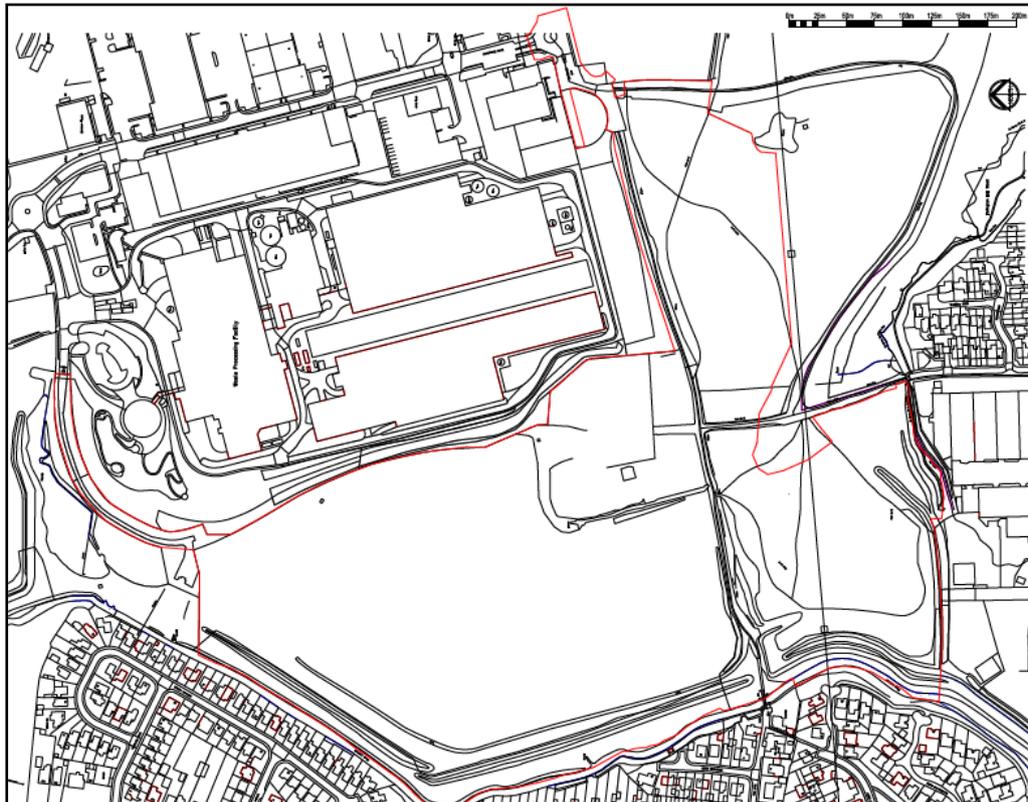


<b>Application Number</b>	07/2020/00781/OUT
<b>Address</b>	Land West Of Lancashire Business Park Centurion Way Farington Preston PR26 6TS
<b>Applicant</b>	Caddick Developments Ltd
<b>Agent</b>	Mr Nick Pleasant Park House Park Square West Leeds LS1 2PW
<b>Development</b>	Outline planning application (all matters reserved apart from access from the public highway) for up to 612,500sqft (56,904sqm) of light industrial (E(g) Use), general industrial (B2 Use), storage and distribution (B8 Use) and ancillary office (E(g) Use) floorspace
<b>Officer Recommendation</b>	<b>Approval with Conditions</b>
<b>Officer Name</b>	<b>Mrs Janice Crook</b>
Date application valid	22.09.2020
Target Determination Date	17.02.2021
Extension of Time	18.01.2021

### Location Plan



## **1. Report Summary**

1.1 The application is for a substantial employment generating development on land allocated under Local Plan Policy E1 as Employment Site (g). The application is in outline with only the means of access applied for, although an illustrative Masterplan has been submitted to demonstrate how the site could be developed. A Buildings Heights Plan and Parameters Plan have also been submitted. Although a largely speculative development, the applicants have indicated that there are businesses already lined up to occupy the resultant premises, hence the size and height of the development proposal indicated on the submitted Building Heights Plan.

1.2 A number of objections have been received from residents in the area, raising concerns in respect of flooding, noise, the size and scale of the development, traffic generation, lack of infrastructure and loss of green open space. However, it is considered that, with the inclusion of suitably worded conditions as requested by statutory consultees, as follows, the issues raised by residents can be addressed.

1.3 County Highways have considered both the present and proposed traffic networks which are influenced by the proposed development and raise no objections. They consider the proposed access arrangements acceptable in principle, although they request that a number of conditions are imposed.

1.4 Environmental Health have raised concerns in terms of noise due to the proximity of residential properties and request a condition be imposed to ensure that, as part of the reserve matters application, an acoustic assessment of the potential impacts be undertaken and submitted.

1.5 In terms of Air Quality, Environmental Health request a condition to ensure that the development is carried out in accordance with the Air Quality Assessment and the Addendum Note submitted in December 2020. The mitigation measures will then need to be fully implemented during the development and in accordance with those documents.

1.6 In terms of flood risk, The Environment Agency has objected, indicating that their objection could be overcome with the submission of a revised Flood Risk Assessment (FTA) and supporting plans which satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

1.7 The Lead Local Flood Authority also require the submission of a revised FRA and final details of the design and implementation of an appropriate surface water sustainable drainage scheme but have requested a condition be imposed to secure the submission rather than requiring this prior to determination. Given this is an outline application, this approach is considered appropriate.

