rates and minimum thresholds will need to be set at levels appropriate to be charged to sites that are typical of a typology of development which is in a local authority's area. A core part of this judgement will be the premium that is allowed for landowners above existing use value, in order to incentivise a landowner to bring their site forward for development.

5.4 We will have to prepare an evidence base to draft Levy rates and thresholds in collaboration with key stakeholders, including neighbouring and overlapping authorities. The draft schedule will then be published for consultation, in response to which representations are sought. Those representations must be considered prior to submission for examination. An independent person, the examiner, will examine the schedule in public before their recommendations are published.

6 CHARGING AND PAYING THE LEVY

6.1 The final Infrastructure Levy liabilities will be based on GDV at completion, which will be responsive to market conditions. The final GDV will be reflected in the sales price of the development, or a valuation of the market price if the development is not sold. It is envisaged that the calculation and payment of the Levy will be achieved through a three-step process. The calculation of an indicative liability, the calculation and payment of a provisional liability, and the calculation and discharge of a final adjustment payment.

7 DELIVERING INFRASTRUCTURE

7.1 As part of the Levy Local authorities will be required to prepare a new document, called an Infrastructure Delivery Strategy. This will support consideration of infrastructure requirements arising from planned development in the area and will set out how Levy receipts will be directed to the affordable housing and infrastructure needed to support it.

7.2 It is currently envisaged that the Infrastructure Delivery Strategy should contain the local authority's approach to the following:

Part 1: The baseline of infrastructure provision in their area, how this will be impacted by anticipated growth and what infrastructure will be required to support it.

Part 2: The approach to funding infrastructure through the Levy as well as other funding sources such as existing s106 and CIL receipts.

Part 3: Once this evidence has been gathered, part 3 of the Infrastructure Delivery Strategy will set out the strategic Levy spending plan, setting out the local infrastructure priorities that will be funded by the Levy. The spending plan in the Infrastructure Delivery Strategy will reflect the prioritisation choices of the local authority, but the priorities are not binding on a local authority as there will need to be the flexibility to apply the Levy differently in response to the specifics of a development. However, if the overall approach to prioritisation changes, the Infrastructure Delivery Strategy will need to be updated.

7.3 Provision for an independent examination of the Infrastructure Delivery Strategy (combined with either the examination of a charging schedule or a Local Plan) will be required. The examination of the Infrastructure Delivery Strategy will ensure that the local authority has had due regard to its obligation to consult and take account of

consultation responses, and to any national policy or guidance around the development and contents of Infrastructure Delivery Strategies and the application of Levy revenues. That includes, but is not limited to, providers of education, healthcare, emergency services, and transport infrastructure.

8 DELIVERING AFFORDABLE HOUSING

8.1 On-site affordable housing will be delivered predominantly as an in-kind payment of the Levy through a new 'right to require'. This will see a percentage of the Levy value delivered in-kind by developers as on-site affordable housing, protecting it from the pressure of other spending priorities.

8.2 Local authorities will need to evidence whether the rates they set will be able to keep affordable housing at levels that equal or exceed the level of affordable housing provided through developer contributions during a previous time-period.

8.3 Under the 'right to require' the local authority will set out the proportion of the Levy that must be delivered in-kind, on-site affordable housing and developers will be obliged to provide that in-kind contribution as set out by the 'right to require'.

9 OTHER AREAS

9.1 The Bill allows a proportion of the Levy to be directed towards communities, as a neighbourhood share. This will build on the approach taken in CIL, in which a proportion of funds are passed on to a parish or town council. The spending of the Neighbourhood Share should be based on evidence showing what neighbourhoods want to improve in their area. This can range from typical infrastructure improvements to funding for tackling anti-social behaviour.

9.2 In a local authority charging the Infrastructure Levy, local authorities will set out the value of the neighbourhood share in their Infrastructure Delivery Strategy and how they determine and calculate this will be set out through regulations and guidance, reflecting any nationally set minimum proportion.

9.3 The consultation acknowledges that Local authorities will encounter significant expenses in shifting to a new Levy system and using the Levy to fund these costs will be important. The Bill will enable administrative expenses to be met under the Infrastructure Levy.

9.4 There are several existing exemptions to CIL, charitable relief etc, which are intended to be retained in the new Levy.

