

Application Number 07/2016/0344/FUL

Address Former Fishwick and Sons Bus Depot
Tuer Street
Leyland
PR25 3LE

Applicant Lone Star Estates LLP

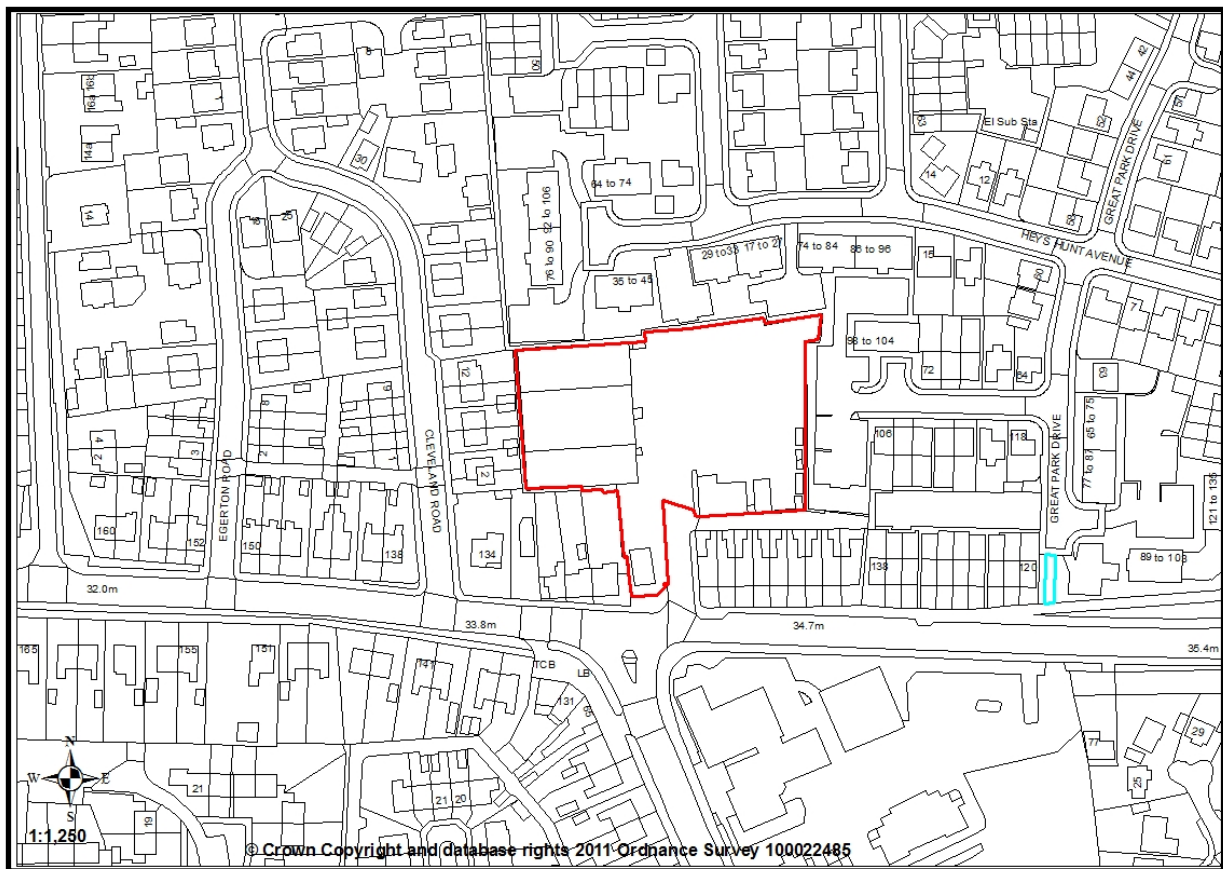
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Development Erection of 3no commercial units (Use Classes B1c and B8),
Change of use and re-cladding of existing depot buildings to
provide 3no commercial units (Use Classes B1c, B2, B8), and
Change of use of existing depot office building to provide 1no
commercial unit (Use Classes B1c and B8)

Officer Recommendation **Approval with Conditions**

Date application valid 19.05.2016
Target Determination Date 18.08.2016
Extension of Time N/A

Location Plan



1.0 Report Summary

1.1 The application proposes the change of use of the former Fishwick's bus depot to B1c (Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses together with the erection of three new units, the conversion of the former booking office to B1c, B8 use and the demolition of the former canteen. The Fishwick's bus depot closed in 2015 after 108 years of operation and resulted in the loss of between 40 and 50 jobs at the site. The proposal brings this employment generating site back into use with the applicants occupying the new units and the existing depot workshop buildings being let out. It is hoped the site will provide employment for 40 people.