The application is recommended for approval subject to the imposition of conditions.

## **Site and Surrounding Area**

The application relates to the allocated Employment Site, Site g: Farington Hall Estate, West of Lancashire Business Park, Farington. The Farington Hall Estate site measures approximately 21 ha and is roughly 'L' shaped. The site is a derelict brownfield site and contaminated, having been used as a landfill site for inert foundry waste. The land is relatively flat and featureless scrubland with areas of trees, including a number of trees protected by Tree Preservation Orders.

An earth bund visually separates the site from the adjacent River Lostock to the western boundary. Residential properties are located to the east, beyond the River Lostock and also

to the south-east. To the north-east and east is the Lancashire Waste Technology Park and the Lancashire Business Park beyond with the Leyland Truck factory to the north. Further commercial and industrial uses are to the south-west within the Tomlinson Road Industrial Estate.

1.8 There is an area of woodland at Farington Hall Wood to the southern boundary with the land to the west, formerly part of the Farington Hall Estate, is a residential development site, currently under construction, accessed off Grasmere Avenue.

1.9 Within the application site is the site of the former Lower Farington Hall and associated buildings and moat which is located towards the eastern boundary and may be of archaeological interest.

1.10 The site is in private ownership but due to its lack of perimeter fencing, has been accessed by the public as informal amenity space. A public right of way crosses the centre of the site, running from east to west from the adjacent residential development to Centurion Way.

1.11 The site is in a highly sustainable location within walking distance of residential areas in Leyland, Farington and Farington Moss. There are nearby bus stops served by local bus routes and Leyland railway station is within walking distance. Leyland town centre is approximately 900m to the south-east. The main M6 / M65 junction is approximately 2 miles to the north-west.

## **2. Planning History**

07/1979/1138 Tipping of Factory and Foundry Waste – Approved 30.01.1980

07/2019/12549/SCE Request for Screening Opinion (Environmental Impact Assessment) Regulations (2017) – EIA not required

07/2020/00672/SCE Proposed employment use led development at Farington Hall Estate – EIA not required

07/2020/00782/SCE Request for a Screening Opinion for Proposed employment use led development at Farington Hall Estate, Farington – EIA not required

## **3. Proposal**

3.1 The application is in outline with all matters reserved apart from the access from the public highway. The proposal is for up to 56,904 sq mtrs of light industrial use (Use Class E(g)), general industrial use (Use Class B2), storage and distribution (Use Class B8) and ancillary office floorspace (Use Class E(g)).

3.2 The proposal is for two vehicular access points to the site to connect to Centurion Way to the south-east of the site and to Enterprise Drive to the north of the site.

## **4. Supporting Documents**

4.1 The application is supported by a suite of comprehensive technical documents. These include:

- Application forms and certificates;
- Community Infrastructure Levy Form;
- Planning Statement (including delivery, economic, regeneration, & skills);
- Statement of Community Involvement;

- Design & Access Statement;
- Transport Statement (including Framework Travel Plan);
- Air Quality Assessment;
- Landscape & Visual Assessment;
- BREEAM Pre-Assessment;
- Combined Geo-Environmental Desk Study & Ground Investigation Report;
- Flood Risk Assessment & Drainage Statement;
- Heritage Statement;
- Archaeological Evaluation;
- Archaeological WSI;
- Ecology Assessment;
- Arboricultural Appraisal;
- Air Quality Assessment;
- Noise Assessment; and
- Public Rights of Way Statement.
- Site Location Plan (including existing site plan);
- Indicative Proposed Masterplan;
- Proposed Parameters Plan;
- Proposed Building Heights Plan; and
- Proposed Access Plan.

## **5. Summary of Publicity**

5.1 Four hundred and forty-one neighbour notification letters were sent out, nine site notices posted in the area and a press notice published with 23 letters of representation being received, objecting to the proposals on the following grounds:

### **5.2 Flooding and Drainage**

A big flooding problem on the river Lostock

Proposal will result in a rise in the river level

Changes from grass to hard surfaces will increase run off during rainy periods

Banking at side of river may be compromised reducing stability of river bank

Houses at end of Bispham Avenue have flooding twice since waste plant was built

who is going to maintain all these ponds in the future?

Cumulative impact with this development adding to all the other house building etc on this catchment is visibly accelerating the rise in river level in a short time

### **5.3 Residential Amenity/Design and Appearance**

Impact on quality of residential areas and homes

View will be even more unsightly than the current view of the recycling plant

Proposed buildings will adversely affect the tranquil surroundings of the area

House prices, homes will lose their value as they already have since the waste plant was built

The size and location from my home will undoubtedly impact the quality of both mine and multiple neighbour's homes.

Reduction in quality of life

Loss of views

concerned with the lack of detailed information for a development which could impact severely on the quality of our lives

little detail as to the end users/specific use of the units

The sheer size of this development would be a big concern especially for those living at the access point to the site

### **5.4 Noise and Light Pollution**

Intention to operate 7 days a week, 24 hours a day  
Large building proposed directly opposite home with 14 trucks delivering every hour  
Already endure noise from current buildings located further away, this will make it unacceptable  
Vehicle movements and plant and machinery will be far about the noise assessment  
At the moment reversing vehicles can be heard from early morning, any increase in noise would be unacceptable  
The noise assessment states noise will be minimal, but the amount of vehicle movements, plant and machinery will result in noise far above the assessment  
Noise sensitive receptors ESR number 5  
There is a measurement of 50 metres from Brookside close I am sure my property will be under 50 m from the buildings proposed.  
With distribution centres planned, operational hours will introduce lighting on the car parks etc.

