

<b>REPORT FROM:</b>	<b>PLANNING, ECONOMIC DEVELOPMENT AND REGULATORY SERVICES MANAGER</b>
<b>TO:</b>	<b>POLICY AND RESOURCES COMMITTEE</b>
<b>DATE:</b>	<b>25<sup>th</sup> JUNE, 2020</b>

<b>Report Author:</b>	<b>Neil Watson</b>
<b>Tel. No:</b>	<b>01282 661706</b>
<b>E-mail:</b>	<b>neil.watson@pendle.gov.uk</b>

**PLANNING APPLICATION**

<b>PURPOSE OF REPORT</b>
To determine the attached planning application.

## REPORT TO POLICY AND RESOURCES COMMITTEE – 25<sup>TH</sup> JUNE 2020

**Application Ref:** 20/0064/FUL

**Proposal:** Full: Major: Erection of 26 holiday lodges with associated reception building, facilities building, parking, landscaping and new vehicular access from High Lane (Re-Submission).

**At:** Land to the West Of Former Whitemoor Pumping Station, High Lane, Salterforth

**On behalf of:** Dalfour Ltd

**Date Registered:** 03/02/2020

**Expiry Date:** 04/05/2020

**Case Officer:** Alex Cameron

This application has been referred to Policy & Resources Committee by West Craven Area Committee as the Committee could not reach a decision.

### **Site Description and Proposal**

The application site is a former covered reservoir and adjacent agricultural land to the agricultural land to the west of a former quarry accessed from High Lane. To the north, south and west is open agricultural land and to the east of the quarry are dwellings fronting High Lane.

The proposed development is the erection a holiday park, of 26 lodges with reception building, facilities building, formation of a new access road, internal roads and car parking areas, hardstanding, drainage pond and retrospective alterations to the former covered reservoir building are also proposed.

This is a resubmission of an application refused in January for the reasons of unacceptable accessibility and landscape and visual amenity impact.

The reception building, which was the primary landscape and visual amenity impact concern raised in the previous report to Committee has been amended to reduce its size and relocated to the west of the covered reservoir building.

### **Relevant Planning History**

19/0289/FUL – Full: Major: Erection of Holiday Park comprising 27 lodges with associated on-site facilities buildings, car parking, landscaping and new vehicular access. Refused

### **Consultee Response**

**PBC Environmental Health** – Please attach the following conditions: contaminated land, construction method statement,

**LCC Highways** – The swept path analysis is acceptable, no objection in principle subject to the following conditions: access construction, construction method statement, visibility splays, surface water drainage, car parking, cycle storage and a note relating to highway works.

**Lead Local Flood Authority** – No objection subject to surface water drainage conditions.

**Earby and Salterforth Internal Drainage Board**

**Yorkshire Water**

**Natural England**

**Lancashire Constabulary Architectural Liaison**

**Lancashire Fire and Rescue Service** – Comments relating to building regulations.

**Salterforth Parish Council**

### **Public Response**

Press and site notices posted and nearest neighbours notified. Responses received objecting on the following grounds:

- The site is not a sustainable location. The development would not be a sustainable form of tourism contrary to paragraph 83 of the Nation Planning Policy Framework and Pendle's Development Plan Policies.
- There is no access to public transport available within easy reach and the site is not within walking distance of nearby settlements. High lane is not conducive to safe waling and cycling.
- The application does not resolve the reasons for refusal of the previous application.
- The approved Park Close Quarry development is materially different to this in terms of it being a wholly brownfield site that is not as isolated.
- Increase in traffic using High Lane which is narrow and dangerous.
- Inadequate visibility at the access.
- The traffic survey is misleading as it was carried out over Sunday to Sunday, which would reduce the average level of traffic and in July, a quiet time of year.
- Vehicles traveling faster than the 85<sup>th</sup> percentile speed should be taken into account in the necessary visibility splays.
- A detailed traffic assessment should have been carried out.
- The cycle / pathway either side of the proposed access should be removed from the scheme.

