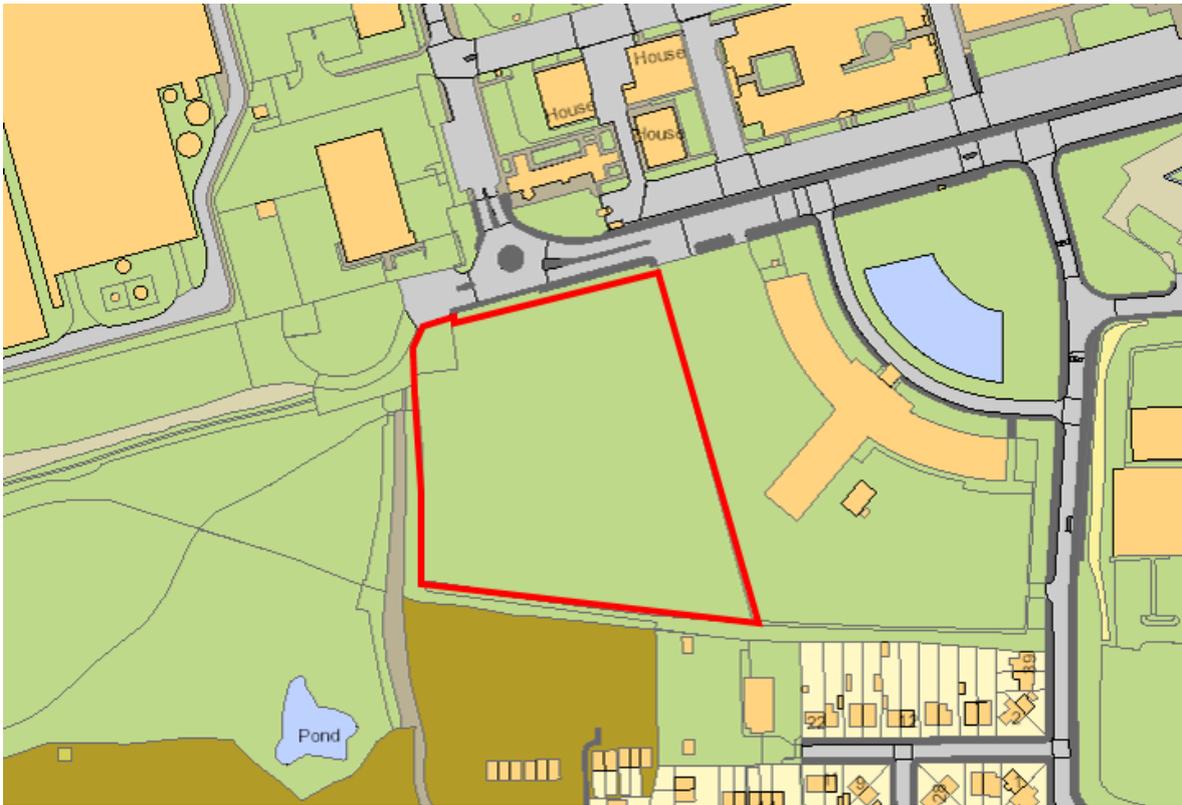


Application Number	07/2020/00495/FUL
Address	Land Rear Of Lancaster House Centurion Way Farington Lancashire
Applicant	Gleave Partnership Ltd
Agent	Ms Hannah Thomas-Davies 6 New Bridge Street London EC4V 2AU
Development	Erection of a 4 storey decked vehicle storage facility (552 van parking bays and 1 car parking bay) and laying out of hardstanding for vehicle storage at ground level including cycle parking, vehicle barriers, welfare facility and entry gatehouse with ancillary infrastructure
Officer Recommendation	That Members be minded to approve the application and that the decision be delegated to the Director of Planning and Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Unilateral Undertaking to secure a financial contribution to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years
Officer Name	Mr Chris Sowerby
Date application valid	23.06.2020
Target Determination Date	19.11.2020
Extension of Time	20.10.2020



1. REPORT SUMMARY

1.1 The application relates to an extensive area of hardstanding within the Lancashire Business Park that is currently used as a formalised area for parking/storage on ground level for 160 delivery vehicles associated with the delivery of goods/parcels from a warehouse unit 300m to the north-east of the site. Vans associated with the use also currently park lawfully on-street within the locality. The current use of the site is not subject to any time restrictions on use. The site is allocated under Policy E2 of the South Ribble Local Plan as 'Protection of Employment Areas and Sites'.