### **5.5 Traffic**

A582 already has severe problems at certain times of the day and extra traffic will add to this congestion

Road layout cannot cope with any more traffic

Waste Plant

you promised me the waste plant would not smell and that promise was not upheld, so I'm not sure I would believe any promises you made this time.

We endured the nightmare of the Waste Plant, the promises made by LCC and the contractors to reduce odours, lighting, noise etc. only to be proved right in that it was a very bad move to build so near to an established residential area and currently more or less mothballed at considerable expense to all!

### **5.6 Wildlife**

There is also a lot of wildlife on the land

Site has foxes, stoat, owls, pheasant, kingfisher, woodpecker and many birds of prey, when this land is developed, these will just disappear

### **5.7 Other Matters**

That land is used by the residents in Farington Moss and the wider area for dog walking, horse trekking, cycling, walking and exercise

Route is important for the health and wellbeing of residents

There are plenty of industrial units and shops around and about that are empty. Given the current climate probably many more will become vacant over the coming months.

House value is likely to reduce, the value of our house reduced when the waste plant was built, and this proposal will make it even worse.

Over the last few years the green areas of Farington Moss have been completely taken over for development.

5.8 A letter was also received from a planning consultant on behalf of a client with significant commercial property interests in central Preston. Their client does not object to the principle of the proposed development but, if planning permission is granted, considers it should be subject to condition restricting Class E use to the Class E(g) sub-category within Class E of the Use Classes Order. Class E(g) relates to employment use and covers the following:

(i) an office to carry out any operational or administrative functions;

(ii) the research and development of products or processes; and

(iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

5.9 Without such controls, by way of a restrictive condition, a grant of planning permission could allow for the future introduction of main town centre uses, which also fall within Class E, in an out-of-centre location.

### **5.10 Community Consultation**

5.11 Prior to submission of this application, the applicant undertook a consultation exercise with the local community. The public consultation was undertaken through the delivery of 1,500 leaflets to local residents and businesses in August 2020 which provided details of the development and contact details for the project team. Separate ward councillor engagement was also undertaken in August and September 2020. These measures gave residents, businesses, and local stakeholders an opportunity to make comments.

5.12 A Statement of Community Consultation has been submitted with this application which reports that the key themes within the responses were:

- Principle of development on a perceived 'greenfield' site;
- Loss of land used for informal recreation and dog walking;
- Sustainability credentials;
- Loss of trees;
- Visual impact;
- Ecological effects;
- Highways effects;
- Light pollution;
- Noise effects;
- Air quality effects; and
- Increased potential for risk of flooding

## **6. Summary of Consultations**

6.1 **Environmental Health** comment that, in terms of noise, the submitted report identifies likely adverse impacts from the development in terms of traffic generation, deliveries and plant. As such, a condition is required, to ensure that, as part of the reserve matters application, a full acoustic assessment of the potential impact be undertaken and submitted. The assessment shall include a consideration of all external plant, deliveries and all associated equipment (ie, fork lift trucks), traffic generation and sound breakout from the proposed units.

6.2 In terms of Air Quality, the submitted assessment considers impacts from the construction phase and operational phase of the development and offers some mitigation measures, but these lack sufficient detail and further work will be required in order to make this development acceptable. Therefore, a condition is required to ensure that, as part of the reserve matters application, a further Air Quality Assessment (AQA) shall be carried out and submitted. However, following a meeting with Environmental Health which resulted in the submission of an emissions assessment which follows the Council's Low Emissions and Air Quality Draft Planning Advise Note, Environmental Health confirmed they have no further comments.

6.3 In terms of contaminated land, the recommendations within the submitted Desk Study report must be followed and mitigation measures undertaken. Therefore, a condition is required to ensure this.

6.4 **County Highways** have no objections to the application in principle. However, they request that the conditions are imposed to ensure the submission of a Construction Traffic Management Plan (CTMA); that the new estate road for the development is constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any

development takes place within the site; that a scheme for the future management and maintenance of the proposed streets within the development is submitted and that the Travel Plan Framework (dated August 2020) must be implemented in full in accordance with the timetable.

6.5 County Highways also advise that the granting of planning permission does not authorise any stopping up; closure; obstruction or diversion of a Public Right of Way, without the appropriate order.

6.6 **Public Right of Way Team** advise that 7-4-FP7 between the river Lostock and Wheelton Lane along with the existing walked line that continues eastwards to Centurion Way from the point of footpath 7-4-FP7 are two very important links that form part of the proposed Leyland Loop.

6.7 The PROW statement indicates the development has been designed with PROW in mind and seeks to improve and enhance their usage and safety. However, the PROW Team consider this is not reflected in the Masterplan as it omits to provide a suitable alternative line for 7-4-FP7, shown as being obstructed by a new building.