1.2 Although the site is surrounded by residential properties, it is in the existing built up area of Leyland and the use proposed is similar to the existing use of the site as the maintenance and repair of vehicles was carried out on the site. Further the site is located on a busy road used to access the motorway junction by a large number of vehicles, including Heavy Goods Vehicles. Therefore the proposal is not considered to unduly impact on the character of the area or on residential amenity over and above that of the original use of the site. The application is recommended for approval subject to the imposition of conditions.

2.0 Site and Surrounding Area

2.1 The application relates to the former Fishwick's bus depot located on Tuer Street, off Golden Hill Lane in Leyland. The site is an irregular shaped plot of 0.49 hectares and consists of three large brick built connecting buildings to the west of the site and a number of smaller buildings to the southern part of the site with the remainder being open, hard standing and was used for the parking of buses and staff parking. The surrounding area is residential in nature with a terrace of traditional dwellings and cottages to the south, new building dwellings and apartments to the east and north and traditional semi-detached dwellings to the west.

3.0 Planning History

3.1 There is no planning history to the site.

4.0 Proposal

4.1 The application proposes the change of use of the site from a bus depot (Sui Generis) to a B1, B2, B8 use, the erection of three commercial units, the re-cladding to the existing depot buildings and the demolition of a building to the front. In detail, the proposal has three main elements:

- The existing brick built depot building is essentially three adjoining buildings and will form three Units. These are to be clad to the front elevation in Fishwick's green, an olive green colour. The front elevation is to be altered with Unit 1 to have two windows formed to one side of the existing roller shutter door and a pedestrian doorway to the other side. An existing doorway in the southern side elevation is to be re-instated. The central unit, Unit 2 will have one of its existing two roller shutter doors removed and replaced with three windows and a door with a further doorway formed adjacent the roller shutter door. Unit 3 will have two windows and a door formed to one side of the existing roller shutter door and a second door formed at the opposite side. The side elevation to Unit 3 will remain blank. These three units will be subject of a change of use to provide Class B1c (light industrial), Class B2 (general industrial) and Class B8 (storage and distribution) uses.
- The existing booking office building is to be converted to provide Class B1c (light industrial) and Class B8 (storage and distribution) uses and will become Unit 4. A new doorway will be formed in the front elevation, a doorway is to be blocked off and

a new one providing in the location of an existing window to the rear elevation; a window is to replace an existing roller shutter door in one side elevation and three windows are to be blocked off on the other side elevation. An existing chimney is also to be removed.

- Three new commercial units (Units 5 - 7) are to be constructed in the north-east corner of the site providing B1c (light industrial) and B8 (storage and distribution) uses. The resultant building is to measure 18m by 27m with a sloping roof over to a maximum height of 6.4m. It is to be constructed in concrete blockwork and clad in powder coated steel cladding panels to match the cladding to the main buildings. Each of the resultant 3 units will have 8 roof lights, a roller shutter door and pedestrian doorway to the front elevation and each have a doorway to the rear elevation.

4.2 The remaining buildings on site will be demolished to provide circulation areas and associated car parking. The proposed development will provide 22 car parking spaces, split into two sections, one with 12 spaces at the front of the site and 10 running along the northern boundary of the site. A new steel palisade fence and gates are proposed to be located along the entrance between Unit 1 and Unit 4 to provide security. The proposed hours of operations are to be 07.30am to 19.00pm Monday to Friday, 07.30am to 17.30pm on Saturdays and 09.00am to 16.00pm on Sundays. The site will be partially occupied by North Star who currently have premises on Eden Street in Leyland, a subsidiary of the applicants Lone Star Estates. Units 1-4 will be let and it is understood an automotive company will be moving to the site from outside the Borough.