1.2 The proposal is for the erection of a 4 level vehicle storey facility, comprising of 552 van parking bays and 1 car parking bay) together with associated hardstanding, gatehouse, vehicle barriers and cycle parking. All of the parking bays are to be provided with electric vehicle charging points with the aim of the company to transfer to power 100% of its fleet with renewable energy by 2030.

1.3 The proposal, at 15.75m, would be read in context with, and against the backdrop of, units of a similar size and scale including the 2 associated large Amazon warehouse units 300m to the north-east of the site, which are 17m high, and with industrial units 100m to the north-west of the site, that are even higher at circa 20m in height.

1.4 The proposed development will undoubtedly change the outlook from some residential properties to the south of the application site on a new residential development that is under construction and established properties on Kentmere Avenue. The loss or change of a view is not a material planning consideration and therefore cannot be afforded any weight in the planning balance. A minimum separation distance of 80m, with intervening Public Open Space and an electricity sub-station, would however be present together with the proposed installation of a full height built-up acoustic pre-finished metal cladding, with a pixelated appearance in soft tones of grey and blue colours, would soften the appearance of the development. The same pixelated colour finish is present on the 2 associated Amazon buildings 300m to the north-east of the application site and is sometimes utilised to break up elevations on large buildings.

1.5 The proposed development would lead to significant benefits which need to be afforded weight in the determination of the application. Firstly, not only would the proposed development not be a traffic generator, with the vehicles that would use the facility already operating from the Amazon distribution warehouse 300m away within the Lancashire Business Park, but will actually lead to a reduction in vehicle movements with the business seeking to acquire and operate their own fleet of vehicles. This would allow drivers to travel to the site by sustainable modes of transports, which will be encouraged through the implementation of a Travel Plan to be monitored by LCC Highways, and allowing enhancements to route managements to result in betterment in terms of the number of trips.

1.6 Secondly, the proposed development would remove the need for delivery drivers, in branded and unbranded vans associated with the use of the Amazon distribution warehouse, to park on the local highway network as is currently the case to a significant degree within the Lancashire Business Park and along Centurion Way. The facility would also provide off-street parking for drivers wishing to commute to the site in their own private vehicle before picking up their delivery van at the facility.

1.7 Thirdly, the air quality and environmental benefits that the proposed development would lead to through the provision of all parking bays with electric vehicle charging points with the aim of the company to transfer to power 100% of its fleet with renewable energy by 2030.

1.8 Fourthly, although no complaints have been received from the use of the site for the past years albeit on a more limited scale than currently proposed, the transfer of the fleet of vehicles to 100% renewable energy would reduce potential noise disturbance to residents through the revving of petrol and diesel motors.

1.9 Concern has been raised by the occupiers of residential properties to the south regarding potential noise and disturbance from the use of the facility, including noise at unsociable hours. The plans however have been amended to include full height built-up acoustic pre-finished metal cladding on the southern elevation. The proposed acoustic façade construction on the southern elevation is noted as providing an acoustic performance of 25 dB, which is between 10-15 dB in excess of the required acoustic performance. The application has been fully assessed by Environmental Health who have raised no objections to the proposal.

1.10 The application accords with Policies 1, 3, 10, 17 and 22 of the Core Strategy and Policies E2, F1, G13 and G17 of the South Ribble Local Plan. For these reasons, and those contained within the report, it is therefore recommended that the Members be minded to approve the application and that the decision be delegated to the Director of Planning and Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Unilateral Undertaking to secure a financial contribution to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The application relates to an extensive area of hardstanding that is currently used as a formalised area for parking/storage on ground level for 160 delivery vehicles associated with the delivery of goods/parcels from a warehouse unit 300m to the north-east of the site. Vans associated with the use also currently park lawfully along Centurion Way. The current use of the site is not subject to any time restrictions on use. The application site has an area of 1.6 hectares and forms part of the Lancashire Business Park.