6.8 The Masterplan was updated to demonstrate an alternative line and the PROW Team confirmed they were satisfied that provision is being allowed for the realignment (subject to a Diversion Order) of 7-4-FP7 but the provision of a shared use path between Mill Lane and both Centurion Way and Wheelton Lane requires 7-4-FP7 and the continuation of 7-4-FP7 to Centurion Way to be legally recorded as either a Bridleway or Cycleway. Therefore, the width of the path is to be a minimum of 3meters. Due to the importance of this route it is requested that the path be lit and the surface blacktop.

6.9 The PROW statement also indicates there is an intention to create a new north-south link from footpath 7-4-FP7 into the development which then will link into the spine road and onwards to the north. This intended link should be included in the Masterplan as it is not understood how this will be achieved within the redline of the application.

6.10 **SRBC Regeneration Team** comment that the Green Links Strategy is a corporate priority for South Ribble. The Strategy seeks to develop safe sustainable links between residential areas, employment centres, green spaces and public amenities. Further the Strategy will provide leisure opportunities which improve residents' health and wellbeing.

6.11 A key component of this in the Leyland area is the 'Leyland Loop' which is being developed in partnership with LCC. As partners, they fully support the comments submitted by LCC's PROW officer.

6.12 **United Utilities** confirm the proposals are acceptable in principle, but request condition is imposed to ensure that the drainage for the development is carried out in accordance with the principles set out in the submitted Flood Risk Assessment. Additionally, United Utilities require a condition to ensure that foul and surface water is drained on separate systems.

6.13 United Utilities also advise that, without effective management and maintenance, sustainable drainage systems can fail or become ineffective and therefore advise that a condition should be imposed requiring the submission of a sustainable drainage management and maintenance plan for the lifetime of the development.

6.14 In terms of water supply, United Utilities advise that, for larger premises or developments of more than one property, including multiple connections, where additional infrastructure is required, a water network behaviour/demand modelling exercise would be required to determine the network reinforcements required to support the proposed development.

6.15 Finally, United Utilities advise that a public sewer crosses this 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. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with them

6.16 **Local Lead Flood Authority (LLFA)** has no objection to the proposed development subject to the inclusion of a condition in respect of the submission of a final Sustainable Drainage scheme which includes a revised flood risk assessment that includes the flood risk from the three surface water culverts which cross the site; a final sustainable drainage layout plan appropriately labelled to include all pipe/structure references etc; the drainage scheme should demonstrate that the surface water run-off shall not exceed the greenfield run-off rate; sustainable drainage flow calculations; a plan identifying areas contributing to the drainage network; measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; a plan to show overland flow routes and flood water exceedance routes and flood extents; a breakdown of attenuation in pipes, manholes and attenuation ponds; details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development.

6.17 The LLFA also require an informative note to be placed on the decision notice advising that this does not grant of permission to connect to the River Lostock and, once planning permission has been obtained, it does not mean that an environmental permit will be given. The applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site.

6.18 **Environment Agency** reviewed the submitted the Flood Risk Assessment in so far as it relates to their remit. Initially, the EA objected to the proposed development on flood risk grounds, due to the absence of an adequate flood risk assessment and provided detailed comments which are reported more fully in the Drainage and Flood Risk section of this report. The EA also advised that the applicant could overcome the objection by submitting a revised FRA and supporting plans which address the deficiencies they highlighted. In particular, the FRA must satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

6.19 The applicant was advised of the EA's comments and an updated FRA was submitted and this was also considered by the EA. They advised that Watercourse 1 (M6 to Stanifield Lane) runs through the site in a culvert and appears to be the principle source of flood risk to the proposed development. The FRA still does not acknowledge this watercourse, which is a designated Main River and therefore no assessment has been made of the flood risk from this watercourse to the site.

6.20 As such the EA's objection remained as they consider that the revised FRA fails to consider:

- The flood risk posed by Watercourse 1(M6 to Stanifield Lane) which runs through the site in culvert and appears to be the principle source of flood risk to the proposed development.
- Safe access and egress – the site access road is located in Flood Zone 3. Modelled data available from the EA would provide on-site flood levels to inform the FRA.
- Flood risk elsewhere (raising ground levels within Q100 CC allowances without compensatory storage)
- The need to demonstrate that works within 8 metres of a Main river will not affect the stability of the bank or culvert and that EA access to the Main Rivers will not be hindered.

6.21 This is discussed fully in the Drainage and Flood Risk section of this report.

6.22 **Greater Manchester Ecology Unit (GMEU)** considered the submitted Ecological Assessment by Urban Green dated September 2020 and recognise that the report concludes that the site supports a number of features of value to biodiversity, as follows:

- Biological Heritage Site – River Lostock (BHS 52SW05)
- Loss of 3 on-site ponds
- Bat roost potential in trees
- Bat roost foraging
- Invasive Non-Native Species including Japanese knotweed, Himalayan balsam and variegated yellow archangel
- Badger with evidence off and on-site
- Water vole on River Lostock, which forms western boundary of site

6.23 In terms of the Indicative Layout, GMEU strongly suggest that the Council seeks to achieve a 20m buffer along the whole of the river corridor to the western boundary of the site, rather than the proposed 10m to the except River Lostock BHS.