- High Lane is not suitable to safely accommodate large service vehicles.
- Concerns relating to surface water draining onto the highway causing a highway safety risk.
- The access through the site would also be used by agricultural vehicles which the applicant has no control over. This may create additional problems for the residents of existing adjacent properties and safety issues for the residents of the site. Residents of the site may also use the unsuitable farm access track and potentially cut across the gardens of existing residences.
- The potential that the development would be expanded in future and would set a precedent for future similar developments.
- Concerns that the ecological survey has not identified protected species that have been observed in the vicinity of the site.
- Loss of trees including a grade A1 roadside oak tree.
- Lighting and security systems will have a negative impact on wildlife.
- Risk of flooding and pollution from additional surface water runoff from the site. The land drain proposed to be used for surface water drainage is in poor condition and already frequently floods after heavy rainfall.
- Concerns about the provision on foul water sewage disposal and potential for pollution.
- Safety concerns relating to cantilevered balconies over the quarry edge.
- Residential amenity impact of noise from the development.
- Whitemoor Estate is adjacent to the site. The proposed development would be very intrusive to the estate and would have significant adverse impacts on residential amenity. The estate is used for shooting and there would be significant disturbance to nesting wild and game birds.
- The proposed development is in open land and would fundamentally alter the landscape characteristics of the site at a local level.
- The design of the development is entirely alien to the area.
- The development will result in the loss of green land and be visible for miles around.
- The revised scheme has merely omitted a reception building and altered the design/massing of the lodges however it would remain the case that the proposal represents a significant intrusion into the landscape.
- Safety of building on the edge of the quarry.

## **Officer Comments**

### **Policy**

#### Pendle Local Plan Part 1: Core Strategy

ENV1 (Protecting and Enhancing Our Natural and Historic Environments) states that proposals in the designated open countryside should have regard to the Development in the Open Countryside SPG. The impact of new developments on the natural environment (biodiversity and geodiversity) should be kept to a minimum.

ENV2 (Achieving Quality in Design and Conservation) All new development should viably seek to deliver the highest possible standards of design, in form and sustainability.

Policy ENV4 (Promoting Sustainable Travel) requires new development to have regard to potential impacts that may be caused on the highway network. Where residual cumulative impacts cannot be mitigated, permission should be refused.

Policy ENV7 (Water Management) states that the design of all new developments (Policy ENV2) must consider:

1. The potential flood risk to the proposed development site.
2. The risk the proposed development may pose to areas downslope / downstream.
3. The integrated, or off-site, use of Sustainable Drainage Systems (SuDS) to help reduce surface water run-off from the development.
4. The availability of an adequate water supply and disposal infrastructure.

Policy WRK5 (Tourism, Leisure and Culture) states that Proposals associated with the provision of new or improved facilities for tourism, leisure and cultural activities, including accommodation for visitors, will be supported where they:

1. Promote sustainable tourism associated with walking, cycling, waterways and the appreciation of the area's natural and historic environment.
2. Help to improve the quality and diversity of the existing tourism offer, and extend the tourist season.
3. Do not result in a significant increase in car usage and are readily accessible by public transport, and sustainable modes of transport (e.g. walking and cycling).
4. Support conservation, regeneration and/or economic development objectives, including the promotion of cross-border initiatives.
5. Are of an appropriate scale and will not have a significant detrimental effect on the natural or historic environment, local amenity or character of the area.
6. Achieve high environmental standards in terms of design and accessibility.

#### National Planning Policy Framework (The Framework)

Paragraph 83 states that decision should enable sustainable rural tourism and leisure developments which respect the character of the countryside.

Paragraph 79 states that Planning policies and decisions should avoid the development of isolated homes in the countryside unless specific circumstances apply. This application is for tourist

accommodation and therefore paragraph 79 does not apply in this case. The use as tourist accommodation could be ensured by condition.

Paragraph 130 states that emissions should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

### **Visual Amenity and Landscape Impact**

The Landscape and Visual Impact assessment submitted with the application identifies potential views of the development from Footpath 58 joining Kelbrook Road, Footpaths 18 and 65 joining the A56 Colne Road, Footpath 1, Footpath 20 and Standing Stone Lane.

Footpath No.1 runs approximately 300m to the north of the site, due to intervening topography and vegetation the development would not be prominently visible from the right of way.

The lodges and relocated reception building are also unlikely to be prominently visible from High Lane, Footpath 6 to the east and Footpath 20 to the south due to intervening topography and vegetation.

