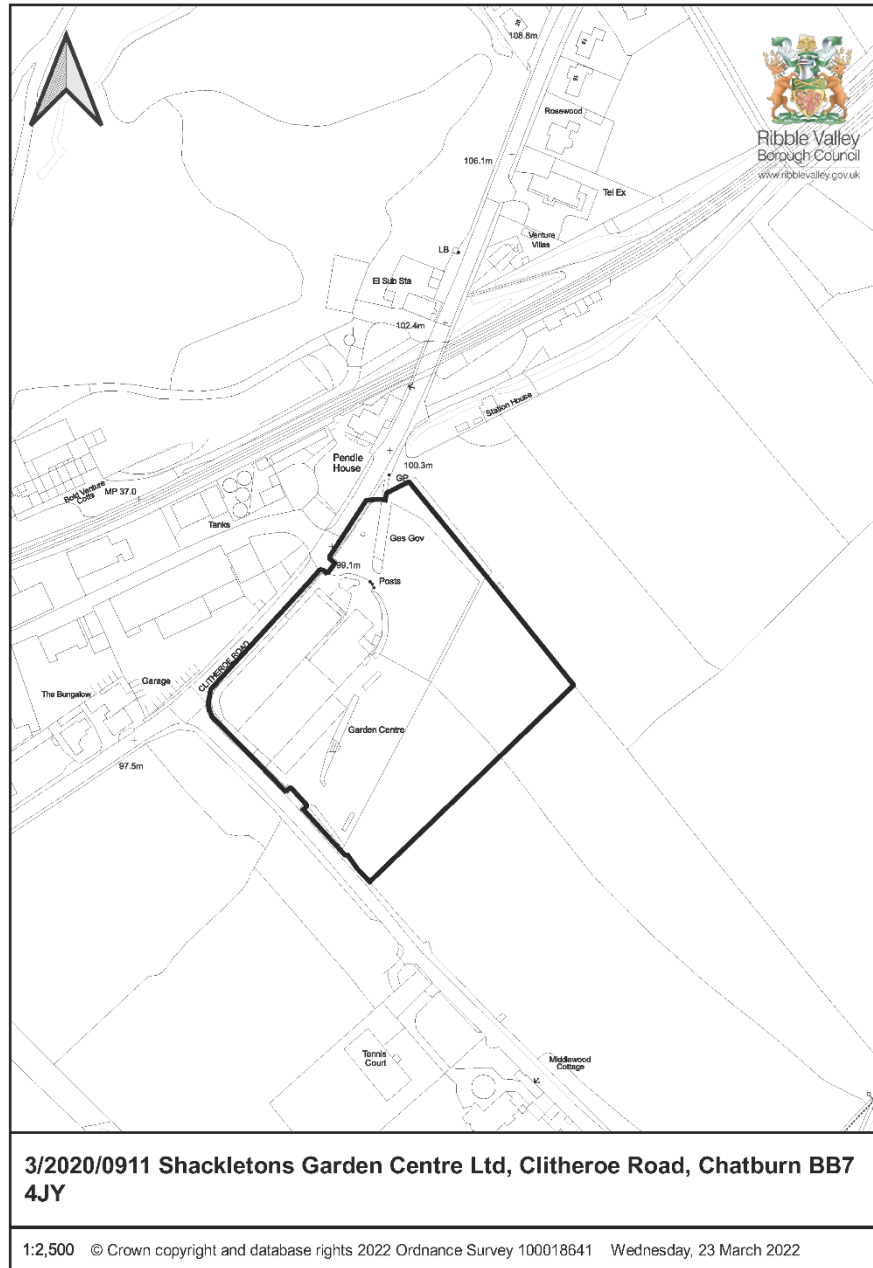


APPLICATION REF: 3/2020/0911

DEVELOPMENT DESCRIPTION:

PROPOSED TWO-STOREY EXTENSION TO REAR AND RE-MODELLING OF HOME AND GARDEN CENTRE, INCLUDING ADDITIONAL INDOOR AND OUTDOOR RETAIL SPACE AND INCREASED CAFE AREA AND PLAY AREA.



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Chatburn Parish Council has viewed the above planning application and has the following observations to make:

- There are concerns that the proposed development is extending into open countryside
- There is no speed restriction on Worston Road, which is already used as a short cut by HGV drivers ignoring the Pimlico roundabout to access the village. The proposed extension will increase traffic considerably on this narrow road.
- Clitheroe Road is already congested with parked vehicles outside the industrial estate and this will be exacerbated by the increase in traffic to the garden centre.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

Initially did not consider that the application as submitted fully assessed the highway impact of the proposed development and requested further information. Following the receipt of further information LCC have no objection to the proposals subject to conditions.

UNITED UTILITIES:

No objection subject to conditions

LEAD LOCAL FLOOD AUTHORITY:

Initially raised a number of queries with the submitted details however following receipt of the flood risk assessment (24th November 2021 / 10301 – Revision 3 / Reid Jones Partnership) are satisfied with the proposals subject to conditions

ADDITIONAL REPRESENTATIONS:

Three objections have been received and raises the following concerns:

- Lack of public notification;
- Significant increase in traffic not reflected in the Transport Statement analysis;
- Increase in noise/disturbance on Worston Road from traffic and garden centre extension;
- Building over existing fields contrary to Policy DMG2- ‘essential to the local economy’;
- Water running into adjacent sites and across the highways;
- Ensure take full account of the flood and drainage risk posed;
- No analysis of the impacts of additional delivery vehicle traffic;
- There have been recorded collisions at the junction of Worston Road and the A59;
- Car park should be restricted to such a use and not outside storage.