6.24 In respect of Biodiversity, GMEU are satisfied with the report and its recommendations and that no further information or surveys are required. The report's recommendations at section 5 and 6 along with the Biodiversity Net Gain calculations should be adhered to and implemented by the use of appropriately worded conditions in relation to compensation for the loss of 3 ponds; a design which accommodate biodiversity net gain in linear features such as hedgerows; that the Biodiversity Net Gain Calculation can be achieved on site; Lighting design of the scheme; The submission and implementation of a CEMP (Construction Environmental Management Plan); Pond removal and Reasonable Avoidance Measures for amphibians; Pre-commencement survey for signs and evidence of new Badger setts; Pre-commencement survey of river corridor for evidence of water vole; Vegetation clearance programme; LEMP to be produced to manage the site for the period of Biodiversity Net Gain; no vegetation clearance during the bird breeding season; and a Control and Eradication Method Statement for INNS (Invasive Non-Native Species).

6.25 **Arboriculturist** raises no objections but requires conditions be imposed in respect of the submission of a landscaping plan detailing new tree planting and tree pit creation specifications; an arboricultural impact assessment and arboricultural method statement, including details of protective fencing to be erected; that existing ground levels should be retained within the RPA and excavated by hand; that all newly planted trees should be replaced on a like for like basis for a minimum of five years should they fail; that no machinery, tools and equipment should be stored within the RPA of any trees on site and that any non-facilitation works to protected trees on site should be applied for as standard.

6.26 **Lancashire County Council Archaeology** advised that they cannot fully assess the archaeological implications of the proposed development without the results of trial excavation works, although, at present, it seems unlikely that any remains in the areas currently proposed for development would need to be preserved in situ at the expense of development. Archaeology therefore wish to reserve final comment and recommendations for mitigation works until the results of the exploratory work are available. However, given that the layout of the development has been reserved, Archaeology consider it acceptable to impose a condition requiring the results to be submitted at reserved matters stage.

6.27 **Investment and Skills Team Manager** confirms that the development of new employment premises in this location will help to attract investment and jobs and the Team support this application for the new commercial premises and welcome the opportunity to bring new jobs into South Ribble. However, an Employment and Skills Plan will be required both to outline the potential jobs required at construction phase and, for subsequent applications, for the occupiers of the new commercial premises. This can be secured by condition.

6.28 **Farington Parish Council** do not object but raise concerns about traffic, flooding, odour issues and light pollution that may cause problems and nuisance to local residents close to the entrance of the site on Bispham Avenue. The Parish Council hope that if this application is approved, then suitable mitigation measures will be put in place to minimise the detrimental effect on local residents.

6.29 **Lancashire Fire and Rescue** had not responded at the time of compiling this report.

## 7. **Policy Background**

### 7.1 **Central Lancashire Core Strategy**

#### 7.2 **Policy 2: Infrastructure**

Work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions, having taken account of other likely funding sources. If a funding shortfall in needed infrastructure provision is identified, secure, through developer contributions, that new development meets the on and off-site infrastructure requirements necessary to support development and mitigate any impact of that development on existing community interests as determined by the local planning authority. In such circumstances developer contributions in the form of actual provision of infrastructure, works or facilities and/or financial contributions will be sought through one off negotiations and/or by applying a levy as appropriate. This will ensure that all such development makes an appropriate and reasonable contribution to the costs of provision after taking account of economic viability considerations.

The levy to be charged on a specific development will take account of cases where actual provision of infrastructure, works or facilities normally covered by the levy is provided as part of the development proposals.

The local planning authorities will set broad priorities on the provision of infrastructure, which will be linked directly to the commencement and phasing of Development. This will ensure that appropriate enabling infrastructure is delivered in line with future growth, although some monies will be specifically collected and spent on the provision of more localised infrastructure. The infrastructure provision will be coordinated and delivered in partnership with other authorities and agencies.

#### 7.3 **Policy 3: Travel**

The best approach to planning for travel will involve a series of measures, including a) Reducing the need to travel; (b) Improving pedestrian facilities; (c) Improving opportunities for cycling; (d) Improving public transport; (e) Enabling travellers to change their mode of travel on trips; (f) Encouraging car sharing; (g) Managing car use; (h) Improving the road network; and (i) Enabling the use of alternative fuels for transport purposes

7.4 **Policy 9: Economic Growth and Employment** seeks to identify 454 hectares of land for employment development between 2010 and 2026. At criterion (c) it advises that other major developments for employment will be located in the Preston/South Ribble urban area, Leyland and Farington, and Chorley.

#### 7.5 **Policy 10: Employment Premises and Sites**

All existing employment premises and sites last used for employment will be protected for employment use. There will be a presumption that 'Best Urban' and 'Good Urban' sites will be retained for B use class employment use. Proposals on all employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under the following criteria:

- (a) there would not be an unacceptable reduction on the type, quality or quantity of employment land supply;
- (b) the provision and need for the proposed use;
- (c) the relative suitability of the site for employment and for the alternative use;

- (d) the location of the site and its relationship to other uses;
- (e) whether the ability to accommodate smaller scale requirements would be compromised;
- (f) there would be a net improvement in amenity.

Any proposals for housing use on all employment sites/premises will need to accommodate criteria (a)-(f) above and also be subject to:

- (g) convincing evidence of lack of demand through a rigorous and active 12 month marketing period for employment re-use and employment redevelopment;
- (h) an assessment of the viability of employment development including employment re-use and employment redevelopment.