With additional landscaping to the northern and southern boundaries, the proposed lodges and reception building would not result in any unacceptable landscape or visual impacts.

The access road would be prominently visible from High Lane and Footpath 6 and in the landscape from the opposite side of the valley from Colne Road, Old Stone Trough Lane and Cob Lane and the intersecting public footpath network.

The new access road is necessary to ensure safe access to the development and its landscape and visual impacts have been as minimised as far as possible in the proposed development, the amended access further reduces the impact from the original proposal by moving it closer to the existing access track.

The design and resulting landscape and visual impacts of the development are acceptable in accordance with policies ENV1, ENV2 and WRK5.

### **Residential Amenity**

The proposed development would be a sufficient distance from adjacent properties to ensure that it would not result in unacceptable residential amenity impacts.

The proposed development is therefore acceptable in terms of residential amenity in accordance with policy ENV2.

### **Parking and Highway Safety**

Concerns have been raised regarding the highway safety impacts of the development. An appropriate level of car parking is proposed to serve the development and the details submitted with the

application demonstrate that the new access additional traffic from the development would not result in unacceptable highway safety impacts.

Concerns have been raised regarding access through the site to and from adjacent properties. This is predominantly a civil matter that it is not within the remit of this planning application to control. With a condition to ensure adequate signposting of the exit, vehicles from the site would not use the alternative access routes frequently enough to result in an unacceptable highway safety impact. The traffic through the site would also not result in unacceptable safety impacts.

A swept path analysis for large service and emergency vehicles is required to ensure that the revised access layout will enable them to turn an exit in forward gear. This has been requested and is expected to be submitted.

The submitted application site omits the existing access road, which is proposed to be altered, lowering it to meet the proposed access. The applicant has been requested to rectify this by including that land within the application site, as was the case with the previous application. This may require renotification of neighbours.

Subject to acceptable swept path analysis and revised location plan to include the existing access road the proposed development would be acceptable in terms of highway safety in accordance with policy ENV4.

### **Accessibility**

The site is in an isolated rural location that would not in principle be an acceptable location for new unrestricted dwellings when assessed against paragraph 79 of the Framework. This application is for a tourist accommodation use, there is an identified need within the borough for the provision of tourist accommodation such as this and the nature of tourist accommodation is that it is located in attractive countryside locations with easy access to outdoor activities such as walking and cycling. Therefore, it is accepted that tourist accommodation can, where necessary, be located in locations that would not be acceptable for an unrestricted dwelling.

Policy WRK5 states that applications for tourist accommodation will be supported were they do not result in a significant increase in car usage and are readily accessible by public transport, and sustainable modes of transport.

Paragraph 83 of the Framework states that decision should enable sustainable rural tourism and leisure developments.

The application would have no access to public transport and is not within acceptable walking distance of any settlement. Foulridge, Salterforth and Barnoldswick would be accessible by bicycle but that would involve riding along narrow and busy rural roads or unsurfaced public footpaths and steep hills. The location of the development is not in accordance with policy WRK5 in this regard.

The applicant's justification centres on the economic benefits of the development, making the case that they weigh heavily in favour of the development.

To assess this the overall benefits of the development must be weighed against its overall disbenefits. The development is located in an unsustainable location with no access to public transport and no acceptable means of pedestrian access to settlements with services and facilities, it

would result in a significant increase in car usage and would not be readily accessible by public transport, and sustainable modes of transport. However, there is a need to provide tourist accommodation of this type within the borough and, this development would significantly contribute towards the provision of high quality self-catering accommodation within Pendle with resulting job creation and other economic benefits. Furthermore, although the location is of low accessibility, it must also be considered that by its nature the demand for such tourist accommodation generally relates to less accessible countryside locations.

Taking these factors into account the benefits of the development outweigh the harm resulting from its low accessibility. The development is therefore acceptable in accordance with the overall aim of policy WRK5 which are to increase tourism provision and the level of employment in tourism.

### **Ecology**

An ecological appraisal has been submitted with the application. The report raises no significant concern in respect to the removal of trees, in so much as the larger woodland blocks are retained and protected in the scheme. Subject the mitigation recommendations of the report being conditioned the proposed development is acceptable in terms of its impact upon ecology and protected species in accordance with policy ENV1.