2.2 The site is access off Centurion Way with a ribbon of landscaping present along the (northern) site frontage. More substantial and mature landscaping is present along the western and southern site boundaries.

2.3 To the north of the site is the roundabout junction between Centurion Way and Enterprise Drive with a variety of B2 (industrial), B8 (storage and distribution) and E (commercial, business and service uses) present. To the west of the site is a portion of a expansive 22 hectare of largely unmanaged land, known as the Farington Hall Estate, which has an allocation of future Employment Land under Policy E1 of the South Ribble Local Plan. To the south of the application site is an area of Public Open Space and electricity sub-station associated with a residential development of 160 dwellings that is currently under construction to the west of Kentmere Avenue and Grasmere Avenue. To the east of the application site is a large two-storey office building.

2.4 The large majority of the site is located within Flood Zone 1 with the north-western corner of the site located within Flood Zone 2.

2.5 The site is allocated under Policy E2 of the South Ribble Local Plan as 'Protection of Employment Areas and Sites'.

3. SITE HISTORY

3.1 Planning permission was granted in 2017 (07/2017/1857/FUL) for the change of use of the land to an area of formalised parking for 160 vehicles associated with the Amazon storage and distribution centre located within the Lancashire Business Park. This permission is not subject to any time restrictions on the use of the site.

3.2 Aerial photographs appear to show that between 2000 and 2017 the site was used in part on an ad hoc basis as an informal area for parking of vehicles.

3.3 Prior to this, in 1996 planning permission (07/1996/0137) was granted for the use of the site as a training area for pole erection and cabling. This permission was then renewed in 1997 and 1998.

4. PROPOSAL

4.1 The application is for the erection of a 4 level vehicle storey facility, comprising of 552 van parking bays and 1 car parking bay) together with associated hardstanding, gatehouse, vehicle barriers and cycle parking. All of the parking bays are to be provided with electric vehicle charging points with the aim of the company to transfer to power 100% of its fleet with renewable energy by 2030.

4.2 The proposed parking facility measures 71m (width) x up to 126m (depth) x 15.75m (height). With the exception of structural columns and 1.5m high horizontal concrete safety panels on each level, the proposed facility would be open on the northern, eastern and western elevations with exit ramps proposed on the northern elevation (facing Centurion Way). On the southern elevation (facing the POS associated with the new housing development) full height built-up acoustic pre-finished metal cladding is proposed to enclose the vehicle parking and entrance ramps giving a large-scale pixelated appearance in soft tones of grey and blue colours.

4.3 A 3.5m (width) x 6m (depth) x 3m (high) security gatehouse is proposed at the site entrance along with vehicle barriers and security gates. Street light lamp style lighting is proposed along the manoeuvring space around the structure in the interest of safety for the vehicle operators.

4.4 Existing trees on the site are to be retained with enhancement shrub, hedgerow, wildflower meadow and bulb planting proposed along the western side boundary and adjacent to the site entrance.

4.5 The applicant, Amazon, operate from an existing warehouse within the Lancashire Business Park 300m to the north-east of the applicant site. Within supporting information the applicant states:

“The proposed development would provide dedicated storage facilities for the vans required to operate the existing warehouse at Redrose Drive. The vans are only used to facilitate the operations at the warehouse through the collection and delivery of packages and/or goods originating from or returning to the distribution warehouse. Without the vans to effect these movements of packages and/or goods, the warehouse cannot operate effectively. Equally, the van storage use on this Site would only take place because the vehicles are required for the warehouse operations. Therefore, the storage of the vans at this Site is a functionally linked necessity for the effective operation of the warehouse.”

The applicant continues to assert:

“The desire for the operator to rely on their own fleet of vans stored at this proposed development site stems from a number of business objectives, which are considered to be material benefits in planning terms.