#### **7.6 Policy 15: Skills and Economic Inclusion**

Improve Skills and Economic Inclusion by:

- (a) Working with existing and incoming employers to identify skills shortages.
- (b) Liaising with colleges, training agencies and major local employers to develop courses and life-long learning and increase access to training, particularly in local communities that are the most deprived in this respect.
- (c) Encouraging knowledge based businesses and creative industries associated with the University of Central Lancashire to enable graduate retention.

#### **7.7 Policy 16: Heritage Assets**

Protect and seek opportunities to enhance the historic environment, heritage assets and their settings by:

- a) Safeguarding heritage assets from inappropriate development that would cause harm to their significances.
- b) Supporting development or other initiatives where they protect and enhance the local character, setting, management and historic significance of heritage assets, with particular support for initiatives that will improve any assets that are recognised as being in poor condition, or at risk.
- c) Identifying and adopting a local list of heritage assets for each Authority.

#### **7.8 Policy 17: Design of New Buildings**

The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:

- (a) siting, layout, massing, scale, design, materials, building to plot ratio and landscaping.
- (b) safeguarding and enhancing the built and historic environment.
- (c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.
- (d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.
- (e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.
- (f) minimising opportunity for crime, and maximising natural surveillance.
- (g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm.
- (h) including public art in appropriate circumstances.
- (i) demonstrating, through the Design and Access Statement, the appropriateness of the proposal.
- (j) making provision for the needs of special groups in the community such as the elderly and those with disabilities.
- (k) promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and
- (l) achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments.
- (m) ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.

### **7.9 Policy 21: Landscape Character Areas**

New Development will be required to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.

### **7.10 Policy 22: Biodiversity and Geodiversity**

Conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area, through the following measures:

- (a) Promoting the conservation and enhancement of biological diversity, having particular regard to the favourable condition, restoration and re-establishment of priority habitats and species populations;
- (b) Seeking opportunities to conserve, enhance and expand ecological networks;
- (c) Safeguarding geological assets that are of strategic and local importance.

### **7.11 Policy 27: Sustainable Resources and New Developments**

Incorporate sustainable resources into new development through the following measures:

All new dwellings will be required to meet Level 3 (or where economically viable, Level 4) of the Code for Sustainable Homes. This minimum requirement will increase to Level 4 from January 2013 and Level 6 from January 2016. Minimum energy efficiency standards for all other new buildings will be 'Very Good' (or where possible, in urban areas, 'Excellent') according to the Building Research Establishment's Environmental Assessment Method (BREEAM). Subject to other planning policies, planning permission for new built development will only be granted on proposals for 5 or more dwellings or non-residential units of 500 sq metres or more floorspace where all of the following criteria are satisfied:

- (a) Evidence is set out to demonstrate that the design, orientation and layout of the building minimises energy use, maximises energy efficiency and is flexible enough to withstand climate change;
- (b) Prior to the implementation of zero carbon building through the Code for Sustainable Homes for dwellings or BREEAM for other buildings, either additional building fabric insulation measures, or appropriate decentralised, renewable or low carbon energy sources are installed and implemented to reduce the carbon dioxide emissions of predicted energy use by at least 15%;
- (c) Appropriate storage space is to be provided for recyclable waste materials and composting;
- (d) If the proposed development lies within a nationally designated area, such as a Conservation Area or affects a Listed Building, it will be expected to satisfy the requirements of the policy through sensitive design unless it can be demonstrated that complying with the criteria in the policy, and the specific requirements applying to the Code for Sustainable Homes and BREEAM, would have an unacceptable adverse effect on the character or appearance of the historic or natural environment. The integration of the principles above into other types of development will also be encouraged.

### **7.12 Policy 29: Water Management**

Improve water quality, water management and reduce the risk of flooding by:

- (a) Minimising the use of potable mains water in new developments;
- (b) Working with the regional water company and other partners to promote investment in sewage water treatment works to reduce the risk of river pollution from sewage discharges;
- (c) Working with farmers to reduce run-off polluted with agricultural residues into watercourses;
- (d) Appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas particularly in Croston, Penwortham, Walton-le-Dale and southwest Preston;
- (e) Pursuing opportunities to improve the sewer infrastructure, particularly in Grimsargh, Walton-le-Dale and Euxton, due to the risk of sewer flooding;
- (f) Managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity;

- (g) Encouraging the adoption of Sustainable Drainage Systems;
- (h) Seeking to maximise the potential of Green Infrastructure to contribute to flood relief.

### 7.13 **Policy 30: Air Quality**

Improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.

### 7.14 **South Ribble Local Plan**

7.15 **Policy E1: Allocation of Employment Land** for the provision of new employment uses to meet the borough's employment land supply from 2010/11 to 2025/26 in line with Core Strategy Policies 9 and 10 and to ensure a range of local job opportunities:

### 7.16 **Site g: Farington Hall Estate, West of Lancashire Business Park, Farington**

*The Farington Hall Estate site, measuring 22.2 ha is identified for comprehensive redevelopment. It lies immediately west of the Waste Technology Park on Lancashire Business Park and is owned by Brackenhurst Properties. Brackenhurst Properties are looking at the redevelopment of the land for a mixture of employment and residential uses. Negotiations have also taken place between the developer and the owners of Lancashire Business Park over the access to the employment site from Centurion Way. The County Council – the Highways Authority – does not support a route running through the site and would wish to see traffic movements controlled. There are two potential access points, one from the north and one from the south. If controlled, by means of a barrier, there could be a route to the employment site through Lancashire Business Park. This site has been split into two sites to enable separate parts of the site to be allocated for both employment and housing.*