### **Drainage**

Concerns have been raised regarding flooding a pollution. A Flood Risk Assessment and Drainage Strategy have been submitted for the application and these adequately demonstrate that the development would not result in an unacceptable increase in the risk of flooding. The Lead Local Flood Authority have raised no objection subject to conditions.

Concerns have been raised regarding the condition of a culvert the site would drain into. However, the maintenance of such watercourses is the responsibility of the landowner of the land they flow through. The details submitted adequately demonstrate that the development would not unacceptably increase the risk of flooding.

With conditions to control the details of the foul and surface water drainage, its maintenance and the remediation of contamination the proposed development is acceptable in terms of drainage and flood risk in accordance with policy ENV7.

### **Other Issues**

Concerns have been raised regarding the impact on the operation of Whitemoor Estate. The development would have a significant impact on the estate and the concerns raised do not constitute grounds to refuse this planning application.

The reception building identified as having an unacceptable landscape and visual impact in the report for the previous application has been removed from the proposed development and no reception building is proposed in this application. It is assumed that the development can feasibly be operated without the need for a dedicated reception building.



## **The Planning Balance**

The statement submitted with the application sets out the economic benefits of the development. This development would result in economic benefits and contribute towards the provision of tourist accommodation and that this weighs heavily in favour of the development.

The development also has adverse impacts, as detailed in the accessibility section above the site is of low accessibility and would result in a significant increase in car usage. This weighs heavily against the development.

The harmful visual and landscape impact of the previously proposed reception building have been fully addressed in this application by reducing its size and relocating it to an area of the site where it would not be prominent in the landscape. Although the proposed access road would have visual impacts those impacts are necessary to provide safe access and would have benefits in terms of improving the existing access. The landscape and visual impacts of the development are therefore acceptable.

Taking this into account the overall benefits of the development including of providing tourist accommodation, which is necessary for the development tourism within the borough, marginally outweigh the overall harmful impacts of the development.

## **Other matters**

Concerns have been raised regarding the stability of the quarry, a study of ground conditions and hazards has been submitted with the application, this identifies that the risk from landslides and collapsible strata is very low.

## **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 proposed development is in accordance with the policies of the Pendle Local Plan Part 1: Core Strategy and the saved policies of the Replacement Pendle Local Plan. 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: Location Plan, SK E02 Rev F, SK E03 Rev D, SP E01 Rev E, SKE Office Rev A, SKE1B, SKE2A, SKE3A, SKE3B, 200-10 Rev A, Site Store Building Rev A.

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

3. Prior to the commencement of above ground works involved in the erection of the development hereby approved samples of the external materials of the walls and roofs of the buildings, walls and retaining structures shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To allow the Local Planning Authority to control the external appearance of the development in the interest of visual amenity.

4. The lodges hereby approved shall be occupied for holiday purposes only and shall not be occupied as a person's sole or main place of residence. The operators of the site shall maintain an up-to-date register of the names of the occupiers of the lodges and of their main home addresses and shall make this information available at all reasonable times to the local planning authority.

Reason: In order to ensure proper control of the use of the holiday units and to prevent the establishment of permanent residency.

5. The development shall not commence unless and until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:
  - a. the exact location and species of all existing trees and other planting to be retained;
  - b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
  - c. an outline specification for ground preparation;
  - d. all proposed boundary treatments with supporting elevations and construction details;
  - e. all proposed hard landscape elements and pavings, including layout, materials and colours;
  - f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety within the first planting season following the commencement of the use of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.

6. The development shall be carried out and operated in full accordance with the mitigation and compensation recommendations of the Ecological Appraisal. The development shall not commence unless and until a mitigation and compensation scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained thereafter in strict accordance with the approved scheme.

Reason: To ensure protection of ecology and wildlife.

7. No external lighting shall be installed within the approved application site unless and until details of the lighting have first been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, size, wattage, location, intensity and direction of the lighting. Any external lighting shall at all times be in strict accordance with the approved details.

Reason: In order to prevent light pollution causing harm to wildlife and the open rural character of the countryside.