Firstly, the proposals include 100% passive EV [electric vehicle] provision. The operator is aiming to make its operations more sustainable and to this end it is seeking to maximise the number of electric vehicles serving the distribution warehouse. For each electric van used instead of a diesel van, a conservative estimate is that the life-cycle carbon emissions of operating that van have been reduced by 60% [...]. The aim of the operators is to try and power 100% of its operations with renewable energy by 2030. [...] It would of course be impractical and unrealistic to require delivery drivers to charge electric vans at home, demonstrating the necessity for a dedicated storage location for the vans to provide the required supporting charging facilities.

Furthermore, the storage facility allows the operator to control the standard of delivery vans that serve the site during the transition to a 100% EV fleet by working towards all vans being Euro 6 compliant vans prior to achieving the 100% EV fleet.

Another benefit of the proposed development is modal shift. At present all of the drivers have to drive to the site in their own vans, with no ability to travel by sustainable modes or trip share. The van storage facility will change this, which is both sustainable and also widens access to the job opportunities for people that would like jobs as drivers but may not be able to access a suitable van.

Another planning benefit from the dedicated van storage site is that this substantially reduces the requirement for drivers to store vans overnight local to where they live. A high proportion of the drivers are unlikely to be able to store the vans on drive-ways, therefore the vans are stored on public roads near to the homes of the drivers.

Finally, the dedicated van storage site can serve to reduce the number of duration of trips. The business can enhance the route that the drivers take from this single starting point, allowing more parcels to be delivered per launch of the vehicle. As is clear from the Transport Statement, the proposed development does not materially impact the throughput of the distribution warehouse therefore there is no increase in vehicles on the local road network. On the contrary, the proposals represent a betterment in terms of trips.”

4.6 The applicant has also confirmed that delivery drivers driving to the site in their own private vehicles would park their own car/private vehicle within the facility on picking up their delivery van for the day. The proposal would therefore remove a significant number of vehicles that are frequently parked in and around the Lancashire Business Park.

4.7 The submitted Transport Assessment confirms that delivery drivers currently leave the nearby distribution centre between 06:00 – 09:00 and return between 16:00 and 19:00. It is also confirmed that vans are loaded to ensure that they can deliver goods for a minimum of 6 hours in a single journey.

4.8 The submission is accompanied by a Planning Statement, a Noise Assessment, an Air Quality Assessment, a Tree Impact Assessment, a Construction Management Plan, an Ecology Report, a Flood Risk Assessment, a Contaminated Land Survey, a Transport Statement and a Utilities Statement.

5. REPRESENTATIONS

5.1 As of the 16 September 4 letters of objection have been received in relation to the proposal. A summary of the points raised follows:

Relationship To Neighbours

- ☐ Overlooking / loss of privacy

Highway Issues

- ☐ Increase in traffic
- ☐ Vans associated with the warehouse currently parked along Centurion Way will be replaced by the private vehicles of delivery drivers
- ☐ No guarantee any employees would use sustainable modes of transport to get to the site

Noise/Disturbance Issues

- ☐ Noise and disturbance from the operation of the facility, including noise at unsociable hours
- ☐ Light pollution

Environmental Issues

- ☐ Air pollution

5.2 One letter of support has been received from Lancashire County Developments as the landowner highlighting the benefit of reducing existing on-street parking.

6. CONSULTATION REPLIES

County Highways have raised no objections to the proposal subject to the securing of a contribution of £6,000 through a Section 106 Agreement prior to the commencement of development to enable Lancashire County Council's Travel Plan Advisor to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years.

County Highways advise that the sight lines on to Centurion Way are acceptable and achievable and that Lancashire County Council's five-year data base for Personal Injury Accident (PIA) indicates there have been no recorded incidents within the vicinity of the proposed site. It is advised that the development would not have a severe impact on the surrounding network and junctions, with the development removing the need for any staff to park on the local highway network.

Conditions have been recommended in relation to the agreement of a Construction Management Plan and the agreement of a Travel Plan.

Environmental Health initially advised that the development would have a *“marginal impact on current and future residential properties”* in regards to noise and recommended the inclusion of an acoustic covering to add a failsafe solution to any potential noise break out. The amended plans that have since been submitted include a full height built-up acoustic pre-finished metal cladding on the southern elevation to fully enclose the vehicle parking and entrance ramps.