*A Design Code has also been prepared for the site by the developer, which was subject to a public consultation programme in 2009 and was received positively by local residents and elected Members. The Design Code, which involved the development of the site for economic uses, includes the provision of a substantial and continuous landscaped open space area, including new footpaths and cycleway access throughout the site.*

*Much of the site is relatively flat and featureless and the Design Code highlights the retention of as many of the landscape features as possible within the redevelopment proposals. The site of Lower Farington Hall is within the designated area and may be of archaeological interest. Its retention has been accounted for in the Design Code and the layout plans for the site. The area of woodland at Farington Hall Wood, on the southern boundary and the land to the west of the proposed housing west of Grasmere Avenue, which is subject to Policy HP1(c): "Allocation of Housing Land site" of the South Ribble Local Plan (2000), is to be enhanced and protected as an amenity in the Design Code.*

*The site is derelict and potentially contaminated, having been used as a landfill site for inert foundry waste, and it needs to be remediated and reclaimed before it can be developed for employment use.*

### 7.17 **Policy G8: Green Infrastructure and Networks – Future Provision**

All developments should provide:

- a) Appropriate landscape enhancements;
- b) Conservation of important environmental assets, natural resources, biodiversity and geodiversity;
- c) For the long-term use and management of these areas; and
- d) Access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities.

### 7.18 **Policy G12: Green Corridors/Green Wedges**

New development should provide new green corridors to the existing/neighbouring communities and built-up area. Green corridors can be in the form of linear areas of Green Infrastructure, such as footpaths and cycleways, with the appropriate landscaping features such as trees, hedges and woodland.

### 7.19 **Policy G13: Trees, Woodlands and Development**

- a) Planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are:
  - i Protected by a Tree Preservation Order (TPO);
  - ii Ancient Woodlands including individual ancient and veteran trees and those defined in Natural England's inventory of ancient woodlands;
  - iii In a Conservation Area; or
  - iv Within a recognised Nature Conservation Site.
- b) There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site;
- c) Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost;
- d) Tree survey information should be submitted with all planning applications, where trees are present on site. The tree survey information should include protection, mitigation and management measures;
- e) Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.

### 7.20 **Policy G14: Unstable or Contaminated Land**

There will be a presumption in favour of the redevelopment of previously developed land. Previously developed land can be unstable and subject to contamination. However, development will be encouraged on unstable or contaminated brownfield land subject to the following:

- a) Applicants will be required to provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards;
- b) Development should not have an adverse impact on the stability of surrounding areas;
- c) Applicants should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on (amongst other things) local amenities and conservation interests of the development and any remedial measures.

### 7.21 **Policy G15: Derelict Land Reclamation**

Development will be encouraged on derelict land where the reclamation of land is required and appropriate. Schemes on derelict sites should:

- a) Provide employment and residential land in the urban areas thereby reducing pressure on greenfield sites;
- b) Maintain and improve the environment and include landscape enhancement measures.

### 7.22 **Policy G16: Biodiversity and Nature Conservation**

The borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks:

Regard will be had to:

- Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar, Special Protection Areas, Special Areas of Conservation, national nature reserves, Sites of Special Scientific Interest and Biological Heritage Sites, Geological Heritage Sites, Local Nature Reserves, wildlife corridors together with any ecological network approved by the Council;
- Protecting, safeguarding and enhancing habitats for European, nationally and locally important species;

- When considering applications for planning permission, protecting, conserving and enhancing the borough's ecological network and providing links to the network from and/or through a proposed development site.

In addition, development should have regard to the provisions set out below:

- a) The need to minimise impacts on biodiversity and providing net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately mitigated and/or, as a last resort, compensated;
- b) The need to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations;
- c) Where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, planning applications must be accompanied by a survey undertaken by an appropriate qualified professional;
- d) Where the benefits for development in social or economic terms are considered to outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation of an equal or greater area will be required through planning conditions and/or planning obligations.

### 7.23 **Policy G17: Design Criteria for New Development**

Planning permission will be granted for new development, including extensions and free standing structures, provided that, where relevant to the development:

- a) The proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect;
- b) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area;
- c) The development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard;
- d) The proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and
- e) The proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

## 8. **Material Considerations**

### 8.1 **Background/Principle of Development**

8.1.1 The site is allocated under Policy E1 in the South Ribble Local Plan for employment use as site g). The justification to Policy E1 advises that the sites allocated as new employment sites ensure that there are the necessary employment and skills opportunities in local areas. These sites have been allocated based on their appropriate and sustainable locations.

8.1.2 Within the description of Site g) in the Local Plan, it refers to the site having been split into two sites to enable separate parts of the site to be allocated for both employment and housing. The housing element is allocated under Policy D1 Site L: Land West of Grasmere Avenue, Farington. The Policy advises that the residential development would be expected to act as an enabling development to assist the delivery of the adjoining employment allocation. Planning consent was granted for the construction of 160 dwellings on Site L and development is well underway. As part of the planning permission, a Section 106 was entered into to secure a commuted sum of £454,400.00 *“to be expended on measures which facilitate the development and use of the Employment Land for purposes which are likely to result in the growth of employment prospects within the South Ribble area such measures may include but are not limited to the provision of infrastructure access roadways footpaths sewers drains telecommunications equipment the provision of utilities and civil engineering works”*

8.1.3 Development proposals for the site have been subject to formal pre-application discussions between the applicant, the local planning authority and highways authority, along with local community consultation. The proposals have also been subject to Environmental Impact Assessment ‘Screening’ which confirmed the proposals are not EIA development for the purposes of the relevant legislation.