5.0 Summary of Publicity

5.1 Neighbouring properties were notified and a site notice posted with one letter of representation being received, commenting on the following points:

- Mesh screen/fencing to be installed prior to demolition of existing buildings to prevent debris from entering the back street to the rear of properties on Golden Hill Lane where cars are parked
- Height of units 5, 6 and 7 should be no higher than the diesel tanks. Rainwater from these units should be discharged to underground pipe to link the new drainage for units 1, 2 and 3
- The security gates should slide behind the new fence with a pedestrian gate near to unit 4.
- The security lighting will be positioned to cause no hazards to the residents of 106-122 Golden Hill Lane.
- Proposals for cladding in blue colour. As there is a heritage element to this site the cladding should be in green as per Fishwick's.
- Clarification of the colour of the proposed render. Suggest this should be white or magnolia
- Customer car park is to be provided – this must not block access to back street used by residents for car parking
- Planning application indicates that all properties surrounding the site were erected subsequent to the establishment of Fishwick's but this is untrue. Golden Hill Terrace was built 2 years before Fishwick's was established.
- Letter submitted with application from former Fishwick's employee state it has always been a very noisy site even during the night. This is not accepted. No cause for noise complaints during 37 years.

6.0 Summary of Consultations

6.1 **County Highways** have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there has been five

incidents within the vicinity of the junction of Tuer Street and Golden Hill Lane. On investigation of the detailed records, the incidents appear to be of a nature that would not be worsened by the proposed development. Therefore they are of the opinion that the access arrangements and car parking layout as shown in the amended plan are acceptable. However, they require conditions be imposed in respect of the provision of wheel washing facilities for the duration of the development and that a scheme be submitted for any works within the adopted highway. They also require an informative note be included on the decision notice advising the developer that works within the adopted highway will need to be constructed under an appropriate legal agreement. Taking the above into consideration, County Highway have no objections to the proposals and consider them to have a negligible impact on highway safety and capacity in the vicinity of the site.

6.2 Environmental Health object to this application and in particular have specific issues with the proposed B2 use of the site. The proposed site is, with the exception of the access road completely surrounded by residential properties. By the very nature of the use class the activities have the potential to adversely affect the amenities of these surrounding residential properties contrary to the NPPF and as the final use of the buildings is not known they cannot be assessed. However should the application be approved, a number of conditions are required to make the development acceptable. These relate to the submission of a Construction and Environmental Management Plan; the submission of a Contaminated Land study; restriction on the hours of operations; details of any proposed Extraction/Ventilation to be installed; that no external flood lighting or security lights shall be installed; that details of the waste storage facilities within the site be submitted; that the buildings be provided with electric vehicle charging points; that a Full Travel Plan be submitted; that details of secure cycle storage be submitted and that Staff changing facilities be provided and finally that air quality monitoring is carried out by the development within one year

6.3 Ecology were not formally consulted on this application but advice was sought at pre-application stage on whether a bat survey would be required. The advice was that the buildings to be re-roofed have a negligible potential to support roosting bats and those to be converted also have a negligible potential to support roosting bats. As the site is located in a residential/industrial/retail area and comprises mainly of industrial buildings and hard standing, Ecology considered ecological surveys were unnecessary. However, as bats are mobile in their habits and can turn up in the most unlikely place, contractors should be briefed that in the event of a bat being found at any time during works, then work should cease immediately and advice sought from a suitably qualified bat specialist. Therefore it is considered appropriate to impose an advisory condition to this effect.

6.4 Police Architectural Liaison make a number of recommendations in order to prevent the opportunity for crime, including burglary. These recommendations include that the units be built in accordance with the principles of the Secured by Design security scheme; that all doors and windows be done to PAS 24/2012 standards; that consideration be given to the installation of CCTV system; that the exterior of the units be fitted with anti-vandal proof dusk till dawn lighting and that individual units be fitted with intruder alarm systems.

6.5 United Utilities have no objections but require conditions be imposed in relation to the submission of foul and surface water drainage schemes. The surface water scheme should be based on sustainable drainage management principles. They also comment that a public sewer crosses the site and they may not permit building over it as they require an access strip width of six metres, three metres either side of the sewer. A water main/trunk main also crosses the site and, as UU need access for maintaining it, they will not permit development in close proximity to the main and require an access strip of no less than 5 metres, 2.5m either side of the centre line of the pipe.