Environmental Health assessed the proposed amendments and raise no objections to the proposal subject to the imposition of conditions relating to hours of construction and the agreement of a Dust Management Plan.

The Local Lead Flood Authority (LLFA) have raised no objections to the proposal following the submission of further drainage details. A condition relating to the agreement of the final drainage detail is recommended.

Ecology have raised no objections to the proposal advising that because the site is dominated by hardstanding it has limited ecological value. Conditions are recommended in relation to protecting existing trees during construction and to secure additional tree planting are part of the landscaping scheme.

The Local Authority’s **Arboriculturist** has raised no objections to the proposal, recommending a condition relating to the protection of trees during construction.

United Utilities request a condition be imposed in relation to the agreement of surface drainage details in order to ensure that sufficient investigations into the feasibility of infiltration are undertaken prior to agreeing the final drainage details.

7. MATERIAL CONSIDERATIONS

Policy Considerations

7.1 i) NPPF

7.1.1 The NPPF promotes a presumption in favour of sustainable development and supports sustainable economic development, stating *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”*.

7.1.2 In regards to lorry parking at distribution centres, but also considered relevant to van parking in this instance, paragraph 107 advises *“Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.”*

7.1.3 In paragraph 148 the NPPF stresses the need for the planning system to meet the challenge of climate change and should *“support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”*.

7.1.4 With regards to highway issues associated with development proposal, Paragraph 109 of the NPPF states *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

7.2 ii) Core Strategy Policy Considerations

7.3.1 Policy 1 of the Core Strategy is entitled ‘Locating Growth’ and encourages the focussing of growth and investment in the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble.

7.3.2 Policy 3 is entitled ‘Travel’ and seeks to plan to reduce the need to travel by a number of measures including *“assisting home deliveries of ordered goods”*

7.3.3 Policy 10 of the Core Strategy is entitled ‘Employment Premises and Sites’ and highlights the need to protect sites last used and allocated for employment for future employments use.

7.3.4 Policy 17 of the Core Strategy is entitled ‘Design of New Buildings’ and requires new buildings to take account of the character and appearance of the local area.

7.3.5 Policy 30 is entitled ‘Air Quality’ and states that the Council will improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.

7.3 iii) South Ribble Local Plan

7.3.1 The site is within the Lancashire Business Park which is allocated under Policy E2: Protection of Employment Areas and Sites.

7.3.2 Policy E2 seeks to protect land for employment uses, including business, general industrial or storage and distribution uses. The proposed use of the site is in associated with an existing goods/parcel delivery warehouse within the Lancashire Business Park, some 300m to the north-east of the site. The policy therefore accords with the requirements of Policy E2.

7.4 Character and Design

7.4.1 Policy G17 of the Local Plan, amongst other things, requires development to be well related to neighbouring buildings and the locality in terms of its size, scale and intensity (plot coverage) and Policy 17 of the Core Strategy expects new buildings to *“take account of the character and appearance of the local area”*.

7.4.2 A mixture of building scales are present within the Lancashire Business Park, ranging from large warehouse units to smaller scale commercial units. The 2 associated large Amazon warehouse units 300m to the north-east of the site are 17m high with industrial units 100m to the north-west of the site even higher at circa 20m in height. The proposal, at 15.75m, would therefore be read in context with, and against the backdrop of, units of a similar size and scale. As such the scale and siting of the proposed building will not be unduly prominent. (NB for comparative purposes, two and a half storey dwellings recently built on the development to the south are up to 9.7m high).

7.4.3 From within the Lancashire Business Park, on the northern, western and eastern elevations, the building will have the appearance of a typical multi-storey car park facility with concrete structural supports and horizontal concrete safety panels to each level. The external appearance of the building on these elevations, whilst industrial and very much ‘form follows function’ is not out of character with the Lancashire Business Park which includes a wide variety of building designs and use of materials including adjacent office building to the east which is concrete clad.