9.5 In terms of enforcement issuance of Stop Notices will be permitted to prevent development commencing when no assumption of Infrastructure Levy liability is in place. Restrictions on occupation will also be imposed unless and until the provisional Levy liability is paid for a development or phase of development. Failure to pay Infrastructure Levy liabilities will be met with financial penalties.

10 INTRODUCING THE LEVY

10.1 The government will introduce the Levy over an extended period through a 'test and learn' approach. This will see the Levy introduced in a representative minority of local authorities in the first instance, prior to a nationwide rollout to all English authorities

11 RECOMMEND THAT COMMITTEE

11.1 Note the consultation and the list of questions asked (Appendix 1). The Director of Economic Development and Planning will formally response to the consultation questions.

NICOLA HOPKINS

Appendix 1- list of Infrastructure Levy technical consultation questions

Chapter 1 – Fundamental design choices

Question 1: Do you agree that the existing CIL definition of ‘development’ should be maintained under the Infrastructure Levy, with the following excluded from the definition:

- developments of less than 100 square metres (unless this consists of one or more dwellings and does not meet the self-build criteria) – Yes/No/Unsure
- Buildings which people do not normally go into - Yes/No/Unsure
- Buildings into which peoples go only intermittently for the purpose of inspecting or maintaining fixed plant or machinery - Yes/No/Unsure
- Structures which are not buildings, such as pylons and wind turbines. Yes/No/Unsure

Please provide a free text response to explain your answer where necessary.

Question 2: Do you agree that developers should continue to provide certain kinds of infrastructure, including infrastructure that is incorporated into the design of the site, outside of the Infrastructure Levy? [Yes/No/Unsure]. Please provide a free text response to explain your answer where necessary.

Question 3: What should be the approach for setting the distinction between ‘integral’ and ‘Levy-funded’ infrastructure? [see para 1.28 for options a), b), or c) or a combination of these]. Please provide a free text response to explain your answer, using case study examples if possible.

Question 4: Do you agree that local authorities should have the flexibility to use some of their Levy funding for non-infrastructure items such as service provision? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 5: Should local authorities be expected to prioritise infrastructure and affordable housing needs before using the Levy to pay for non-infrastructure items such as local services? [Yes/No/Unsure]. Should expectations be set through regulations or policy? Please provide a free text response to explain your answer where necessary.

Question 6: Are there other non-infrastructure items not mentioned in this document that this element of the Levy funds could be spent on? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 7: Do you have a favoured approach for setting the ‘infrastructure in-kind’ threshold? [high threshold/medium threshold/low threshold/local authority discretion/none of the above]. Please provide a free text response to explain your answer, using case study examples if possible.

Question 8: Is there anything else you feel the government should consider in defining the use of s106 within the three routeways, including the role of delivery agreements to secure matters that cannot be secured via a planning condition? Please provide a free text response to explain your answer.

Chapter 2: Levy rates and minimum thresholds

Question 9: Do you agree that the Levy should capture value uplift associated with permitted development rights that create new dwellings? [Yes/No/Unsure]. Are there some types of permitted development where no Levy should be charged? [Yes/No/Unsure]. Please provide a free text response to explain your answer where necessary.

Question 10: Do you have views on the proposal to bring schemes brought forward through permitted development rights within scope of the Levy? Do you have views on an

appropriate value threshold for qualifying permitted development? Do you have views on an appropriate Levy rate 'ceiling' for such sites, and how that might be decided?

Question 11: Is there is a case for additional offsets from the Levy, beyond those identified in the paragraphs above to facilitate marginal brownfield development coming forward? [Yes/No/Unsure]. Please provide a free text response to explain your answer where necessary, using case studies if possible.

Question 12: The government wants the Infrastructure Levy to collect more than the existing system, whilst minimising the impact on viability. How strongly do you agree that the following components of Levy design will help achieve these aims?

- Charging the Levy on final sale GDV of a scheme [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure]
- The use of different Levy rates and minimum thresholds on different development uses and typologies [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure]
- Ability for local authorities to set 'stepped' Levy rates [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure]
- Separate Levy rates for thresholds for existing floorspace that is subject to change of use, and floorspace that is demolished and replaced [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure]

Question 13: Please provide a free text response to explain your answers above where necessary.