The following comments have been received from a neighbouring business:

- Premises on the opposite and across the road on Pendle Trading Estate and already have serious problems with water running into our yard.
- Previous legal action by LCC was withdrawn however surface water from this development is being directed into same ‘drain’ which was subject to legal case.
- No notice of intention to direct water through our yard- this is an unsubstantiated and unproven route which will undoubtedly lead to flooding to not only ourselves but to the other businesses on the trading estate.

1. Site Description and Surrounding Area

- 1.1 This application relates to Shackletons Home and Garden Centre located to the south-east of Clitheroe Road. The site is located 500m south of Chatburn and 2.5km north of Clitheroe. At present the site contains the existing home and garden centre building which is split into three specific areas in terms of retailing activity including sundries, Pavilion coffee house and brasserie and the outdoor sales area, and associated parking and servicing areas.

- 1.2 The site lies in the open countryside. To the north and east of the application site are agricultural fields, which are bound by mature vegetation and trees. Worston Road abuts the southern boundary of the site, beyond which lies further agricultural land. Clitheroe Road forms the sites western boundary and on the opposite side, facing the application site, is Pendle Trading Estate.
- 1.3 The main site access is from Clitheroe Road although there is an alternative access point along Worston Road which is utilised as a 'staff/service' point of access. The site's topography slopes from north to south, with change in levels of 9m. The site is bounded by trees and hedgerows along the northern, eastern and southern boundaries.
- 1.4 The application site has a lengthy planning history and the garden centre business is required to operate in strict accordance with the requirements of the Section 106 legal agreement which was agreed alongside determination of planning applications 3/2005/0999 and 3/2005/1000 which sought to increase opening hours of the café and increase the range of goods for sale to include homeware, gifts and indoor fish and varied alongside planning application 3/2010/0378 which granted consent for an aquatics building.

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

- 2.1 The proposal is for the extension and remodelling of the home and garden centre. It is proposed to provide additional indoor and outdoor retail space for the sale of indoor and outdoor furniture, kitchen furniture and sundries. It is also proposed to relocate and increase the area of the existing café, and to create a play area. Back of house facilities, including kitchen and bathrooms would also be increased.
- 2.2 At present the overall footprint of the garden centre is 4,523 sqm (including all covered retail, internal areas and main circulation spaces). The proposed extension would add a total floorspace of 2,436 sqm. A breakdown of the proposed changes are as follows:

USE	EXISTING AREA (Sqm)	PROPOSED AREA (Sqm)	CHANGE/ADDITIONAL AREA (Sqm)
Outdoor Furniture Sales	860	1210	+350
Indoor Furniture Sales	1610	2540	+930
Cafe	162	488	+326
Greenhouse/outdoor plant sales	990	930	-60
Kitchen Furniture Sales	105	162	+57
Potting Shed	165	165	-
Sundries	315	410	+95
Back of House	150	580	+430
Play Area	-	180	+180
TOTAL AREA	4357	6665	+2308
TOTAL SALES	4045	5417	+1372
TOTAL SALES - Cafe	162	488	+326

- 2.3 In general, the proposal would deliver an increase in overall floorspace of the existing building. The proposed extensions and alterations are located to the south east of the existing building. It is proposed to revise the internal arrangements but utilise the existing entrance as the central access point for visitors. The internal ground floor layout would

comprise the existing interior furniture showroom, which would be maintained and expanded over a split level. The existing 'potting shed' would remain as existing, and the staff offices and kitchen furniture would be relocated to the former 'pavilion coffee house'. To the rear of the building would be the main plant nursery (greenhouse) and external sales area.

- 2.4 The proposed extension, to the south of the existing building, would house the new café (including associated kitchen, toilets etc) and new outdoor furniture showroom and sundries sales area. A further extension module then has intermediate and upper floors raised above the main entrance. This would include a further indoor retail sales area and upper level café and play area. The south and west facing elevations of the proposed new outer module extension would overlook a café external terrace and covered walkway.
- 2.5 As proposed, the building would appear as a series of repeated glazed gables, five in all (three existing) following the contours of the land. The extensions are proposed to be faced with natural stone with large areas of aluminium framed glazing to the north east and south east elevations. The roof would consist of metal sheeting, similar to that of the existing roofs.
- 2.6 The main vehicular access would continue to be from Clitheroe Road, although the location of the access would be moved north-east. The application proposes to extend the existing parking area onto adjacent agricultural land to the south-west and would provide up to 241 parking spaces (including 5 disabled bays) and bike stands for up to 36 cycles. The proposed servicing arrangement would retain access off Worston Road to the rear of the site but due to the proposed expansion of the building the service point would be moved further south-west.
- 2.7 The proposals also include a scheme of landscaping to include tree planting along site boundaries and soft landscaped areas around the new retail and parking areas.

3. **Relevant Planning History**

3/2018/0025 - Change of use of agricultural land to extend existing car park. Approved with conditions.

3/2013/0776 - Renewal of planning permission 3/2010/0378. Approved with conditions.