6.6 Lead Local Flood Authority had not responded at the time of writing this report. Any comments received will be reported verbally at planning committee.

7.0 Policy Considerations

7.1 Central Lancashire Core Strategy

Policy 1: Locating Growth focusses growth and investment on well located brownfield sites in Leyland and other main urban areas in South Ribble.

Policy 3: Travel seeks to enable the use of alternative fuels for transport purposes.

Policy 10: Employment Premises and Sites protects all existing employment premises and sites last used for employments. Proposal on employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under a number of criteria.

Policy 17: Design of New Buildings seeks to ensure the design of new buildings will be expected to take account of the character and appearance of the local area through a number of measures, including being sympathetic to surrounding land uses and occupiers and avoiding demonstrable harm to the amenities of the local area; ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa; minimising opportunity for crime, and maximising nature surveillance; providing landscaping as an integral part of the development; promoting designs that will be adaptable to climate change and adopting principles of sustainable construction including sustainable drainage systems; ensuring that contaminated land is considered, where necessary, addressed through appropriate remediation and mitigation measures.

7.2 Supplementary Planning Documents

Controlling Re-Use of Employment Premises sets out the Council's approach to dealing with development proposals involving the re-use of existing employment premises and site and develops Policy 10 by setting out the balanced criteria based approach under which all proposals for re-use will be assessed.

7.3 South Ribble Local Plan 2012-2026

Policy B1: Existing Built-up Area permits development proposals for the re-use of undeveloped and unused land and buildings or for re-development providing that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

Policy G17: Design Criteria for New Development seeks to ensure the development proposals do not have a detrimental impact on the existing building, neighbouring buildings or the street scene; do not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; do not prejudice highway safety, pedestrian safety, the free flow of traffic and will not reduce the number of on-site parking spaces to below the standards set out in **Policy F1**.

8.0 Material Considerations

8.1 Principle of Development

8.1.1 The application site is within the Existing Built-up Area of Leyland, close to the Leyland Town Centre. The site has been used as a bus depot within the Sui Generis use class. 'Sui generis' use applies to those that do not fall within any particular use class and is a Latin term meaning 'of its own kind'. Any proposals for other uses will therefore always require planning permission. However, although the site was formerly a bus depot, the large building forming three workshops was used for the maintenance and repair of the buses. Vehicle repair premises, when taken on their own, fall within the B2 General Industrial Use Class.

8.1.2 The bus depot employed between 40 and 50 people during its operation and is therefore considered to be an employment site where Core Strategy Policy 10

seeks to protect employment uses within the B Use Classes. The application seeks the change the use of the existing workshop building from Sui Generis to Class B1c (light industrial), Class B2 (general industrial) and Class B8 (storage and distribution) uses. The development also proposes the conversion of the existing office building and the erection of three additional units, all within B1c and B8. This is in accordance with the aims of Core Strategy Policy 10. Policy B1 in the South Ribble Local Plan 2012-2026 also permits such development providing that the proposals comply with the requirements for access, parking and servicing, is in keeping with the character and appearance of the area and will not adversely affect the amenities of nearby residents. The potential impact in these terms is assessed below.

8.2 Access, Parking and Servicing

8.2.1 The site access is to remain as existing, off Golden Hill Lane via Tuer Street which is a light controlled junction with the lights remaining.

8.2.2 The application proposes 12 parking spaces to the site's western boundary, partially in the location of the former canteen building to be demolished. A further 10 parking spaces are shown to the northern boundary giving a total of 22 parking spaces. A service yard which provides circulation space is central within the site.

8.2.3 The applicant has indicated in the submitted Planning Statement that the site is located adjacent to a bus stop, within walking distance of the town centre and walking distance of a number of residential properties. They consider the use will promote the use of sustainable forms of transport other than the private motor vehicle.

8.2.4 County Highways have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there has been five incidents within the vicinity of the junction of Tuer Street and Golden Hill Lane. They comment that the incidents appear to be of a nature that would not be worsened by the proposed development. Therefore they are of the opinion that the access arrangements and car parking layout as shown on the amended plan are acceptable. However, they require conditions be imposed in respect of the provision of wheel washing facilities for the duration of the development and that a scheme be submitted for any works within the adopted highway. They also require an informative note be included on the decision notice advising the developer that works within the adopted highway will need to be constructed under an appropriate legal agreement.