8. The development shall not be commenced unless and until a method statement which sets out in detail the method, standards and timing for the investigation and subsequent remediation of any contamination which may be present on site has been submitted to and approved in writing by the Local Planning Authority. The method statement shall detail how:-

a) an investigation and assessment to identify the types, nature and extent of land contamination affecting the application site together with the risks to receptors and potential for migration within and beyond the site will be carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001) will be carried out and the method of reporting this to the Local Planning Authority; and

b) a comprehensive remediation scheme which shall include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination) will be submitted to and approved in writing by the Local Planning Authority.

All agreed remediation measures shall thereafter be carried out in accordance with the approved implementation timetable under the supervision of a geotechnical professional and shall be completed in full accordance with the agreed measures and timings, unless otherwise agreed in writing by the Local Planning Authority.

In addition, prior to commencing construction of any building, the developer shall first submit to and obtain written approval from the Local Planning Authority a report to confirm that all the agreed remediation measures have been carried out fully in accordance with the agreed details, providing results of the verification programme of post-remediation sampling and monitoring and including future monitoring proposals for the site.

Reason: In order to protect the health of the occupants of the new development and in order to prevent contamination of controlled waters and the environment.

9. No part of the development shall commence unless and until a scheme for the construction of the amended site access has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to ensure that the final details of the highway scheme/works are acceptable before work commences on site in the interest of highway safety.

10. No development shall take place unless and 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 and mechanical road sweeping provision
- v) A scheme for recycling/disposing of waste resulting from clearance and construction works
- vi) Details of working hours
- vii) Routing of delivery vehicles to/from site
- viii) Timing of deliveries
- ix) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.
- x) Measures to control construction noise and vibration
- xi) Measures to control dust.

Reason: In the interest of highway safety and residential amenity.

11. There shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m in height above the carriageway level of High Lane. The visibility splays to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed access road from the continuation of the nearer edge of the carriageway of High Lane to points measured 97.6 m to the north, and 73.4 m to the south, along the nearer edge of the carriageway of High Lane, and shall be constructed and maintained in perpetuity at verge level in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To ensure adequate visibility at the site access at its junction with High Lane in the interest of highway safety.

12. Prior to first use of each building hereby approved, the parking spaces and manoeuvring areas serving that building shall be laid out and surfaced in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, the parking spaces and manoeuvring areas shall thereafter at all times remain free from obstruction and available for vehicle parking and manoeuvring purposes.

Reason: To allow for the effective use of the parking and manoeuvring areas in the interest of highway safety.

13. Prior to the first use of each building hereby approved use, cycle storage facilities for that building shall be provided in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: For the promotion of sustainable forms of transport.

14. Prior to the commencement of the use of the development a scheme for internal road directional signage shall be submitted to and approved in writing by the Local Planning Authority and the signage shall be displayed, and maintained at all times thereafter, in strict accordance with the approved scheme.

Reason: In order to reduce the likelihood of vehicular traffic from the development using the Hights House access in the interest of highway safety.

15. The development permitted by this planning permission shall be carried out in accordance with the following recommendations, as detailed within the applicant's flood risk assessment and drainage strategy report (by Waterco Consultants, Dated April 2019):

- a) Infiltration tests are to be undertaken in accordance with BRE365 to determine whether infiltration is a suitable means of surface water disposal;
- b) A survey is to be undertaken to confirm the route, size, invert level and condition of the culverted watercourse located along the northern boundary of the site;
- c) Where soakaways are not possible, surface water runoff from the development is to be restricted to a maximum rate of 5l/s/ha; and
- d) The finished floor levels of the buildings are to be set a minimum 400mm above the surrounding ground levels.

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 and to ensure that there is no flood risk on or off the site resulting from the proposed development.

16. 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) Site investigation and test results to confirm infiltration rates for the site;
- b) 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);
- c) 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 40% allowance for climate change. The calculations must also demonstrate that surface water runoff from the application site will not exceed the existing predevelopment surface water runoff rates and volumes.
- d) 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;
- e) Confirmation of how surface water will be managed within the non-drained areas of the site, i.e. gardens and public open space.
- f) A final site plan showing all overland flow routes and flood water exceedance routes, both on and off site;
- g) Details of any measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses; and
- h) 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 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.

