

Planning Committee

Thursday, 7th April, 2022, 6.00 pm

Shield Room, Civic Centre, West Paddock, Leyland PR25 1DH

Supplementary Agenda

I am now able to enclose, for consideration at the above meeting of the Planning Committee, the following information:

- | | | |
|----------|--|-------------------|
| 6 | 07/2021/00354/FUL - Titan Business Park, Leyland Test Track, Moss Side, Leyland | (Pages 103 - 106) |
| | Addendum attached. | |
| 7 | 07/2022/00063/FUL - 5 East Square, Longton | (Pages 107 - 108) |
| | Addendum attached. | |

Gary Hall
Chief Executive

Electronic agendas sent to Members of the Planning Committee

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Agenda Item 6

Committee Update Sheet – 7th April 2022

Item 6 – 07/2021/00354/FUL – Titan Business Park, Leyland Test Track, Moss Side, Leyland

- i) LCC Highways have raised no objections to the proposal subject to the imposition of conditions including securing requested highway provisions. Consequently Officers are recommending that this application be approved (subject to the imposition of conditions)

In terms of overall anticipated traffic generation and required highway improvement works LCC Highways confirm this was given consideration as part of the wider Test Track development approval, stating *“The proposed development application is a hybrid and is intrinsically linked to planning application 07/2017/3361 Leyland Test Track and the mitigation secured, which had regard to the full proposal at that time. Planning triggers that initiate delivery of mitigation for the mixed-use development were all secured on the residential element which was the primary development element. The consequence of this new planning application requires certainty on managing HGV routing during construction and site operation.”*

In order to ensure that HGV use of the site can be controlled and safely managed LCC Highways recommend the imposition of a condition for the agreement of a site service and delivery strategy (as detailed by Condition 37 on this update sheet).

In regards to public transport, LCC Highways highlight that triggers within the wider Test Track development permission require payment of monies for public transport improvements to the site on occupation of the 50th residential property. LCC Highways are of the view that should this development come forward before the trigger is met for the payment of public transport monies on the residential element the existing 112 bus service is suitable and capable of servicing the development in the interim.

The internal footway within the development, together with pedestrian access points from external areas, are considered to be acceptable to LCC Highways. A condition is recommended to ensure that these external pedestrian access points are provided, managed and maintained by way of a suitably worded condition (as detailed by Condition 38 on this update sheet). A condition is also required to secure the submission and agreement of a full Travel Plan ((as detailed by Condition 39 on this update sheet).

A number of design improvements to the detailed highway layouts have been recommended by LCC Highways to improve the traffic movements within the development and pedestrian and cycle access. These changes can be secured by suitably worded condition, as detailed by Condition 40 on this update sheet.

LCC Highways have confirmed that the proposed development exceeds minimum parking standards, however cycle storage and waste storage are required to be secured for commercial unit Block C, M and K. These can be secured by a suitably worded conditions, as detailed by Conditions 41 and 42 on this update sheet.

LCC Highways also require a condition to secure the agreement of all access and highway improvement works that will effect the adopted highway. This is to be secured by Condition 43 on this update sheet.

- ii) Additional recommended conditions in response to the above consultation response provided by LCC Highways:

Condition 37 - Prior to the first use or occupation of any commercial unit on the site, a Servicing and Delivery Strategy shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. The Strategy shall include details of:

- Hours of HGV deliveries
- Hours for waste collection
- Service yard management regimes including use of vehicle reversing alarms, use of banksmen and parking and manoeuvring of vehicles within the yards

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- Operation of service yard gates, including details of their design and construction including appropriate rubber/neoprene stops
- Routing of HGV deliveries
- On going monitoring of the effectiveness of the plan until a time agreed in writing with the Local Planning Authority

The development shall thereafter be operated in accordance with the approved strategy.

REASON: In the interests of the highway and pedestrian safety and amenity of future neighbouring residential properties in accordance with Policy G17 in the South Ribble Local Plan (2012-2026).

Condition 38 – A scheme for the management and maintenance of pedestrian accesses, as detailed on Drawing No. 20-006, 01-DR-006 V (Site Masterplan), shall be submitted to and approved in writing by the Local Planning Authority prior to the first use or occupation of any commercial unit on the site a scheme. The pedestrian accesses shall then be fully constructed prior the first use or occupation of any commercial unit on the site and managed and maintained in accordance with the agreed scheme thereafter.