Chapter 3 – Charging and paying the Levy

Question 14: Do you agree that the process outlined in Table 3 is an effective way of calculating and paying the Levy? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 15: Is there an alternative payment mechanism that would be more suitable for the Infrastructure Levy? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 16: Do you agree with the proposed application of a land charge at commencement of development and removal of a local land charge once the provisional Levy payment is made? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary

Question 17: Will removal of the local land charge at the point the provisional Levy liability is paid prevent avoidance of Infrastructure Levy payments? [Strongly Agree/Agree/Neutral/Disagree/ Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Question 18: To what extent do you agree that a local authority should be able to require that payment of the Levy (or a proportion of the Levy liability) is made prior to site completion? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure]. Please explain your answer.

Question 19: Are there circumstances when a local authority should be able to require an early payment of the Levy or a proportion of the Levy? Please provide a free text response to explain your where necessary.

Question 20: Do you agree that the proposed role for valuations of GDV is proportionate and necessary in the context of creating a Levy that is responsive to market conditions [Yes/No/Unsure]. Please provide a free text response to explain your answer where necessary.

Chapter 4 – Delivering infrastructure.

Question 21: To what extent do you agree that the borrowing against Infrastructure Levy proceeds will be sufficient to ensure the timely delivery of infrastructure? [Strongly Agree/Agree/Neutral/ Disagree/Strongly Disagree/Unsure]. Please provide a free text response to explain your answer where necessary.

Question 22: To what extent do you agree that the government should look to go further, and enable specified upfront payments for items of infrastructure to be a condition for the granting of planning permission? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Question 23: Are there other mechanisms for ensuring infrastructure is delivered in a timely fashion that the government should consider for the new Infrastructure Levy? [Yes/No/Unsure] Please provide free text response to explain your answer where necessary.

Question 24: To what extent do you agree that the strategic spending plan included in the Infrastructure Delivery Strategy will provide transparency and certainty on how the Levy will be spent? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree] Please provide a free text response to explain your answer where necessary.

Question 25: In the context of a streamlined document, what information do you consider is required for a local authority to identify infrastructure needs?

Question 26: Do you agree that views of the local community should be integrated into the drafting of an Infrastructure Delivery Strategy? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 27: Do you agree that a spending plan in the Infrastructure Delivery Strategy should include:

- Identification of general 'integral' infrastructure requirements
- Identification of infrastructure/types of infrastructure that are to be funded by the Levy
- Prioritisation of infrastructure and how the Levy will be spent
- Approach to affordable housing including right to require proportion and tenure mix
- Approach to any discretionary elements for the neighbourhood share
- Proportion for administration
- The anticipated borrowing that will be required to deliver infrastructure
- Other – please explain your answer
- All of the above

Question 28: How can we make sure that infrastructure providers such as county councils can effectively influence the identification of Levy priorities?

- Guidance to local authorities on which infrastructure providers need to be consulted, how to engage and when
- Support to county councils on working collaboratively with the local authority as to what can be funded through the Levy
- Use of other evidence documents when preparing the Infrastructure Delivery Strategy, such as Local Transport Plans and Local Education Strategies
- Guidance to local authorities on prioritisation of funding
- Implementation of statutory timescales for infrastructure providers to respond to local authority requests
- Other – please explain your answer

Question 29: To what extent do you agree that it is possible to identify infrastructure requirements at the local plan stage? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Chapter 5 – Delivering affordable housing

Question 30: To what extent do you agree that the ‘right to require’ will reduce the risk that affordable housing contributions are negotiated down on viability grounds? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Question 31: To what extent do you agree that local authorities should charge a highly discounted/zero-rated Infrastructure Levy rate on high percentage/100% affordable housing schemes? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Question 32: How much infrastructure is normally delivered alongside registered provider-led schemes in the existing system? Please provide examples.

Question 33: As per paragraph 5.13, do you think that an upper limit of where the ‘right to require’ could be set should be introduced by the government? [Yes/No/unsure] Alternatively, do you think where the ‘right to require’ is set should be left to the discretion of the local authority? [Yes/No/unsure]. Please provide a free text response to explain your answer where necessary.

Chapter 6 – Other areas

Question 34: Are you content that the Neighbourhood Share should be retained under the Infrastructure Levy? [Yes/No/Unsure?]