3/2010/0378 - Proposed Aquatics Building. Approved with conditions.

3/2009/0902 - Erection of warehouse and internal security fencing. Approved with conditions.

3/2008/0296 - Erection of a canopy between the sales area and the cafe. Approved.

3/2007/1070 - Removal of existing polytunnels and replace with portal frame indoor retail and external covered retail areas (1266sqm).

3/2007/0694 - Dismantle aquatics building to enable construction of extension (planning approval 3/2007/0329P); re-assemble in new position; re-position security fencing adjacent to relocated aquatics building. Approved with conditions.

3/2007/0329 - Replacement and extension of Aquatics building and installation of two fire doors in replacement building approved under planning reference 3/2005/1034P. Approved with conditions.

3/2005/1000 - Increase in the range of goods for sale to include homeware, gifts and indoor fish (Retrospective). Approved with conditions.

3/2005/0999 - Use of Cafe as Restaurant open to 2400hrs on Thursdays to Saturdays (Retrospective). Approved with conditions.

3/2005/0998 - Modification of condition no.4 on planning consent 3/1999/0399P to allow the opening of the garden centre to 8pm on Thursdays and Fridays. Approved with conditions.

3/2005/0508 - Replacement of 7 bay polytunnel with larger permanent building, alterations to conservatory, extension of the car park into a growing-on area and replacement of part of car park with a growing-on area. Refused.

3/2004/0059 - Extension to shop, display area and open sided covered area and extension to existing conservatory. Re-submission. Approved with Conditions.

3/2003/0802 - New shop, display area and open sided covered area and extension to existing conservatory. Approved with Conditions.

3/2003/0098 - Change of use of agricultural land to provide additional parking, turning circle and growing on area for garden centre. Creation of two new accesses and re-routing of footpath. Approved with conditions.

3/2000/0554 - New polytunnel replacing existing greenhouse - phase 2. Approved with Conditions.

3/2000/0551 - New polytunnel replacing existing greenhouse - phase 1. Approved with Conditions.

3/1999/0399 - New garden centre building. Change of use of site from nursery to garden centre. Approved with Conditions.

4. **Relevant Policies**

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN4 – Biodiversity and Geodiversity

Key Statement EC1 – Business and Employment Development

Key Statement EC2 – Development of Retail, Shops and Community Facilities and Services

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME1 – Protecting Trees and Woodlands

Policy DME2 – Landscape and Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Policy DME6 – Water Management

Policy DMB1 – Supporting Business Growth and the Local Economy

Policy DMR3 – Retail Outside the Main Settlements

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

- 5.1.1 Core Strategy Key Statement EC1 (Business and Employment Development) is relevant in the consideration of this proposal. Employment development is directed towards the main settlements of Clitheroe, Whalley and Longridge together with land at Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury and locations well related to the A59 corridor. Key Statement EC1 also supports the expansion of existing businesses. Policy DMB1 (Supporting Business Growth and the Local Economy) states that "Proposals that are intended to support business growth and the local economy will be supported in principle". Whilst Key Statement EC1 and Policy DMB1 relate primarily to traditional employment development (Use Classes B1, B2 and B8) it is acknowledged that the proposals would generate some employment opportunities and has good access to the A59 corridor.
- 5.1.2 The site is located in the open countryside. Core Strategy Policy DMG2 requires development in the open countryside to meet one of six considerations, one being that development is 'essential to the local economy or social wellbeing of the area'. There is no definition contained within the Core Strategy as to what 'essential' means, however the applicant seeks to demonstrate that the proposals meet this consideration stating that the garden centre is a very important and significant contributor to the local economy both with regards to the number of jobs that it sustains, and the revenue that it brings to the area. The Retail Impact Assessment submitted with the application states that Shackletons is a shopping destination that draws people into the Clitheroe area. Notwithstanding this it is considered that the requirement for development to be 'essential' to the local economy is a high test to be met.
- 5.1.3 However, Core Strategy Policy DMB1 does support the expansion of established businesses on land outside settlements provided it is essential to maintain the existing source of employment and can be assimilated within the local landscape. It is acknowledged that there is some friction between Policy DMG2 and DMB1 regarding new employment development in countryside areas, yet it is thought that overall the proposals to expand the existing business would be general conformity with the plan as a whole.
- 5.1.4 At present the business employs approximately 45 people including a mix of full and part-time positions. The applicant states that the proposals for the extension and remodelling of the home and garden centre has arisen in order to enhance the competitiveness of the business and meet changing customer demands following a review of the applicant's future requirements.
- 5.1.5 In respect of retail policies, Key Statement DS1 of the Ribble Valley Core Strategy sets out that new retail and leisure development will be directed towards the centres of Clitheroe, Longridge and Whalley. Key Statement EC2 takes a similar approach by promoting the national policy principle of town centre first for retail.
- 5.1.6 Policy DMR1 of the Ribble Valley Core Strategy identifies that Clitheroe is the only part of the borough considered to be suitable and capable of accommodating major retail development, before stating that retail development outside the main

shopping centre of Clitheroe will be considered on a sequential basis, with proposals for more than 1,000sqm requiring a retail impact assessment.

- 5.1.7 In respect of national policy, national guidance within the NPPF is relevant. Annex 2 of the NPPF confirms that retail development is a main town centre use and Paragraph 87 and 88 of the NPPF states:

“Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.”