REASON: To promote and provide access to sustainable transport options in accordance with Policy 3 in the Central Lancashire Core Strategy.

Condition 39 - Prior to the first use or occupation of any commercial unit on the site, a Full Travel Plan shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the Highway Authority. When submitted the Travel Plan will need to meet LCC's submission criteria and include:

- contact details of a named Travel Plan Co-ordinator(s);
- results from travel survey;
- details of existing cycling, pedestrian and public transport infrastructure;
- details of the provision of cycle parking;
- objectives;
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey;
- action plan of measures to be introduced, and appropriate funding.
- details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

The Travel Plan, as approved, must be implemented in full accordance with the timetable within it unless an alternative timetable is agreed in writing with the Local Planning Authority.

REASON: To promote and provide access to sustainable transport options in accordance with Policy 3 in the Central Lancashire Core Strategy.

Condition 40 – Notwithstanding the details provided on Drawing No. 20-006, 01-DR-006 V (Site Masterplan), prior to the commencement of development plans shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, the provide the following required highway improvements to the scheme:

- i) Pedestrian and cycle access to and around the petrol filling station
- ii) Internal HGV laybys to be of a width to allow a large vehicle to be parked without obstructing a passing large vehicle
- iii) No trees to be located at the edge of the footway impeding visibility
- iv) Visibility splays at junctions with public highways to be provided and managed at DMRB standards
- v) Details of boundary fencing around the adjacent Titan Way car park
- vi) Details of footway provision on the approved access from Ashton Way, together with road markings at the junction and a small island where swept paths conflict
- vii) Details of signing and lighting on the approved access from Ashton Way
- viii) Demonstration that emergency provision for access is acceptable and achievable

The agreed details shall be provided in full within a timeframe to be agreed in writing with the Local Planning Authority.

REASON: In the interests of highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

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Condition 41 - Prior to the first use of the development hereby approved, cycling facilities shall be provided in accordance with a scheme to be submitted to and approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan and 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

Condition 42 - Prior to the commencement of the development, hereby approved, full details of the waste storage facilities within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved waste storage facilities shall be provided prior to first occupation of any of the dwellings hereby approved and retained as such thereafter

REASON: To provide effective storage facilities for refuse and to safeguard the visual amenity of the area in accordance with Policies 17 and 27 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

Condition 43 - No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.

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

- iii) As a consequence of an updated site layout plan provided as part of the discussions with LCC Highways the revision numbering for the site layout plan referred to in numerous conditions is to be changed from '20-006 Rev.T' to '20-006 Rev.V'
- iv) Following discussions with the applicant, the following minor changes are proposed to Conditions 21 and 32 to cover an eventuality that piling of foundations is not required and to allow the acoustic fencing to be erected pursuant to works taking place on the associated block of units (Note: a correction has also been made to the policy reference for Condition 32):

Condition 21 – Prior to the commencement of any works on site, should a piling method be required to develop this site, details of piling activities shall be submitted to the local planning authority [...]

Condition 32 – No ~~building~~ unit hereby approved shall be occupied until the mitigation measures indicated within the submitted Noise Impact Assessment 'Miller Goodall' (dated 26th January 2022) related to the block containing that unit and its location on Upper or Lower Titan, and which include the acoustic fencing that infills gaps between the units, as detailed on Drawing No. 20-006, 01-DR-006 V (Site Masterplan), have been implemented in full, These measures shall be retained within the development at all times thereafter.

REASON: In the interests of the amenity of nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy ~~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~~

REASON: In the interests of the amenity of nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy.

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Planning Committee Update Sheet: 7 April 2022

**Item 7 – 5 East Square, Longton
07/2022/00063/FUL**

Amended Wording

Paragraph No. 9.5.3 and 9.6.4 of the report refers to an attached garage at No. 5 Long Croft. Following a visit to the site on 5 April to take up-to-date photographs, it was noted that the garage has now been converted into additional living accommodation with a window into both the front and rear elevation.

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