8.2.5 Taking the above into consideration, County Highway have no objections to the proposals and consider them to have a negligible impact on highway safety and capacity in the vicinity of the site.

8.2.6 Environmental Health have also commented on the scheme in terms of traffic issues relating to air quality and sustainable travel. They require the provision of secure cycle storage for the use of all units and this requirement can be secured by condition. Environmental Health also require that Electric Vehicle Recharge Points be provided to the car parking areas and again this can be secured by condition.

8.2.7 Finally, EH require that a Travel Plan be submitted for consideration. However, Travel Planning is the remit of Lancashire County Council and they have not required one. Further the proposed development is not at a level that would trigger the requirement for a Travel Plan to be submitted and therefore it is not appropriate to condition its submission. As indicated above, the site is located adjacent to a bus stop, within walking distance of the town centre and walking distance of a number of residential properties and expect the development will

promote the use of sustainable forms of transport other than the private motor vehicle.

8.3 Character and Appearance

8.3.1 The proposed development includes the cladding of the front elevation of the existing brick built workshop buildings and the erection of a further three buildings, also to be clad in green. The purpose of the cladding is due to a number of changes to the front elevation, as described in the 'Proposal' section of this report. Initially the front elevation and part of the side elevation of the depot building was to be clad in blue. However, this would look at odds with the roof which is a mix of grey and green sheeting. The applicant has agreed to clad just the front elevation in what is referred to as Fishwick's green with no cladding to the side elevation which are now to remain as per the existing brickwork. The new units will be also be clad in a matching finish.

8.3.2 As the side elevation is to remain as brickwork with just one door opening being re-instated, there will be nothing materially different to the building when viewed from properties along this part of Golden Hill Lane. The main front elevation is partially visible in the Golden Hill streetscene but given the number of windows/doors to be inserted or blocked up, it is preferable to have a consistent finish to this elevation. Further as the cladding will now be in Fishwick's green, this will relate well to the former use of the site. The new units are not particularly visible in the street scene being to the rear of Golden Hill Terrace and set to the east of the Tuer Street access.

8.3.3 It is considered that the proposed development will not detrimentally impact on the character and appearance of the area. The proposed changes are considered sympathetic to the site's former historic use and the new units are not widely visible in the street scene.

8.4 Residential Amenity

8.4.1 Residential properties surround the application site with recently constructed dwellings to the north and east on Heys Hunt Avenue and Great Park Drive; a terrace of properties known as Golden Hill Terrace built in 1905 to the south; a row of mid-19th Century cottages on Golden Hill Lane to the south, located west of the Golden Hill Lane/Tuer Street junction and semi-detached dwellings on Cleveland Road to the west.

8.4.2 Numbers 126 – 130 Golden Hill Lane are immediately to the south of the site. Initially the red edge site location plan was incorrectly drawn showing a small access ginnel within the application site. This has been amended to exclude the ginnel.

8.4.3 Given the proximity of residential properties, and the requirement of Core Strategy Policy 17 which requires new development to be sympathetic to surrounding land uses and occupiers, avoiding demonstrable harm to amenity, and the requirements of Policy B1 which seeks to ensure new development will not adversely affect the amenities of nearby residents, it is important to assess the potential impacts or noise and lighting, as follows.

Noise

8.4.4 Environmental Health consider that, by the very nature of the class use, the activities have the potential to adversely affect the amenities of these surrounding residential properties, particularly as the final users of the buildings unknown and therefore cannot be assessed.

8.4.5 In terms of noise, Environmental Health seek to restrict the hours of operation of the units. They suggest times commensurate with what has been applied for with the exception that they consider there should be no working on Sundays, Bank Holidays or other recognised public holidays. However, consideration must be given to the lawful use of the site as a bus depot. The site operated daily with buses leaving/entering the site between the hours of 06:00am to midnight daily. The Planning Statement also indicates that works were sometimes carried out often until 02:00am at night if emergency repairs were necessary, however, this cannot be collaborated. Given that the hours of use of the site will be greatly reduced as a result of the proposed development, then the hours of use as applied for are considered acceptable, including Sunday working. This is particularly so given the area in which the site is set. Golden Hill Lane is a busy though road which vehicles use at all times of the day and night. For example, Heavy Goods Vehicles from the Moss Side Industrial Estate, where 24 hours operation is in place, use Golden Hill Lane to travel to and from the motorway junction.