“When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.”

Paragraph 90 of the Framework goes onto state:

“When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace). This should include assessment of:

- a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).”

- 5.1.8 In view of the above, taking into account the site’s proximity to the principal settlement of Clitheroe and the proposed increase in floorspace for main town centre uses the applicant is supported by a Retail Sequential Test and Retail Impact Assessment in accordance with National Planning Policy Guidance.
- 5.1.9 The sequential test considers whether, sequentially, this is the most appropriate location for the development, and the associated retail impacts of the development on nearby town centres. A Sequential Test has been undertaken to identify if there are other preferable sites in the nearest town centre, in this case Clitheroe, to accommodate Shackleton’s as proposed to be extended. Shackleton’s requirement was for an approximately 2.5 hectares site to accommodate approximately 5,560 square metres of floorspace and 241 space car park in a location that could be serviced by large articulated vehicles.
- 5.1.10 Only one site was found which could accommodate the proposed development, at Pendle View Fisheries, Barrow. This site is not within or adjacent to Clitheroe Town Centre, as it lies over 3.5km to the south and, whilst it has direct access from the A59 the site is less accessible to those travelling on foot or by public transport. No sequentially preferable sites were identified and, given the scheme relates to the

extension of an existing business, the existing site is considered the most appropriate location for these works.

- 5.1.11 A Retail Impact Assessment (RIA) has been undertaken to demonstrate that the proposed development would not seriously affect the vitality or viability of Clitheroe Town Centre. Using Experian data, the RIA finds that Clitheroe is a vibrant and healthy town centre with lower than average vacancy levels and a diversity of uses. Further commentary is provided on the impact of Covid-19 on local centres, stating that smaller, multifunctional towns such as Clitheroe have performed better due to their local service function.
- 5.1.12 It is anticipated that the proposed development would not harm existing, committed or future investment within the town centre nor would it impact on its vitality or viability. In reference to the Clitheroe Market Redevelopment, the market site is allocated for redevelopment in the Housing and Economic Development DPD (adopted October 2019) but at present there is no scheme in place.
- 5.1.13 The applicant has stated that the catchment area for Shackletons includes the whole of Lancashire and extends into Greater Manchester and Yorkshire. As a result of the extensive catchment and the character of the goods sold, market penetration is low. However, it is acknowledged that the proposals result in some trade diversion from Clitheroe town centre whilst also stating that town centre turnover is likely to grow between 2020 and 2025 because of population growth, growth in per capita expenditure and the absence of major locally competing shopping developments assuming that expenditure growth is not impacted by Covid-19.
- 5.1.14 A number of queries were raised with the agent in respect of the submitted assessment which were addressed by Alyn Nichols and are summarised as follows:
- 1) Clarification about town centre outlets selling gardening goods and equipment
 - Homebase is classified as a DIY and home improvement business outside of the defined town centre boundary and as such is not directly relevant in respect of the impact test
 - Dawson's is considered as a component of the town centre shopping offer. The estimates of trade diversion are based on the existing pattern of shopping as evidenced by the survey data. This takes account of the fact that some shops in the Town Centre will sell the same ranges of goods as would be sold from the application. Trade diversion from Dawson's is therefore addressed and included in the assessment.
 - 2) Town centre vacancy rates
 - Vacancy rates have reduced which is an indication of the strength of Clitheroe Town Centre.
 - 3) Restriction on goods that may be sold
 - The schedule of goods that is allowed under the existing approvals is quite extensive and that most are town centre related goods.
 - The Retail Impact Assessment reflects the existing ranges of goods which can be sold from Shackleton's, particularly in respect of the anticipated turnover of the proposal, the trade draw and trade diversions and in the considerations of the impact on Clitheroe Town Centre.
 - There is no evidence to suggest that Clitheroe Town Centre is in difficulty because of the presence of Shackleton's and the current ranges of goods which are sold.

- There is no evidence to suggest that the application which involves selling the same ranges of goods as presently sold, would harm the vitality or viability of the Town Centre

4) Catchment area

- Approximately 80% of turnover is drawn from the Blackburn, Preston and Bradford postcode areas based upon data provided by Shackleton's.
- The Retail Impact Assessment assumes that 50% of the turnover of the Application is drawn from Zone 1 (Forest of Bowland), Zone 2 (Clitheroe Area) and Zone 3 (Whalley Area), as defined in the South Ribble Retail Study Update
- Shackleton's has a very wide catchment which, on the basis of available survey data, is significantly greater than the area from which Clitheroe Town Centre draws trade. The Retail Impact Assessment adopts a worst-case scenario with regard to trade draw and consequently impact on Clitheroe Town Centre.

5.1.15 On the basis of the submitted assessments the proposed development is considered to be acceptable in respect of both national and local planning policy.

5.2 Impact upon Residential Amenity:

5.2.1 It is important to consider the impact of the proposed development on the amenity of existing residents. It is not considered that the proposals would impact negatively on the residential amenity of nearby occupiers. The application site is located opposite Pendle Trading Estate which contains a variety of industrial type uses that would likely generate considerably more noise and disturbance than the proposed use. The opening hours of the existing business would remain the same.