17. No development shall commence unless and 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.

Reasons: 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.

18. Surface water from the approved access road should be collected within the site and drained to a suitable internal outfall.

Reason: In the interest of highway safety.

19. The development shall not commence unless and until details of foul water drainage have been submitted to and approved in writing by the local planning authority. The foul water drainage for each building shall be installed and operational in accordance with the approved details prior to the occupation of the building it serves.

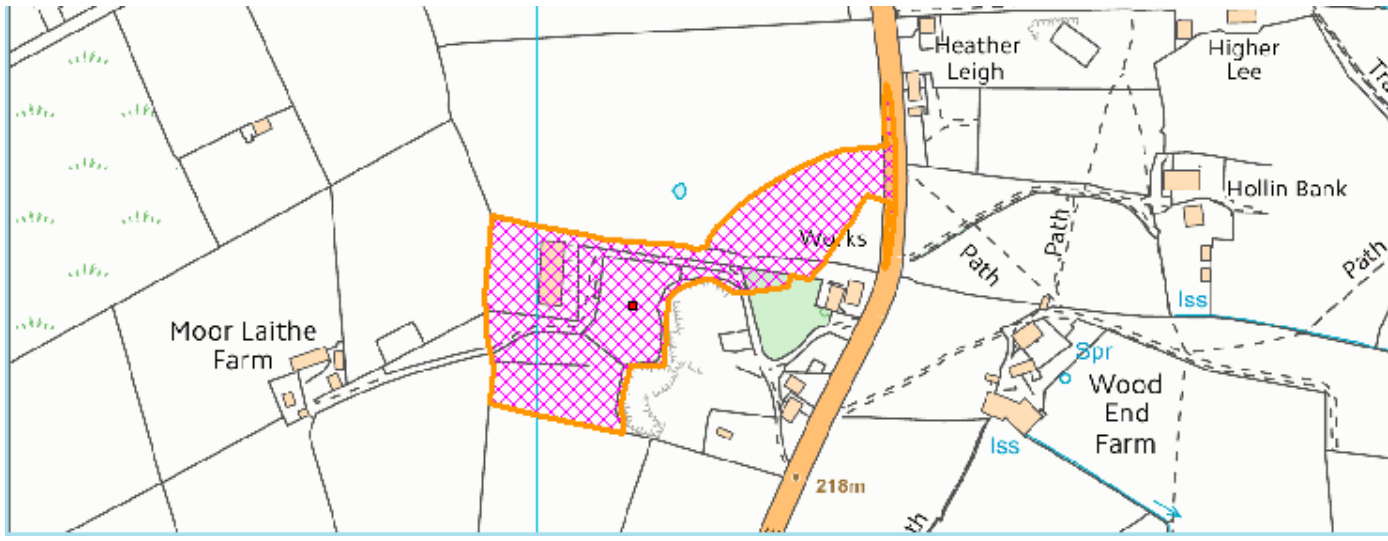
Reason: To ensure acceptable foul water drainage to prevent flooding and pollution.

#### Notes:

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the Highway Authority prior to the start of any development. For the avoidance of doubt works shall include, but not be exclusive to, the construction of the access to an appropriate standard and the construction of visibility splays. 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 by email on [developeras@lancashire.gov.uk](mailto:developeras@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.

#### Burning on site

The Borough of Pendle Council has announced a climate emergency, therefore to help improve air quality there should be no burning of any materials on site. Pendle Borough Council receives many complaints about smoke from bonfires, which are inappropriate in any area of the borough. The practice of burning wastes on site is an old-fashioned practice, which normally constitutes an offence under the Duty of Care provisions of the Environmental Protection Act 1990. The applicant is cautioned against permitting any bonfire to take place during demolition, site clearance or construction. For further information contact Environmental Health at Pendle Borough Council by telephoning (01282) 661199.



**Application Ref:** 20/0064/FUL

**Proposal:** Full: Major: Erection of 26 holiday lodges with associated reception building, facilities building, parking, landscaping and new vehicular access from High Lane (Re-Submission).

**At:** Land To The West Of Former Whitemoor Pumping Station, High Lane, Salterforth

**On behalf of:** Dalfour Ltd