7.4.4 Whilst the outlook for some residential properties to the south would undoubtedly change, the loss or change of a view is not a material planning consideration and therefore cannot be afforded any weight in the planning balance. On the southern elevation of the building however full height built-up acoustic pre-finished metal cladding is proposed to enclose the vehicle parking and entrance ramps giving a large-scale pixelated appearance in soft tones of grey and blue colours. The same pixelated colour finish is present on the 2 associated Amazon buildings 300m to the north-east of the application site and is sometimes utilised to break up elevations on large buildings. The use of this technique on the elevation of the proposed building that would face in the direction of residential properties would soften the appearance of the development.

7.4.5 For the above reasons the proposed development is considered to comply with Policy G17 a), relating to the character and appearance of the area and Core Strategy Policy 17.

7.5 Relationship To Neighbours

7.5.1 A minimum distance of 80m would be present from the proposed building to the nearest residential properties opposing the site from the new residential development to the south with the electricity sub-station associated with the new residential development intervening.

7.5.2 A minimum distance of 90m at a splayed angle would be present from the proposed building to the nearest residential property on Kentmere Avenue (22 Kentmere Avenue) with an area of Public Open Space and overhead cabling associated with the adjacent electricity sub-station intervening.

7.5.3 The above spatial separation distances are considered to be sufficient to prevent the proposal for having an undue impact on the amenities in terms of overshadowing / overdominance.

7.5.4 The southern elevation of the proposed building (facing the POS associated with the new housing development) full height built-up acoustic pre-finished metal cladding for acoustic purposes but will also in turn will ensure that there is no resulting overlooking / loss of privacy caused.

7.6 Highway Issues

7.6.1 The proposed development will, in itself, not be a traffic generator. The vehicles that would use the facility already travel to and from the Lancashire Business Park to load up at, and exit from, the Amazon distribution warehouse 300m to the north-east of the site. It is in fact asserted by the applicant, and supported in their submitted Transport Assessment, that the use of the proposed facility would lead to a reduction in vehicle movements to and from associated distribution warehouse with the business seeking to acquire and operate their own fleet of vehicles. This would allow drivers to travel to the site by sustainable modes of transports, which will be encouraged through the implementation of a Travel Plan to be monitored by LCC Highways, and allowing enhancements to route managements to result in betterment in terms of the number of trips.

7.6.2 Vans, branded and unbranded, associated with the warehouse distribution centre also currently park lawfully in and around the Lancashire Business Park but particularly along Centurion Way. The proposed facility will result in further highway betterment by removing such on-street parking with the facility being made available for drivers to park their own private vehicles used for commuting, a point supported by County Highways.

7.6.3 The proposal has been fully assessed by County Highways who advise that the development would not have a severe impact on the surrounding network and junctions. They advise that the sight lines on to Centurion Way are acceptable and achievable and that

Lancashire County Council's five-year data base for Personal Injury Accident (PIA) indicates there have been no recorded incidents within the vicinity of the proposed site.

7.6.4 No objections to the proposal have been raised by County Highways subject to the securing of a contribution of £6,000 through a Section 106 Agreement prior to the commencement of development to enable Lancashire County Council's Travel Plan Advisor to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years.

7.7 Noise/Disturbance Issues

7.7.1 Concern has been raised by the occupiers of residential properties to the south regarding potential noise and disturbance from the use of the facility, including noise at unsociable hours. The site however has been used by the company for the same purpose, albeit on ground level only and for 160 vehicles, for the past 2 years without acoustic mitigation and without complaint. Furthermore, the plans have been amended since been originally submitted following concerns raised from our Environmental Health Officers in relation to noise, and now include full height built-up acoustic pre-finished metal cladding on the southern elevation. The proposed acoustic façade construction on the southern elevation is noted as providing an acoustic performance of 25 dB, which is between 10-15 dB in excess of the required acoustic performance.

7.7.2 It is also important to consider that all of the parking bays are to be provided with electric vehicle charging points, with the aim of the company to transfer to power 100% of its fleet with renewable energy by 2030. Such a move would eliminate any noise associated with the revving of vehicles.