5.2.2 The concerns raised in the neighbour objection letters are noted. However, the objector's property is located adjacent to a classified 'C' road close to its junction with the A59, the main strategic route through the borough, and therefore some traffic noise is to be expected. It is not considered that there would be sufficient additional traffic generated along Worston Road by the proposed development when compared with the existing situation to warrant refusal on such grounds.

5.2.3 The approved hours of operation associated with the existing site are as follows:

Garden Centre

8am to 6pm Monday to Wednesday

8am to 8pm Thursday and Friday

8am to 6pm on Saturdays

10am to 4pm on Sundays.

Café

8am to 6pm Monday to Wednesday

8am to midnight Thursday to Saturday

10am to 4pm on Sundays.

5.2.4 The agent for the application has sought the following amendments to the opening hours for the garden centre:

- 8am to 8pm Monday to Saturday
- 10am to 4.30pm on Sundays.

These hours are considered to be acceptable

- 5.2.5 In terms of the café the agent has commented that Sunday trading restrictions do not apply to the café and requested that the hours are extended until midnight every day. However, the café is an integral part of the garden centre and extending the hours as suggested will effectively separate the use from the garden centre further adding to the café being a destination in its own right.
- 5.2.6 At pre-application stage concerns were raised about the increased size of the café. The legal agreement and the planning history to date at this site have stipulated that the café should remain ancillary to the main garden centre use. In 2005 permission was sought to extend the opening hours of the café until midnight on Thursday, Friday and Saturday. At the time the application was considered concerns were raised in respect of whether the café was still truly ancillary to the main garden centre use. At the time permission was granted for the garden centre there was a requirement “not to allow the property subject of the development to be used other than as a garden centre for the sale of garden and landscaping products with no other retail use”. An ancillary café would not have fallen within a different use class at the time of the original consent however in 2005 noting the popularity of the facility the case officer assessed the café use under the former Use Class A3.
- 5.2.7 In accepting that an A3 use at the site would not cause any significant harm the case officer advised that safeguards should be applied to ensure that the predominant use of the site remained as a garden centre. There is a clause within the S106 Agreement which ensures the café is always linked to the garden centre. With this advice Members of Committee approved an extension to the opening hours in respect of the café until midnight Thursday, Friday and Saturday.
- 5.2.7 Whilst the size of the café will grow significantly and include a children’s play area it is important that it is retained as an ancillary part of the garden centre. As such Members are asked to consider whether the opening hours of the proposed café should align with the opening hours of the garden centre, as above, or whether the café shall be permitted to open until midnight every night as requested.
- 5.2.8 Members should also note that the café has a premises licence which reflects the midnight closure set out above but also allows the premises to play music and supply alcohol until 11pm Sunday to Wednesday (with the associated opening hours reflecting these times with an extra ½ hour for people to vacate the premises). The premises licence also includes Christmas Eve, Boxing Day and New Years Eve with extended opening. Whilst opening during some of these hours would be in breach of the existing planning conditions it is important to note that the premises licence relates only to the existing café area as identified on the premises licence plan. If planning permission is granted for the development the owners will need to apply to vary the licence for the new café area. As such this is an opportune time to ensure the opening hours of the café match in respect of the planning consent and the premises licence.
- 5.2.8 Given the proposed development the subject of this application is for an extension to the existing facility with elements of the site technically operating under previous planning approvals and only the extension subject to the suggested conditions below it is proposed to address the opening hours as part of the legal agreement so they are applicable to the entire site.

5.3 Design, layout and Visual Impact

- 5.3.1 The proposed extensions would repeat the existing stepped approach up the site (to the south-east). The extensions would be to the rear of the existing buildings when viewed from Clitheroe Road and given the change in levels the development would incorporate slopes/ramps throughout internal areas and would require retaining walls to the south-east extent. When viewed from Clitheroe Road the proposed extensions would not result in a significant increase in bulk or prominence and the proposed extensions would be set back from the boundary with Worston Road providing suitable relief. The proposed materials comprising natural stone and aluminium framed glazing are considered to be appropriate and reflective of the existing building on-site.
- 5.3.2 The proposal also seeks to expand the existing customer parking area and provide a new servicing/deliveries area on an area of agricultural land to the south-east of the site. The land adjoins the existing car park and yard area to the south-east. It is noted that planning consent was granted under permission 3/2018/0025 for an extension of the car park onto the same area of land subject to a scheme of landscaping which retained and maintained existing trees and proposed additional hedgerow and tree planting. This consent lapsed on 1 March 2021.
- 5.3.3 The proposed expansion of customer parking differs to the previously approved scheme in terms of its layout and landscaping proposals. A landscape buffer is proposed to the Clitheroe Road frontage to the east of the main entrance and tree lined pathways created between parking bays to split up the expanse of tarmac surfacing. The existing boundary hedge to the south-east of the site would be relocated to define the new south-eastern boundary. The majority of the existing trees at the site would be retained although there would be a requirement to remove a single ash tree.
- 5.3.4 The proposals involve revising the layout of the garden centre to ensure all the sales areas are visible and accessible from a single point. To the lower portion of the building the existing interior furniture showroom is maintained and expanded to now cover a split level within the existing portal frames.
- 5.3.5 Adjacent to the central 'market street' will be the existing 'potting shed' (kept in situ), staff offices and WC's. The kitchen furniture sales will be relocated to the former 'pavilion coffee house'. To the rear of the building will be the main plant nursery (greenhouse, indoor/outdoor plants etc.) and the external sales area.
- 5.4.6 The extension to the left of the proposed 'market street' share an initial single floor level consistent with the existing entrance. This part of the development will house the new café (associated back of house: kitchen, toilets etc.) alongside the outdoor furniture showroom and sundries sales.
- 5.4.7 The outer extension has intermediate and upper floors raised above the main entrance; these levels are set to suit the existing external levels with the module merged into the landscape.
- 5.3.4 Having regard to the above, the proposed extensions are thought to reflect the style and appearance of the existing home and garden centre buildings. The buildings have been designed to follow the natural slope of the land whilst minimising height. Whilst there would be some harm resulting from the loss of agricultural land, this would be weighed against the benefit of extending an

established business which would bring with it economic benefits and safeguarding and creating employment in the borough.

5.4 Highway Safety and Accessibility:

- 5.4.1 The application is supported by a Transport Assessment. It is acknowledged that there have been three recorded accidents close to the junction of Clitheroe Road and Worston Road since 2015 but none at the main site access.
- 5.4.2 The site currently has two accesses which were approved under application reference 3/2003/0098 on 10th June 2003. The primary access is located directly off Clitheroe Road which is a C classified road subject to a 40mph speed limit. The access is used only for visitors to the site. The secondary access is located off Worston Road which is a C classified road subject to a 30mph speed limit. The access is to the rear of the site and is used for deliveries and servicing.
- 5.4.3 There are opportunities for customers to visit the site on foot or bicycle. The village of Chatburn is within walking distance however, contrary to the findings in the Transport Statement it is considered that only a small residential area of Clitheroe is within 2km walking distance of the site. There are bus stops within 200m of the site entrance that provide regular services to and from Clitheroe town centre and to Skipton and Burnley areas.
- 5.4.4 The existing car park will be extended from 155 car parking spaces to 241 spaces, following the extension to the site. An increase of 86 car parking spaces.
- 5.4.5 There has been a lot of discussions between the applicants transport consultants and LCC in respect of the development throughout the application process which has resulted in receipt of amended plans.
- 5.4.6 In terms of highway safety and network capacity the proposed extension to the garden centre and access alterations are considered to be acceptable.

5.5 Ecology / Trees:

- 5.5.1 Key Statement EN4 sets out that the Council will seek wherever possible to conserve and enhance the area's biodiversity and geodiversity and that negative impacts on biodiversity should be avoided.
- 5.5.2 The application is submitted by a Preliminary Ecological Assessment and Arboricultural Constraints Appraisal. The ecological assessment confirms that the existing home and garden centre buildings are of negligible potential for roosting bats. One mature ash tree is proposed to be felled as part of the development and it is recommended that this be subject to an aerial survey prior to felling to confirm absence of potential roost features.
- 5.5.3 Hedgerow and immature boundary trees proposed for removal should be removed outwith the bird nesting season or following a visual check by licensed ecologist to confirm absence of nesting birds.

5.6 Flood Risk/ Drainage

- 5.6.1 A Flood Risk Assessment and Drainage Strategy are provided and state that the site is located in Flood Zone 1 and therefore at low risk of fluvial flooding. Following

consideration of amended drainage information LCC as the Lead Local Flood Authority raise no objection to the proposed development subject to conditions.

5.6.2 The comments from the neighbouring business are noted and have been forward to both the Highway and the Flood team at LCC. In response the Highway Engineer has confirmed the following:

“The LHA still have no objection, should the amended drainage condition sent earlier today [condition 11], be placed on the decision notice. This will enable the LHA to ensure that the drainage provided is adequate.”

5.7 Section 106 Agreement

5.7.1 In 2009 a Section 106 Agreement was entered into at the site which contained restrictions in respect of the café use and the range of goods which could be sold from the site. A similar agreement would be required to support this development on the basis that the main use of this site is a garden centre.

6. Recommendation

6.1 That the application be **DEFERRED and DELEGATED** to the Director of Economic Development and Planning for approval following the satisfactory completion of a Legal Agreement, within 3 months from the date of this Committee meeting 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 3 months and subject to the following conditions:

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

REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchasing 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:

Proposed Site Plan	ref: 18.59 PL.01 Rev F	Received 28 th February 2022
Location Plan	ref: 18.59 / EX00 Rev A	Dated February 19
Proposed Elevations	ref: 18.59 PL.04 Rev B	Dated 02.19
Proposed Sections	ref: 18.59 PL.05 Rev B	Dated 02.19
Proposed Sections	ref: 18.59 PL.06 Rev B	Dated 02.19
Proposed Lower Floor Plan	ref: 18.59 PL.02 Rev B	Dated 02.19
Proposed Upper Floor Plan	ref: 18.59 PL.03 Rev B	Dated 02.19
Tree Constraints Plan	ref: Ref: BTC1946-TCP	Dated March 2020
Access Sections	ref: 18.59 PL.13 Rev B	Received 17 th March 2022
Car Park layout	ref: 18.59 PL.11 Rev D	Received 9 th November 2021
Car Park Layout	ref: 18.59 PL.10 Rev E	Received 17 th February 2022
Vehicle Tracking	ref: 18.59 PL.13 Rev C	Received 28 th February 2022

REASON: For the avoidance of doubt as the proposal was the subject of agreed design improvements and/or amendments and to clarify which plans are relevant to the consent hereby approved.

3. The materials to be used on the external surfaces of the development as indicated within the approved details shall be implemented in accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality and respond positively to the inherent character of the area.

4. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
 - 24 Hour emergency contact number
 - Details of the parking of vehicles of site operatives and visitors
 - Details of loading and unloading of plant and materials
 - Arrangements for turning of vehicles within the site
 - Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures
 - Measures to protect vulnerable road users (pedestrians and cyclists)
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction
 - Measures to control the emission of dust and dirt during construction
 - Details of a scheme for recycling/disposing of waste resulting from demolition and construction works
 - Construction vehicle routing

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

5. No part of the development hereby approved shall commence until a scheme for the construction of the site accesses and the off-site works of highway mitigation has been submitted to, and approved in writing by, the Local Planning Authority. The site accesses and off-site highway works shall be completed in accordance with the approved details prior to the first use of the development hereby approved.

REASON: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site.

6. No building or use hereby permitted shall be occupied or use commenced until the footway has been reinstated to full kerb height, where any vehicle crossover(s) are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

REASON: To maintain the proper construction of the highway and in the interest of pedestrian safety.

7. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Stanton Andrews drawing number PL.01 Rev F and DTPC drawing titled "Updated Paths" have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

8. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres 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.

9. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Stanton Andrews drawing number PL.01 Rev F. 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 (2021).

10. No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

11. 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 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 prior to the first use of the extension hereby approved.

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

12. Demolition or construction works shall not take place outside 8am to 6pm Mondays to Fridays and 8am hours to 1pm on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: To protect the amenities of the nearby residents.

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

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

14. During the construction period deliveries (relating to the construction activities) to the approved development shall only be accepted between the hours of 9:30am and 2:30pm Monday – Friday, to avoid peak traffic on the surrounding highway network.

Reason: In the interest of highway safety and neighbour amenity

15. Prior to the above ground construction of the extension hereby approved full details of the electric motor vehicle charging points to be provided within the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the charging points shall be installed and made available for use prior to the first use of the development hereby approved.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

16. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the submitted flood risk assessment (24th November 2021 / 10301 – Revision 3 / Reid Jones Partnership) The measures shall be fully implemented prior to the first use of any building and in accordance with the timing arrangements embodied within the scheme.

Reason To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 168 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

17. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the local planning authority.

The detailed sustainable drainage strategy shall be based upon the site-specific flood risk assessment and indicative sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and no surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

Those details shall include, as a minimum:

- a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 + 40% climate change) for the whole site, including all existing and proposed surface water drainage systems.

- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:

- i. Plan identifying areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary;
- ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels, to include all existing and proposed surface water drainage systems up to and including the final outfall.
- 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 to confirm minimum 150mm+ difference for FFL;
- 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, protects groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;

c) Where existing on-site surface water drainage systems are to be used, then evidence is required to confirm these systems are in a sufficient condition to accept additional surface water runoff generated from the development. The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 168 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

18. No development shall commence until details of how surface water and pollution prevention will be managed during each demolition and construction phase have been submitted to and approved in writing by the local planning authority.

Those details shall include for each phase, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during demolition and 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 demolition and 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 demolition and construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

19. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report and Operation and Maintenance Plan for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been 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 168 of the National Planning Policy Framework.

20. No removal of vegetation including trees or hedges shall be undertaken within the nesting bird season (1st March - 31st August inclusive) unless a pre-clearance check on the day of removal, by a licenced ecologist, confirms the absence of nesting birds. A letter from the ecologist confirming the absence of nesting birds shall be submitted to the Local Planning Authority within one month of the pre-clearance check being undertaken.

Any removal of vegetation outside the nesting bird season shall be preceded by a pre-clearance check by a licensed ecologist on the day of removal to ensure that removal does not result in unacceptable impacts upon nesting birds or other species of conservation concern.

Reason: To ensure that there are no adverse effects on the favourable conservation status of birds, to protect the bird population and species of importance or conservation concern from the potential impacts of the development.

21. During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standard
Reason: To safeguard the trees to be retained

22. Foul and surface water shall be drained on separate systems.
Reason: To secure proper drainage and to manage the risk of flooding and pollution.

23. A scheme for the landscaping of the development and its surroundings shall be submitted to and approved in writing by the Local Planning Authority prior to the above ground construction of development hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.

All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any

buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 10 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 ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design

24. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking and re-enacting that Order, no external lighting/floodlighting or building mounted lighting shall be erected or placed anywhere within the site to which this consent relates.

Reason: In the interests of general amenities of the locality and the amenities of nearby residents.

25. Prior to the first use of the extension to the garden centre hereby permitted retractable bollards shall be erected and brought into use on the access road as detailed on the approved plans. These bollards shall be retained erected at all times except during periods of high visitor numbers when the main car park is full, and use of the overspill car park is required.

REASON: The overspill car park is only required to support visitors during busy periods. The main car park will be sufficient to accommodate visitors for most of the time and enables the overspill car park to remain visually open within the landscape.

26. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan(s).

Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.

27. Notwithstanding the details shown on the submitted plans, the parking bays hereby approved shall be constructed using permeable materials on a permeable base.

Reason: In the interests of highway safety and to prevent flooding

INFORMATIVES:

- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.
 - There must be no storage of materials in the public highway at any time.
 - There must be no standing or waiting of machinery or vehicles in the public highway at any time.
 - Vehicles must only access the site using a designated vehicular access point.
 - There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
 - A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or emailing lhsstreetworks@lancashire.gov.uk
 - All references to public highway include footway, carriageway and verge.
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- This response does not grant the applicant permission to discharge to the highway drainage network, directly or indirectly. Neither does this response cover the suitability of any highway drainage proposal. The highway drainage proposal and the suitability for future highway adoption under Section 38 of the Highways Act 1980 is for the Highway Authority to comment on. Lancashire County Council Highway Authority does not allow private / non-highway water to be discharged into the adopted highway drainage system. This is set out in 5 paragraph 2.3.1.1 of the Code of Practice on Highway Status and Adoption.
 - The proposed outfall may require a legal agreement with third party to access and construct the outfall in addition to any permission(s) from flood risk management authorities.
 - When modelling your surface water sustainable drainage network, please ensure you apply a surcharged outfall unless you can demonstrate that a free-flowing outfall can be achieved.
 - The LLFA notes that the southern part of the site is to drain to a 25x25x0.8m deep attenuation crate, which will then connect to manhole 'EX MH' at the south west corner of the existing building (Project 10301 / Drawing 101 / Issue P3). It is not clear where this manhole then connects to and if it currently drains surface water from the southern part of the site. This will need to be addressed in the final drainage strategy, with evidence that confirms the receiving drain is sufficiently sized and is in sufficient condition to accept additional surface water runoff generated by the development. The applicant must consider how surface water will be managed within any nondrained areas of the site, for example, grassed verges and areas of public open space. Infiltration has been discounted as a viable option for the disposal of surface water from the site, the applicant should therefore consider whether any runoff from the non-drained areas may contribute indirectly to the drainage system when saturated in heavy rainfall events. The drainage system must be designed to accommodate these indirect flows, to prevent the system from being overloaded and having the potential of causing flooding on or off site. It is evident from the indicative drainage strategy that surface water is intended to be managed in underground pipes and attenuation crates. The LLFA strongly encourages the developer to reconsider their approach to surface water management by maximising the use of other SuDS components in the surface water sustainable drainage design. Other SuDS components offer significant advantages over conventional piped drainage systems in reducing flood risk, absorbing diffuse pollutants and promoting groundwater recharge. Ponds, reed beds and seasonally flooded grasslands are also particularly attractive features within public open space. The wide variety of available SuDS components means that virtually any

development should be able to include a scheme based around these principles and provide multiple benefits, reducing costs and maintenance needs.

- **CADENT GAS**

Affected Apparatus-The apparatus that has been identified as being in the vicinity of your proposed works is:

- Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity)
- Above ground gas sites and equipment

Requirements **BEFORE** carrying out any work you must:

- Note the presence of an Above Ground Installation (AGI) in proximity to your site. You must ensure that you have been contacted by Cadent and/or National Grid prior to undertaking any works within 10m of this site.
- Carefully read these requirements including the attached guidance documents and maps showing the location of apparatus.
- Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.
- Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>
- In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken

- **UNITED UTILITIES**

- According to our records there is an easement in the vicinity of the proposed development site which is in addition to our statutory rights for inspection, maintenance and repair. The easement dated 14/02/1975 UU Ref: R676 has restrictive covenants that must be adhered to.
- It is the responsibility of the developer to obtain a copy of the document, available from United Utilities Legal Services or Land Registry and to comply to the provisions stated within the document. Under no circumstances should anything be stored, planted or erected on the easement width. Nor should anything occur that may affect the integrity of the pipe or United Utilities legal right to 24 hour access. We recommend the applicant contacts our Property Services team to discuss how the proposals may interact with the easement. They should contact PropertyGeneralEnquiries@uuplc.co.uk
- A water main crosses the site. As we need unrestricted access for operating and maintaining it, we will not permit development over or in close proximity to the main. We require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines'.
- The applicant must comply with our 'Standard Conditions' document. This should be taken into account in the final site layout, or a diversion may be necessary. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion required as a result of any development will be at the applicant's expense. If considering a water mains diversion, the applicant should contact United Utilities at their earliest opportunity as they may find that the cost of mains diversion is prohibitive in the context of their development scheme.
- Both during and post construction, there should be no additional load bearing capacity on the main without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles.

Reason for pre-commencement planning conditions:

Drainage is not only a material consideration but an early and fundamental activity in the ground construction phase of any development and it is likely to be physically inaccessible at a later stage by being buried or built over. It is of concern to all flood risk management authorities that an agreed approach is approved before development commences to avoid putting existing and new communities at risk.

The revised NPPF considers sustainable drainage systems to be important and states that they should be incorporated unless there is clear evidence that this would be inappropriate and, as such the LLFA needs to be confident that flood risk is being adequately considered, designed for and that any residual risk is being safely managed. To be able to do this the LLFA requires an amount of certainty either by upfront detail or secured by way of appropriate planning condition(s).

The proposed pre-commencement condition(s) allows for the principle of development to be granted and full detailed drainage designs to be conditioned for approval via a discharge of condition application which could be more favorable to developers in terms of less delay and less financial outlay early in the process. Nonacceptance of the pre-commencement condition could lead the LLFA to object to the principle of development until all residual risk issues are safely managed.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2020%2F0911