Lighting

8.4.6 The Police Architectural Liaison Officer recommends that the units be fitted with dusk till dawn lighting to deter criminal activity. However, Environmental Health consider that no external flood lighting or security lights should be installed at the development without first obtaining written permission, in the interests of residential amenity. Therefore it is considered appropriate to impose a condition requiring a lighting scheme to be submitted so both the Police ALO and Environmental Health can consider the details.

8.4.7 In summary, the proposal is considered to be compliant with policies B1 and G17 in the South Ribble Local Plan in terms of access, parking and servicing; character and appearance of the area and residential amenity.

8.5 Contaminated Land

8.5.1 Environmental Health have advised that the historic use of the site has potentially resulted in contamination and migration off-site towards residential properties surrounding the site. While it is accepted that the final surface of the development will prevent direct contact between the end users and any contaminants on-site, no assessment has been made of the potential impact to services serving the new buildings, particularly the water supplies which may become contaminated by any hydrocarbon contamination within the ground. The service pits, part of the bus depot, have already been filled in with no detail being provided on the condition of these or the potential for contamination to exist within them. In addition any potential contamination on the site has the potential to migrate off site and affect residential garden areas. With residential gardens on all sides this has a high possibility. In addition a report has been received by Environmental Health of a large diesel spill on site.

8.5.2 Due to these reasons, the conclusions of the submitted desk study report are not accepted by Environmental Health, and it is likely further investigations are required. Therefore they require a condition be imposed requiring a contaminated land study be undertaken. However, following Environmental Health's comments, the applicant responded to suggest a proactive way forward in an effort to avoid onerous pre-commencement planning conditions. In summary, they acknowledge that contaminated land conditions are normally imposed on new development works when there is a change of site usage (e.g. industrial to residential). However, as the proposed light industrial usage is very similar to the site's former commercial/workshop depot usage, it would be unreasonable to impose contaminated land conditions on the depot and office buildings portions of the site. However, they accept that contaminated land site investigation works will need to be

undertaken prior to the construction of the new units in the north-east of the site. Therefore it is appropriate to impose the condition required by Environmental Health in relation to the construction of the new units only.

8.6 Air Quality

8.6.1 Environmental Health advice that the site is located in an area that is suffering from current high levels of air pollution and the area will experience significant development in the near future. Environmental Health consider that there is a need to mitigate for the worsening of the air quality associated with this development and consider measures such as electric vehicle charging points are an inexpensive form of mitigation. Therefore they require conditions be imposed requiring the site to be fitted with electric vehicle recharging points. They also request a condition requiring the developer to carry out Air Quality Monitoring. They consider the developer should carry out a year of air quality monitoring following 80% occupancy of the development. The location and timing of the monitoring can be agreed with the Environmental Health and the results made available to them once complete.

8.7 Site Drainage

8.7.1 United Utilities confirm that, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy and the applicant should consider the following drainage options in the order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

8.7.2 Although no drainage details for the site have been submitted with the application, United Utilities confirm they will have no objection providing that conditions are imposed to ensure that foul and surface water is drained on separate systems; that a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions be submitted for approval and that a sustainable drainage management and maintenance plan for the lifetime of the development be submitted.

8.7.3 United Utilities advise that a public sewer crosses the site and they may not permit building over it as they require an access strip width of six metres, three metres either side of the centre line of the sewer for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer may be necessary. They further advise that a water main/trunk main also crosses the site and they would need access for operating and maintaining it. UU would not permit development in close proximity to the main and an access strip of no less than 5 metres, measuring at least 2.5 metres either side of the centre line of the pipe would be required. It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development and therefore they have been advised to locate the exact routes of the sewer and water main.