7.7.3 A neighbour has objected on the basis of potential light pollution. The lighting columns within the site are however proposed up to a height of 12m which is a similar height to street lampposts and, with a spatial separation of at least 80m, is not considered to have the potential to have a significant undue impact on the amenities of residential properties.

7.7.4 The application has been fully assessed by Environmental Health who have raised no objections to the proposal.

7.8 Environmental Issues

7.8.1 Objectors have raised concern in relation to air pollution. As previously stated, the proposed development is not a traffic generator with the traffic to the nearby distribution warehouse unit already present, with the proposal likely decrease traffic in and around the Lancashire Business Park. Also, with the company's objective of achieving a 100% passive EV fleet by 2030 which can only be attained through such a facility where sufficient electric vehicle charging points are present from each vehicle, the proposed development will significantly improve the company's sustainability credentials.

7.8.2 The currently comprises of hardstanding with landscaping to 3 boundaries. With enhancement shrub, hedgerow, wildflower meadow and bulb planting proposed along the western side boundary and adjacent to the site entrance the proposed development will result in a net gain of trees and greenery within the site.

7.8.3 Ecology have raised no objections to the proposal advising that because the site is dominated by hardstanding it has limited ecological value.

8.1 CONCLUSION

8.1 The proposed development conforms with the requirements of Policy E2 of the South Ribble Local Plan. The proposed development would not be out of character with the local area and there are not highway safety or neighbour amenity issues associated with the

proposal. Environmental Health have raised no objections to the proposal subject to the imposition of conditions.

8.2 The proposed development is deemed to be in accord with Policies 1, 3, 10, 17 and 22 of the Core Strategy and Policies E2, F1, G13 and G17 of the South Ribble Local Plan. For these reasons, and those contained within the report, it is therefore recommended that the Members be minded to approve the application and that the decision be delegated to the Director of Planning and Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Unilateral Undertaking to secure a financial contribution to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years

RECOMMENDATION:

That Members be minded to approve the application and that the decision be delegated to the Director of Planning and Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Unilateral Undertaking to secure a financial contribution to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years

RECOMMENDED CONDITIONS:

1. That the development 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 submitted approved plans numbered 2001 P3 (Site Location Plan), 2003 P8 (Proposed Site Plan), 2004 P7 (Van Parking Deck Levels Plan), 2005 P6 (Proposed Elevations), 2006 P5 (External Works Plan), 2007 P4 (External Works Details), 2008 P3 (External Cycle & Smoking Shelter Details), 2009 P3 (External Welfare Cabin Details), 2010 P4 (Guard Shelter Details), 2011 P4 (Sub Station Details), 2012 P3 (Proposed Roof Plan), 2013 P1 (Cladded Elevation), 70073657-WSP-XX-DR-L-001 P03 (Landscape General Arrangements), Detailed Planting Plan (Sheet 1 of 3) ref: 70073657-WSP-XX-DR-L-0002 P03, Detailed Planting Plan (Sheet 2 of 3) ref: 70073657-WSP-XX-DR-L-0003 P03, Detailed Planting Plan (Sheet 3 of 3) ref: 70073657-WSP-XX-DR-L-0004 P03, Electrical Services - Ground Floor External lighting Preston Van Parking ref: P.015850-RED-XX-00-DR-E-2300 Rev B and Electrical Services - Level 3 External Lighting Deck Park Preston Van Parking ref: P.015850-RED-XX-03-DR-E-2301 Rev A.

REASON: To ensure a satisfactory standard of development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G1 of the South Ribble Local Plan (2012-2026).

3. Notwithstanding the provision of the Town and Country Planning (Use Classes) Regulations 2020 or any provision equivalent to this in any statutory instrument revoking and re-enacting this Order, the use of the premises shall be restricted to the use applied for unless the prior consent of the Local Planning Authority is obtained.

REASON: To enable the Local Planning Authority to retain control over the impact of the development on residential amenity and/or highway safety in accordance with

Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

4. The approved landscaping scheme, as detailed on Landscaping General Arrangements Plan (ref. 70073657-WSP-XX-DR-L-001 P03) shall be implemented in the first planting season following completion of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

5. The construction of the development, hereby permitted, shall be carried out in accordance with the submitted approved Construction Management Plan (dated June 2020).