Question 35: In calculating the value of the Neighbourhood Share, do you think this should A) reflect the amount secured under CIL in parished areas (noting this will be a smaller proportion of total revenues), B) be higher than this equivalent amount C) be lower than this equivalent amount D) Other (please specify) or E) unsure. Please provide a free text response to explain your answer where necessary.

Question 36: The government is interested in views on arrangements for spending the neighbourhood share in unparished areas. What other bodies do you think could be in receipt of a Neighbourhood Share in such areas?

Question 37: Should the administrative portion for the new Levy A) reflect the 5% level which exists under CIL B) be higher than this equivalent amount, C) be lower than this equivalent amount D) Other (please specify) or E) unsure. Please provide a free text response to explain your answer where necessary.

Question 38: Applicants can apply for mandatory or discretionary relief for social housing under CIL. Question 31 seeks views on exempting affordable housing from the Levy. This question seeks views on retaining other countryside exemptions. How strongly do you agree the following should be retained:

- residential annexes and extensions; [Strongly Agree/Agree/ Neutral/Disagree/Strongly Disagree]
- self-build housing; [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree]

If you strongly agree/agree, should there be any further criteria that are applied to these exemptions, for example in relation to the size of the development?

Question 39: Do you consider there are other circumstances where relief from the Levy or reduced Levy rates should apply, such as for the provision of sustainable technologies?

[Yes/No/Unsure]. Please provide a free text response to explain your answer where necessary.

Question 40: To what extent do you agree with our proposed approach to small sites? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Question 41: What risks will this approach pose, if any, to SME housebuilders, or to the delivery of affordable housing in rural areas? Please provide a free text response using case study examples where appropriate.

Question 42: Are there any other forms of infrastructure that should be exempted from the Levy through regulations?

Question 43: Do you agree that these enforcement mechanisms will be sufficient to secure Levy payments? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary.

Chapter 7 – Introducing the Levy

Question 44: Do you agree that the proposed ‘test and learn’ approach to transitioning to the new Infrastructure Levy will help deliver an effective system? [Strongly Agree/Agree/Neutral/Disagree/Strongly Disagree/Unsure] Please provide a free text response to explain your answer where necessary

Question 45: Do you have any views on the potential impact of the proposals raised in this consultation on people with protected characteristics as defined in section 149 of the Equality Act 2010? [Yes/No/Unsure]. Please provide a free text response to explain your answer where necessary.

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APPEALS UPDATE 13 April 2023 Committee

Application No and reason for appeal	Date Received/App eal Start Date	Site Address	Type of Appeal Procedure	Costs application received	Date of Inquiry or Hearing if applicable	Progress
Enforcement Appeal	06/04/2022	Punch Bowl Inn, Hurst Green BB7 9QW	Hearing	Full costs awarded to RVBC	15/02/2023	Appeal Dismissed 03/03/2023
3/2021/0720 R	15/09/2022	Twyn Ghyll Caravan Site, Settle Lane, Paythorne BB7 4JD	Hearing		07/03/2023	Appeal Dismissed 27/03/2023
Enforcement Appeal	20/07/2022	Land adj Hawkshaw Farm, Longsight Road, Clayton le Dale	WR			Awaiting Decision
3/2021/1118 R	09/08/2022	Land to the rear of the former Punch Bowl Inn, Longridge Road, Hurst Green BB7 9QW	WR			Appeal Dismissed 09/03/2023
3/2022/0044 R	05/10/2022	The Barn by the River, Kenyon Lane, Dinckley BB6 8AN	HH			Awaiting Decision
3/2021/1104 R	09/12/2022	Bradleys Farm, Four Acre Lane, Thornley PR3 2TD	WR			Awaiting Decision
3/2022/0012 R	16/12/2023	Cuckoo Hall, Higher Road, Longridge PR3 2YX	WR			Appeal Dismissed 28/03/2023
3/2022/0263 R (planning permission)	06/02/2023	Crow Hill Cottage, West Lane, Worston BB7 1QA	WR			Awaiting Decision
3/2022/0491 R (listed building consent)	06/02/2023	Crow Hill Cottage, West Lane, Worston BB7 1QA	WR			Awaiting Decision
3/2022/0141 R	31/01/2023	Land adj Black Horse Inn, Pimlico Road, Clitheroe BB7 4PZ	WR			Awaiting Decision
3/2022/1008 R	15/03/2023	Land adj Higher Hodder Bridge	Hearing		11/07/2023	Statement due 19/04/2023
3/2022/0589 R	17/02/2023	Bank House, 1 Ribble Lane, Chatburn BB7 4AG	WR (procedure changed by PINS)			Statement due 02/05/2023
3/2022/0667 R	19/01/2023	2 Bushburn Drive, Langho BB6 8EZ	WR			Awaiting Decision
3/2022/0833 R	07/03/2023	22 Woone Lane, Clitheroe BB7 1BG	WR			Statement due 25/04/2023