8.8 Crime and Disorder

8.8.1 The Police Architectural Liaison Officer conducted a crime and incident search of the location and during the period 06/06/2015 to 06/06/2016 crimes had

been reported, including burglary. Therefore, in order to prevent the opportunity for these types of crimes at the new units, the Police ALO considers it crucial that the physical security of the doors and windows is tested to an enhanced security standard and that the units are fitted with intruder alarm systems. Therefore they recommend that the Units should be built in accordance with the principles of the Secured by Design security scheme; that all doors and windows in the Units should be certificated to PAS 24/2012 security standards and that all glazing should be laminated and openings should be protected with a roller shutter. The Police ALO also advises that consideration should be given to the industrial units being covered by an infrared CCTV system and this covers all entrances for pedestrians and vehicular are covered as well as the car parking areas. Finally the Police ALO advises that the exterior of the units should be fitted with anti-vandal proof PIR dusk till dawn lights so as to deter or detect an offender. The car parking areas should also be illuminated with British Standard 5489 lighting columns.

8.8.2 The recommendations for lighting is at odds with the advice from Environmental Health who considered that no external lighting should be installed at the site to protect residential amenity. However, it is considered that the site is within a well-lit area with street lighting along Golden Hill Lane and within the residential streets to the rear. As security is important for commercial businesses, it is appropriate to impose a condition requiring the submission of a lighting scheme to be submitted which incorporates the Police ALO requirements. The submitted scheme can then be considered by both the Police ALO and Environmental Health to ensure that it is appropriate for the area and for the security requirements of the commercial site.

9.0 Conclusion

- 9.1 The proposed development has been considered in light of policies in the Central Lancashire Core Strategy and the South Ribble Local Plan and is considered to be in compliance with all relevant policies. The proposal will bring this vacant former bus depot site back into employment use and, although in close proximity to a number of residential properties, is not considered to create a detrimental impact on residential amenity over and above its historic use. The application is recommended for approval subject to the imposition of condition.

10.0 Recommendation

- 10.1 Approval with Conditions.

11.0 Recommended Conditions

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the approved plans Dwg 2316/16/05C Unit 1 Proposed Details: 2316/16/06B Unit 2 Proposed Details: 2316/16/07A Unit 3 Proposed Details: 2316/16/08C Proposed Elevations Units 1-3: 2316/16/09B General Details Units 1-3: 2316/16/10 disabled WC Detail: 2316/16/12B Proposed Elevations and Floor Plan Unit 4: 2316/16/13A Proposed Elevations and Floor Plan Units 5, 6 and 7: 2316/16/14 Proposed Details and Section Units 5, 6 and 7: 2316/16/15 Fence, Gate and Sign Details: 2316/16/16C

Proposed Site Plan: 2316/16/17C Proposed Site Plan 2 or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. No part of the development shall be occupied until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of an appropriate legal agreement.
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable and to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026..
4. Prior to the first use of the development hereby approved, the secure cycling facilities as shown on the approved plan Dwg 2316/16/16C and 2316/16/17C shall be provided and shall be permanently maintained thereafter.
REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026
5. Prior to first occupation of the development hereby approved, the Electric Vehicle Recharge points, including adequate charging infrastructure and cabling and specifically marked out for the use of Electric Vehicles shall be provided in accordance with the approved plan Dwg 2316/16/16C and 2316/16/17C
REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy
6. Prior to the commencement of the construction of Units 5, 6 and 7 hereby approved, details of the wheel washing facilities shall be submitted to and approved in writing by the Local Planning Authority. For the full period of construction, facilities shall be available on-site for the cleaning of the wheels of vehicles leaving the site. Such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.
REASON: To prevent stones and mud being carried onto the public highway to the detriment highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026
7. Foul and surface water shall be drained on separate systems.
REASON: To secure proper drainage and to manage the risk of flooding and pollution.
8. Prior to commencement of the construction of Units 5, 6 and 7, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.
The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewer system either directly or indirectly.
The development shall be completed, maintained and managed in accordance with the approved details.
REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policy 29 in the Central Lancashire Core Strategy