REASON: To safeguard the amenities of neighbouring properties and to protect existing road users in accordance with Policy 17 of the Central Lancashire Core Strategy.

6. Prior to the first use of the development, a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Where the Local Planning Authority agrees a timetable for implementation of the Full Travel Plan, the elements are to be implemented in accordance with that timetable unless otherwise 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.

7. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site, as detailed on Landscaping General Arrangements Plan (ref. 70073657-WSP-XX-DR-L-001 P03) which has been agreed by the Local Planning Authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

8. No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority and LLFA.

Those details shall include:

- a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manholes and attenuation tank.
- b) Detailed plan and cross section of connection to main river culvert.
- c) The drainage scheme should be in accordance with the principles of the Pinnacle FRA and Drainage Strategy Report for PRESTON-Multi-Storey EV Van Park version 2.0 dated 12th August 2020 and demonstrate that the surface water run-off shall not exceed 11.49 litres per second. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- d) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).
- e) Plan identifying areas contributing to the drainage network
- f) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,
- g) A plan to show overland flow routes and flood water exceedance routes and flood extents.
- h) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- i) Breakdown of attenuation in pipes, manholes and attenuation tank.
- j) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable

The scheme shall be implemented in accordance with the approved details prior to first use of the vehicle storage facility, 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: In the interest of flood prevention in accordance with Policy 29 in the Central Lancashire Core Strategy

9. That any tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not take place between March and July inclusive of any year, unless the absence of nesting birds has been confirmed by further surveys or inspections and written approval has been given from the Local Planning Authority.

REASON: To protect habitats of wildlife, in accordance with Policy 22 of the Core Strategy.

10. Prior to the first use of the development hereby approved, each of the van parking spaces shall be fitted with an Electric Vehicle Recharge point, including adequate charging infrastructure and cabling.

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

11. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the

Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.

Should no adverse ground conditions be encountered during site works and/or development, a verification statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building/s, which confirms that no adverse ground conditions were found.

Reason: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

NOTE TO APPLICANT: If no adverse conditions are encountered to discharge this condition photographic evidence of all ground workings shall be submitted together with a description of the ground encountered

12. Should the importation of any subsoil and/or topsoil material into the development site be required during the construction process, information supporting the suitability of the material shall be submitted to the Local Planning Authority for approval in writing. The information submitted shall include details of the material source, sampling methodologies and analysis results, which demonstrates the material does not pose a risk to human health as defined under Part 2A of the Environmental Protection Act 1990.

Reason: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

13. Prior to the first use of the development hereby approved the approved cycling facilities, as detailed on submitted plan 2008 P3 (External Cycle & Smoking Shelter Details), shall be installed and retained and permanently maintained thereafter.

REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy 3 in the Central Lancashire Core Strategy, Policy F1 and Policy G17(c) in the South Ribble Local Plan

14. The approved scheme, as detailed on plans ref. Electrical Services - Ground Floor External lighting Preston Van Parking ref: P.015850-RED-XX-00-DR-E-2300 Rev B, Electrical Services - Level 3 External Lighting Deck Park Preston Van Parking ref: P.015850-RED-XX-03-DR-E-2301 Rev A. shall be installed, maintained and retained as approved. Any changes to the agreed scheme shall first be agreed with the local planning authority and no other external lighting shall be used thereafter.

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 and NPPF.

RELEVANT POLICY

- 1 Locating Growth (Core Strategy Policy)**
- 3 Travel (Core Strategy Policy)**
- 10 Employment Premises and Sites (Core Strategy Policy)**
- 17 Design of New Buildings (Core Strategy Policy)**
- 22 Biodiversity and Geodiversity (Core Strategy Policy)**
- POLE2 Protection of Employment Areas and Sites**
- POLF1 Car Parking**
- POLG13 Trees, Woodlands and Development**
- POLG17 Design Criteria for New Development**

Note:
