

REPORT FROM:	PLANNING, ECONOMIC DEVELOPMENT AND REGULATORY SERVICES MANAGER
TO:	SPECIAL POLICY AND RESOURCES COMMITTEE
DATE:	30th January 2020

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO POLICY AND RESOURCES COMMITTEE ON 30th JANUARY, 2020

Application Ref: 19/0810/FUL

Proposal: Full: Major: Erection of light industrial and warehouse units (Use Classes B1 and B8) (3, 640 sq.m) access, parking and associated works.

At: Site of former Parkfield Mills, Railway Street, Nelson.

On behalf of: Mr Brian Foster

Date Registered: 06 November 2019

Expiry Date: 05 February 2020

Case Officer: Kathryn Hughes

This application has been referred from Nelson Committee as Members were minded to refuse this application on the following grounds:

- Highway capacity and safety
- Residential amenity
- Principle of industrial development of the site

There has been no objections raised on highway safety grounds, the proposed conditions will ensure no impact on residential amenity and the existing use of the site is for B2 General Industry.

Site Description and Proposal

The application site is part of the vacant former Parkfield Mill located with the settlement boundary of Nelson in a mainly residential area.

The site is bounded by residential properties to the north and south, allotments and residential units to the west and the remainder of the site to the east which has permission for B8 storage and distribution.

The site is not designated as any specific use in the Local Plan and lies outside of the town centre boundary.

The proposal is to erect 18 units of 3,640sq.m. for B1 light industrial and B8 storage and distribution uses.

There is a steep difference in levels between the site and adjacent land users including Railway Street to the south therefore the access is proposed off Cloverhill Road to the east which has already been approved under 17/0712/FUL.

It is proposed that the development would create employment for 70 Full Time Equivalent posts.

Relevant Planning History

17/0712/FUL – Full: Major: Erection of storage and distribution unit (Use Class B8)
1,640 sq.m. – Approved 6th February, 2018.

17/0412/FUL - Full: Major: Erection of storage and distribution unit (Use Class B8)
1,640 sq.m. – Withdrawn.

13/07/0740P – Reserved Matters: Erect 25 houses and 24 apartments – Approved.

13/04/0630P – Outline: Major: Residential development (1.4ha) – Approved

13/04/0367P – Outline: Major: Residential development (1.4ha) – Withdrawn

Consultee Response

Lead Local Flood Authority (LLFA) – No objection subject to conditions being attached to any grant of permission relating to drainage.

Environment Agency – This development could potentially be impacted by contaminated land. The previous use of the proposed development site as a cotton mill presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Secondary aquifer B.

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy, carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework.

LCC Highways – Having considered the information submitted, please find below my initial comments, together with a request for further information, including an amended parking and site layout plan which should take these comments into account.

Whilst we have no objection in principle to the proposed development this would depend on the applicant demonstrating that the site operation would not have an adverse impact on the surrounding highway network.

Response on Amended Plans

Further to our initial response of 20 November 2019 to the above application, and the receipt of an amended Proposed Site Plan (Drawing No FOSTER/01 Dwg 03A dated 2.12.19), the Highway Development Support Section considers that the applicant has satisfactorily addressed the points raised. We therefore make the following comments.

The construction of the amended access to Clover Hill Road was covered by condition in planning permission 17/0712/FUL granted for Phase One of the site. However, should Phase Two be developed first the same condition should be applied to ensure that a properly constructed access to the site from the adopted highway network is provided, prior to first use of the site.

Works to create/improve the site access on Clover Hill Road would need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to, the construction of the access to an appropriate standard, provision of radius kerbs, tactile paved dropped pedestrian crossings, and the re-location of the highway gully on Clover Hill Road due to the intensification of use.

Any surface water drainage from the site should not connect into the existing highway drain on Clover Hill Road. Any formal planning approval granted does not give consent to make any connection to Lancashire County Council's highway drainage system

We consider that the level of parking provision and layout for cars, motorcycles, cycles and vehicle charging bays as shown on the revised site plan (Drawing 03A) are acceptable, with the following comment being noted.

The hatch markings for disabled bays 11, 61, 62, 74 and 75 need amending slightly. The markings shown adjacent to the buildings should be moved to the back of the bays.

Given the development site's location within a residential estate, and close to a number of bus routes on Railway Street and Brunswick Street, we would ask that a condition is applied restricting the times of deliveries by HGV construction vehicles to ensure there is no conflict with traffic, both vehicular and pedestrian, at peak times. Therefore no deliveries should be made before 9.00 am and after 3.00pm.

The applicant should also provide a construction method statement.

The Highway Authority has a right of support from the boundary walls owned and maintained by a third party in this case. No works should commence which will cause instability to the public highway without first contacting the Highway Authority to discuss the necessary arrangements to ensure public safety is maintained at all times.

The two existing access points to the rear of Brunswick Street should be physically and permanently closed up prior to the formation of the amended access to Clover Hill Road. This is to ensure that there is only one access point to the site in the interest of highway safety.

As the internal road, footways and retaining structures would remain private the developer should provide details of the proposed arrangements for the future management and maintenance of the road. These should include the establishment of a private management and maintenance company.

If the local planning authority is minded to approve this application then conditions relating to site access, construction method statement, retaining structure, management and maintenance of internal roads, closure of existing accesses, parking areas and cycle and motorcycle storage should be attached to any grant of planning permission.

United Utilities – Drainage

Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request appropriate conditions are attached to any subsequent Decision Notice.

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact.

We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

Water Supply

United Utilities can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

United Utilities' Property, Assets and Infrastructure

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', a copy of which is enclosed.

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. The Water Industry Act 1991 affords United Utilities specific rights in relation to the maintenance, repair, access and protection of our water infrastructure;

☐ Sections 158 & 159, outlines the right to inspect, maintain, adjust, repair or alter our mains.

This includes carrying out any works incidental to any of those purposes. Service pipes are not our property and we have no record of them.

☐ Under Section 174 of the Act it is an offence to intentionally or negligently interfere with any resource main or water main that causes damage to or has an effect on its use or operation.

It is in accordance with this statutory provision that we provide standard conditions to assist developers when working in close proximity to our water mains.

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.

A public sewer crosses this site and we may not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue

of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with our Developer Engineer at wastewaterdeveloperservices@uuplc.co.uk as a lengthy lead in period may be required if a sewer diversion proves to be acceptable.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>

National Grid – There is operation gas apparatus within the application site boundary which may restrict activity. The applicant must ensure that proposed works do not infringe on any such restrictions.

Architectural Liaison Unit – In relation to the above 'Major' planning application, it is important that the Applicant and case Planning Officer consider the specific risks to the site, buildings and end users in relation to crime and disorder e.g. burglary, criminal damage, vehicle crime, potential lucrative gain by criminals etc. Therefore, appropriate security measures should aim to prevent crime and ensure each business is resilient enough to withstand any attempts of criminal activity or disruption and also detect intrusion at an early stage.

Rationale: to keep people safe and feeling safe by reducing crime and anti-social behaviour across Lancashire.

The submitted Design & Access Statement does not make any reference to local crime issues and/or mitigating security measures, in accordance with the following legislation and policies, and should be considered and incorporated into the final scheme before planning consent is granted.

Crime risks and security measures

Over the past 12 months, a high number of crimes and incidents have been recorded within the Police Incident location that encompasses the proposed development, including burglary (smashing glazing, prising open doors and windows, via the roof to

steal lead), vehicle crime (theft of and from), criminal damage to buildings and vehicles, arson, theft, assault and antisocial behaviour, such as nuisance. Therefore, to mitigate against these risks, Lancashire Constabulary would advocate that security measures be implemented.

Lancashire Fire & Rescue – The development should meet the required Building Regulations Approved Documents B,

PBC Environmental Health – response awaited.

Public Response

Site and press notices posted and nearest neighbours notified by letter. Two responses received to date raising the following issues:

- This is a residential area and surrounded by residential dwellings;
- There is no access for transport and there is too much heavy transport moving up and down Brunswick Street which causing serious disturbance to the roadway;
- There would be serious implications for water supply and drainage;
- The environment would be seriously affected and the eco system in the neighbouring park would be seriously compromised;
- The noise level would be in excess of the level allowed for residential dwellers;
- Concerned over noise levels for both construction and operation of the units and potential smells by rubbish disposal as the houses immediately behind the site are only separated by a narrow back street within 4/5m of these operations; and
- There is already a safety issue and significant noise generated from vehicles which exceed the speed limit. This will be exacerbated should these plans go ahead.

Officer Comments

The main issues are impact on amenity including potential noise issues, design and materials and highway issues.

Policy

The relevant policies are:

ENV2 sets out general design principles, historic environment and climate change.

ENV5 seeks to minimise pollution including noise.

ENV7 deals with water drainage and management.

WRK1 seeks to strengthen the local economy and encourage expansion and growth within the area especially regeneration in the M65 corridor.

WRK2 states Key Service Centres will be the main focus for new employment initiatives in Pendle and seek to develop the role of Nelson as the core location for employment and facilitate mixed use development in Nelson and Colne town centres and where appropriate Brownfield sites.

Policy 31 'Parking' requires new development to provide sufficient off street car parking.

Impact on Amenity

Whilst the site is not allocated for employment use its last use was for engineering over eleven years ago. The site is previously development albeit in a mainly residential area therefore subject to potential impacts being acceptable this use would not be unacceptable here.

There are substantial changes in levels from the adjacent highway on Railway Street and the site with has an existing access from Cloverhill Road. The existing c2m high stone wall running along Railway Street and Cloverhill Road would effectively screen the site from properties on Railway Street and Hunslett Street as well as the properties at Quarry Hill Fold.

Whilst the development would be clearly visible from the rear windows and back yards of 138 – 168a Brunswick Street and 3 – 33 Hawarden Street the site has an existing lawful use as B2 General Industry which is generally not acceptable in residential area. Whilst this would have been an historic use as no other lawful use has been implemented on the site this would be the fall back position. This proposal is for B1 (office) and B8 (Storage and Distribution uses which are general found to be acceptable in residential area. Concerns regarding noise levels from vehicles using the access road into the site were raise don the previous application and subject to acceptable attenuation measure this was considered to be acceptable. This is still the case for this application.

There will also be views for the rear windows and back yards of 239 – 251 Railway Street the differences in levels will mean the view would be restricted to the upper first floor and roof.

The properties in Cloverhill House would have limited views due to the previous permission separated by the access road into the site.

The proposed windows are small scale and restricted to the ground floor only with vehicular access doors are proposed to face inwards to the site and away from residential properties.

Proposed hours of operation have not been given and the agent has been requested to consider similar hours approved on the previous application which would also be appropriate here.

These are 7am until 9pm Monday to Sundays including Bank Holidays.

A noise assessment has been submitted and comments from Environmental Health are expected to raise concerns over the proposed boundary fence and noise from loading and unloading. Restrictions on hours would be appropriate in this case.

The recommendation of approval is predicated on there being an acceptable solution to the noise concerns.

Design and Materials

Materials proposed are steel roller shutters (blue) aluminium doors, profile sheet cladding to walls (blue) and roofs (grey) and powder coated black aluminium windows.

The design is that of a standard industrial unit and is similar to others to the area.

The site well screened by an existing stone wall and therefore this proposal is acceptable in terms of design and materials.

The proposed development would accord with Policy ENV2.

Highway Issues

The carriageway width of the access way along the front of Units 1 and 3 has been increased to a minimum of 6m. The footways at either side could be reduced to a width of 1.8m to accommodate this increase.

With regard to on-site parking provision, the applicant's Transport Assessment has assessed the site as having a medium level of accessibility. Whilst we consider that the site has low accessibility and therefore parking standards should be applied for level of centre 3 (Nelson) on this basis.

Policy 31 parking sets out the maximum required parking for B1(c) and B8 uses over 500 sq.m. is 1:210-1:235 which equates to 70-79 spaces and 5 – 6 spaces respectively.

A total of 88 car parking spaces including 9 disability spaces, 8 cycle spaces and 4 motorcycle spaces are proposed within the site which is acceptable.

The provision of an appropriate style/level of covered cycle and motorcycle stores may off-set a lower level of on-site parking provision.

Vehicle charging points have been shown on the revised plan.

The amended site layout plan shows internal manoeuvring for large service vehicles and swept path drawings have been submitted.

The access into the site would be from an existing vehicular access off Cloverhill Road. LCC Highways have no objection to the scheme subject to appropriate conditions. Subject to the parking be laid out as per the plan then the site has adequate parking provision and accords with policy 31.

Flooding and Drainage Issues

The low area of the site will be infilled to match the surrounding site levels with the building floor levels set 300mm above the proposed ground levels in order to mitigate against surface water flooding. Surface water drainage will drain the development site and be attenuated prior to discharge into the culverted watercourse. The retaining wall along the southern boundary will prevent any surface water entering the site.

LLFA have reviewed the submitted FRA and subject to appropriate conditions this is acceptable.

Appropriate conditions to control the proposed drainage system will be attached to any grant of planning permission in order to ensure that an acceptable drainage scheme is provided for the site as well as compliance with the mitigation measures set out in the FRA.

Summary

The proposal would bring a vacant site back into use and the use as storage and distribution would be acceptable and would accord with policy subject to appropriate conditions to mitigate any potential noise nuisance.

There may also be additional conditions needed to address the noise concerns which will be updated to Committee at the meeting.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Approve

Subject to the following conditions:

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

Reason: Required to be imposed by 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 hereby permitted shall be carried out in accordance with the following approved plans:

FOSTER/01/Dwg 01, DWg 02, Dwg 03A, Dwg 04, Dwg 05, Dwg 06, DWg 07, Dwg 08, Dwg 09 & Dwg 10.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The external materials to be used on the proposed building shall be as stated on the application form and submitted plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory form of development in the interest of visual amenity of the area.

4. The use hereby approved shall not commence unless and until the parking space indicated on FOSTER/01 Dwg 03A have been fully laid out, surfaced and made available for use. The layout shall thereafter be retained at all times whilst the use is operative.

Reason: In order to allow for the effective use of the parking areas.

5. There shall be no external lighting on site without the prior written consent of the Local Planning Authority as to its type, intensity and location. Any lighting thereafter installed shall comply strictly with the details agreed in writing by the Local Planning Authority.

Reason: In order to prevent light pollution to nearby residents in the interests of amenity.

6. The development permitted by this planning permission shall be carried out in accordance with the following recommendations, as detailed within the submitted flood risk assessment and outline drainage strategy (by REFORD Consulting Engineers Limited, dated May 2019):

- a) Surface water runoff is to drain to the 850mm diameter surface water sewer at a maximum rate of 10.7l/s;
- b) The proposed building floor levels are to be set 300mm above the proposed ground levels within the development site to mitigate against surface water flooding. These

measures shall be fully implemented prior to occupation and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site; to ensure that there is no flood risk on or off the site resulting from the proposed development

7. No development shall commence until final details of the design and implementation of an appropriate surface water drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include: a) A final surface water drainage layout plan; appropriately labelled to include all pipe/structure references, dimensions, design levels, finished floor levels and external ground levels (in AOD); b) A full set of 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 a 30% allowance for climate change. The calculations must also demonstrate that the post development surface water run-off rate shall not exceed 10.7l/s. c) A final site plan showing all on-site surface water catchment areas, i.e. areas that will contribute to the proposed surface water drainage network; d) Confirmation of how surface water will be managed within any non-drained areas of the site, i.e. grassed areas or public open space; e) A final site plan showing all overland flow routes and flood water exceedance routes, both on and off site; f) Details of any measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses; and g) Details of an appropriate management and maintenance plan for the surface water drainage network over the lifetime of the development.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved units, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained, to ensure that there is no flood risk on or off the site resulting from the proposed development, To ensure that water quality is not detrimentally impacted by the development proposal; and to ensure that appropriate maintenance mechanisms are put in place for the lifetime of the development.

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

Reason: To ensure that the construction phase(s) of development does not pose an undue flood risk on site or elsewhere; 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.

9. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- a) all previous uses;
- b) potential contaminants associated with those uses;
- c) a conceptual model of the site indicating sources, pathways and receptors;
and
- d) potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution and prevent deterioration of a water quality element to a lower status class in Walverden Water.

10. No operations shall take place within the site outside the hours of 7.00am and 9.00pm at any time.

Reason: In the interests of aural and residential amenity.

11. No part of the development hereby approved shall commence until a scheme for 2m high close boarded timber fencing to the boundary of the site has been submitted to, and approved in writing by, the Local Planning Authority. The approved fencing shall thereafter be installed in accordance with the approved details prior to any of the units hereby approved being brought into use.

Reason: In order that the proposed operations do not result in unacceptable noise levels in the interest of aural and residential amenity.

12. All vehicles used in relation to the site shall be fitted with white noise reversing alarms and not beeping reversing systems.

Reason: In the interest of aural amenity.

13. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the timing of its provision has been submitted to, and approved in writing by, the Local Planning Authority. For the avoidance of doubt works shall include, but not be exclusive to, the construction of the access to an appropriate standard, provision of radius kerbs, tactile paved dropped pedestrian crossings, and the re-location of the highway gully on Clover Hill Road.

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.

14. No development shall commence unless and until a scheme for the retaining structure adjacent to the highway has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to satisfy the Local Planning Authority that the final details of the retaining structure are acceptable before work commences on site.

15. No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) Wheel washing facilities
- vi) Routing of delivery vehicles to/from site.

Reason: In the interest of highway safety.

16. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter.

Reason: To prevent vehicles having to reverse to and from the highway potentially causing a hazard to other road users.

17. The existing accesses to the rear of Brunswick Street shall be physically and permanently closed prior to the formation of the amended access to Clover Hill Road.

Reason: To limit the number of access points to and from the highway.

18. The car parking spaces shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas laid/marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

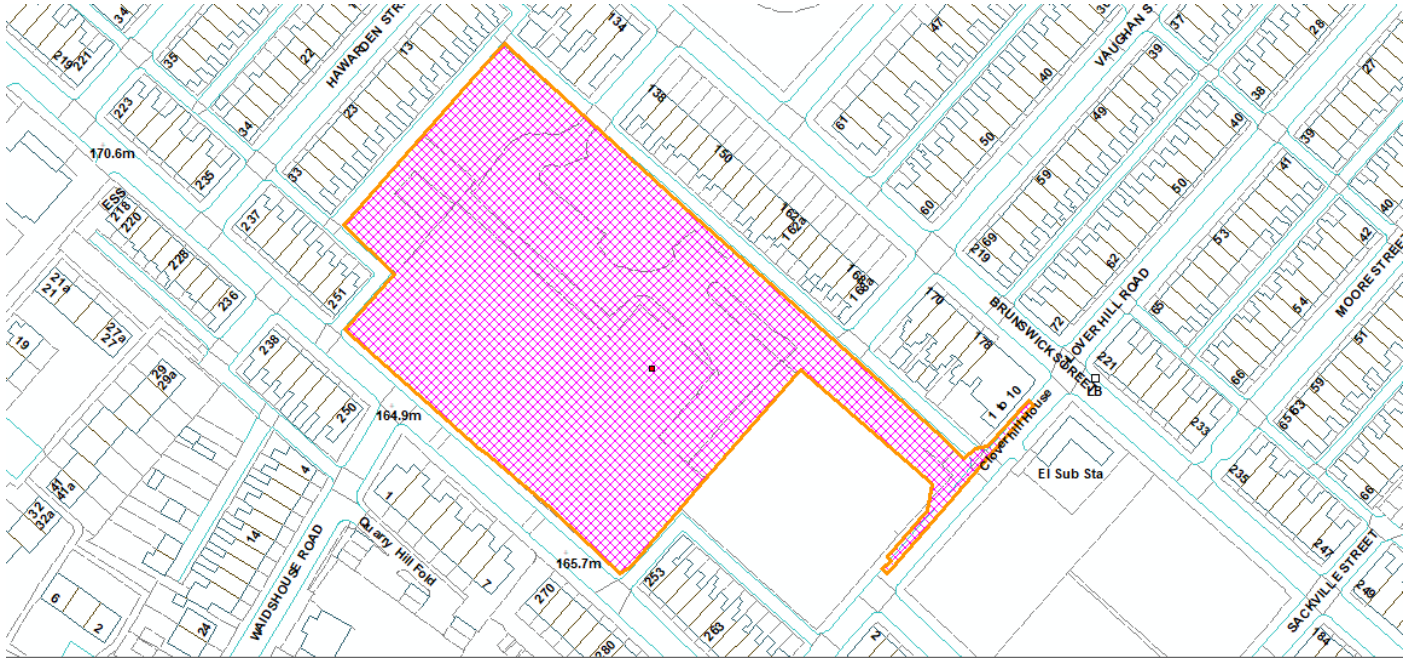
Reason: To allow for the effective use of the parking areas.

The cycle and motorcycle storage facilities shown on plan FOSTER/01 Dwg 03A shall be provided in accordance with these details prior to any of the premises being brought into use.

Reason: To allow for the effective use of the parking areas and promotion of sustainable forms of transport.

Notes

1. Being proceeding with the scheme preparation the developer should consult with LCC for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing and new highway structures included in, or affected by, the proposed scheme. This includes any retaining wall supporting the highway and any retaining wall supporting land or property alongside the highway.
2. The grant of planning permission will require the applicant to enter into an appropriate Section 278 Legal Agreement, with Lancashire County Council as Highway Authority prior to the start of any development. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section (Area East) on 0300 123 6780 or email lhscustomerservice@lancashire.gov.uk , in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.
3. This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system.



Application Ref: 19/0810/FUL

Proposal: Full: Major: Erection of light industrial and warehouse units (Use Classes B1 and B8) (3, 640 sq.m) access, parking and associated works.

At: Site of former Parkfield Mills, Railway Street, Nelson.

On behalf of: Mr Brian Foster

LIST OF BACKGROUND PAPERS

Planning Applications

NW/MP

Date: 20th January 2020