R = Refusal C = Condition U = Undetermined

3/2022/0742 R	27/02/2023	7 Accrington Road, Whalley BB7 9TD	WR	Yes – costs app received		Statement due 03/04/2023
3/2022/0619 R	23/02/2023	Water Tank and Valve House off Vicarage Lane, Wilpshire BB1 9HY	WR			Statement due 30/03/2023
3/2022/0873 R	16/02/2023	9 Birtwistle Terrace, Whalley Road, Langho BB6 8BT	WR			Awaiting Decision
3/2022/0440 R	16/02/2023	1 Park Road, Gisburn BB7 4HT	HH	Yes – costs app received		Awaiting Decision
3/2022/0822 R (Advert)	27/02/2023	Dog and Partridge Hotel, 1-3 Wellgate, Clitheroe BB7 2DS	CAS			Awaiting Decision
3/2022/0823 R (LBC)	28/02/2023	Dog and Partridge Hotel, 1-3 Wellgate, Clitheroe BB7 2DS	WR			Statement due 04/04/2023
3/2022/0824 R (PP)	28/02/2023	Dog and Partridge Hotel, 1-3 Wellgate, Clitheroe BB7 2DS	WR			Statement due 04/04/2023
3/2022/0380 R	22/02/2023	Land S of B6478 adjoining Marl Barn	WR (to be confirmed by PINS)	Yes – costs app received		Statement due 29/03/2023
3/2022/0917 R	21/02/2023	2 Northacre Drive, Barrow BB7 9XT	HH	Yes – costs app received		Awaiting Decision
3/2022/0970 R	28/02/2023	Swallows Barn, Whalley Old Road, Billington BB7 9JE	HH			Awaiting Decision
3/2022/0829 R	30/01/2023	Mount Pleasant Ribchester Road Hothersall PR3 3XA	WR			Awaiting Decision
3/2022/0903 R	Awaiting start date from PINS	Land SW of Garthpool 27 Whalley Old Rd York	WR (to be confirmed by PINS)			
3/2022/0451	21/02/2023	77 Mitton Road Whalley Clitheroe BB7 9JN	WR			Statement due 04/04/2023
3/2022/0778 R LBC	Awaiting start date from PINS	32 Parson Lane, Clitheroe BB7 2JP	WR (to be confirmed by PINS)			
3/2022/0623 R	Awaiting start date from PINS	Woodfold Park Stud, Woodfold Park, Mellor BB2 7QA	WR (to be confirmed by PINS)			

3/2022/0987 R	Awaiting start date from PINS	4 The Green, Osbaldeston Lane, Osbaldeston BB2 7LY	WR (to be confirmed by PINS)			
Enforcement appeal ground f	30/03/2023	Garth Cottage, Clitheroe Road, Mitton BB7 9PH	WR			Statement due 11/05/2023
Enforcement appeal grounds a, c, f	Awaiting start date from PINS	Land on NW side of Pendleton Road, Wiswell	WR (to be confirmed by PINS)			
3/2022/0678 R	Awaiting start date from PINS	Chipping Farm Shop, Wilsden, Garstang Road, Chipping PR3 2QH	WR (to be confirmed by PINS)			
3/2022/1105 R	Awaiting start date from PINS	Oakleigh, Longsight Road, Copster Green BB1 9EX	WR (to be confirmed by PINS)			
3/2023/0023 R	Awaiting start date from PINS	52A Lowergate, Clitheroe BB7 1AD	HH (to be confirmed by PINS)			

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By virtue of paragraph(s) 1, 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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