9. Prior to the commencement of the construction of Units 5, 6 and 7, a sustainable drainage management and maintenance plan for the whole site which covers the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
- a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and
 - b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.
- The development shall subsequently be completed, maintained and managed in accordance with the approved plan.
 REASON: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development and to be in accordance with Policy 29 in the Central Lancashire Core Strategy
10. During the construction phase the development shall be carried out in accordance with the submitted Construction Method Plan dated 12 July 2016 unless otherwise agreed in writing with the Local Planning Authority.
 REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise, vibration, dust, waste and air quality in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026
11. Prior to the commencement of any intrusive ground works and/or the construction of Units 5, 6 and 7 hereby approved, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:
- a) A Desk Study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on & off-site contamination and ground gases.
 - b) If the Desk Study identifies potential contamination and ground gases, a detailed Site Investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part IIA, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied building structures, on services and landscaping schemes and on wider environmental receptors including ecological systems and property.
 The sampling and analytical strategy shall be submitted to and approved in writing by the LPA prior to the start of the site investigation survey.
 - c) A Remediation Statement, detailing the recommendations and remedial measures to be implemented within the site.
 Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.
 On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a Verification Report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.
 REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy

17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

12. The use of the premises hereby approved shall be restricted to the hours of 07:30am to 19:00pm Monday to Friday; 07:30am to 17:30pm on Saturday, and 09:00am to 16:00pm on Sunday and Bank or Public Holidays.
REASON: In the interests of the amenities of adjoining residents and to accord with Policy 17 in the Central Lancashire Core Strategy
13. Prior to the installation of any extraction/ventilation systems to any of the units, full details of the noise levels to be experienced at the nearest properties and the fixings to be used shall be provided to the local planning authority for written approval. The approved system shall then be installed as agreed and thereafter maintained as approved. Any changes to the system shall first be agreed with the local planning authority in writing.
REASON: In the interests of the amenity and to safe guard the living conditions of the nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy.
14. No security lighting or additional external flood lighting shall be installed at the development hereby approve without first obtaining the written consent of the Local Planning Authority.
REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy
15. The development hereby approved shall not be brought into use until the facilities for the storage of refuse and waste materials have been completed entirely in accordance with the approved plans Dwg 2316/16/16C and 2316/16/17C. The approved facility shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.
REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026
16. The developer will carry out 1 year of air quality monitoring following 80% occupancy of the development. The location and timing of the monitoring shall be agreed with the local planning authority and the results made available to them.
REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy.
17. In the event of a bat being found at any time during the development works, then work should cease immediately and advice sought form a suitably qualified bat worker.
REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

12.0 Relevant Policy

12.1 Central Lancashire Core Strategy

Policy 1: Locating Growth

Policy 3: Travel

Policy 10: Employment Premises and Sites

Policy 17: Design of New Buildings

12.2 Supplementary Planning Documents

Employment Premises

12.3 South Ribble Local Plan 2012-2026

Policy B1: Existing Built-Up Areas

Policy F1: Car Parking

Policy G17: Design Criteria for New Development

13.0 Informative Notes

13.1 The applicant is advised that the proposed highway works within the adopted highway, will need to be constructed under an appropriate legal agreement. 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 is advised to contact Lancashire County Council before works begin on site. Further information and advice can be found at www.lancashire.gov.uk

13.2 The applicant is advised of the recommendations made by the Police Architectural Liaison Officer

1. The Units should be built in accordance with the principles of the Secured by Design security scheme, in particular the physical security of the units. A design guide for commercial developments can be obtained from www.securedbydesign.com or at the above office.

2. All doors and windows in the industrial units should be certificated to PAS 24/2012 security standards or equivalent such as LPS 1175 SR2 rating. All glazing should be laminated and openings should be protected with a roller shutter. Roller shutters should be certified to enhanced security standards such as LPS 1175 Issue 7, Security Rating 2 or STS 202 Burglary Resistance 2 or Sold Secure Gold.

3. Consideration should be given to the industrial units being covered by an infrared CCTV system. It is recommended that all entrances pedestrian and vehicular are covered as well as the car parking areas.

4. The exterior of the units should be fitted with anti-vandal proof PIR dusk till dawn lights so as to deter or detect an offender. The car parking areas should be illuminated with British Standard 5489 lighting columns.

5. The individual industrial units should be fitted with an intruder alarm system that is monitored via an Alarm Receiving Centre. Contacts should be fitted to all doors and windows and PIR sensors to internal areas.