## 8.2 Access

8.2.1 The application is in outline with the means of access being the only matter applied for. The proposal is for two vehicular access points to the site to connect to Centurion Way to the south-east of the site and to Enterprise Drive to the north of the site. The access road will comprise of a 7.3 metre wide road with a 2 metre wide footpath on one side and a 3 metre wide footpath/cycleway on the other.

8.2.2 A Transport Assessment has been produced by Croft Eddisons which considers the accesses to the site, including pedestrian and cycle access and the accesses are shown on the submitted plan Dwg 2371-F01 Rev J.

8.2.3 County Highways have considered the proposed accesses and recognise that the masterplan proposes that the site will be split into two areas, the Northern section and the Southern section, and comment as follows:

8.2.4 **The Northern section** of the site would be accessed from an extension to Sustainability Way. Sustainability Way is a privately maintained two way single carriageway with a width of 7.3m. Sustainability Way connects to the wider network via a roundabout with Enterprise Drive. The submitted 'Proposed Access Points' drawing (2371-F01 Rev J) and Transport Assessment indicate that the proposed extension to Sustainability Way will have a road width of 7.3m with 0.6m widening on the bend. A 2m wide footway and 3m wide shared pedestrian/cycleway have also been indicated along the full length of the extension into the site. This proposed layout is acceptable to LCC Highways.

8.2.5 However, since County Highways response, the northern access was revised following further technical refinement work and clarification on the location of existing services/utilities. The applicant also reviewed the access alignment overall and made other necessary improvements. The applicant advised that the principle remained the same but, in terms of the detail, they are now proposing a single 3m shared pedestrian and cycle facility along the western side of the access. The change has come about due to the presence of utilities and services along the eastern edge of the road and changes in levels and made ground in that area of the site.

8.2.6 County Highways were re-consulted and confirmed that the amended accesses as shown within drawing 2371-F01 rev J are acceptable.

8.2.7 **The Southern section** of the site would be accessed from the existing Centurion Way/Enterprise Drive 3 arm roundabout. The 3 arm roundabout and adjacent roads are privately maintained.

8.2.8 The submitted 'Proposed Access Points' drawing (2371-F01 Rev J) and Transport Assessment indicate that the proposed extension to Centurion Way into the site will have a road width of 7.3m. A 2m wide footway on the southern side and a 3m wide shared pedestrian/cycleway on the northern side have also been indicated along the length of the extension into the site.

8.2.9 The submitted plan also indicates that the two existing highway connections to the west of the existing roundabout will be amended as part of the scheme, including a right turn facility and a new priority junction.

8.2.10 The proposed access and layout for the southern access is also acceptable to LCC Highways. However, LCC Highways have confirmed that both new access roads would not be considered for adoption by them as they would not connect to an existing adopted highway. Both Sustainability Way and Centurion Way are currently privately maintained roads.

### 8.3 **Internal Layout**

8.3.1 As this application is in outline with all matters reserved apart from access, the proposed site masterplan is only indicative. LCC Highways initially highlighted concerns regarding the lack of an access road all the way through the site as they considered it had implications for emergency access if one of the access points was to become blocked. To address this concern an emergency route should be provided between the two areas.

8.3.2 In response to LCC Highways comments, the applicant has advised that a planning condition can be used to ensure the roads are provided to LCC standards and managed thereafter to give certainty that the estate roads will be properly constructed and maintained, albeit not adopted.

8.3.3 In respect of the through route and emergency access, the Masterplan has been amended to show how the two sections can be linked and LCC Highways have confirmed they are acceptable.

### 8.4 **Highway Implications**

8.4.1 The Transport Assessment by Croft Eddisons considers the existing site, the Local Highway Network and the Baseline Transport Data. It then considers the accesses to the site, including pedestrian and cycle access and the site's accessibility by public transport. The Transport Assessment also includes a number of documents as appendices. These are listed below:

Appendix 1 Travel Plan Framework

Appendix 2 Traffic Count Data

Appendix 3 TRICS Output – Employment Development

Appendix 4 Junctions 9 Output – Enterprise Drive/Centurion Way Junction

Appendix 5 Junctions 9 Output – Enterprise Drive/Sustainability Way Junction

Appendix 6 Junctions 9 Output – A582 Farington Road/Croston Road/Centurion Way Junction

Appendix 7 LINSIG Output – A582 Farington Road/Watkin Lane/Lostock Road Junction

Appendix 8 LINSIG Output – A5083 Stanifield Lane/Centurion Way/Stanley Road

Appendix 9 PICADY Output – Centurion Way/Wheelton Lane Junction

Appendix 10 A582 Dualling Traffic Figures

Appendix 11 Accident Data

8.4.2 Overall, the Transport Assessment concludes that the proposals for an employment development will provide a sustainable development in transport terms, highlighting the following points:

- The proposed development will be accessed by a safe and efficient vehicular access arrangements.
- The proposed development complies with local, regional and national planning policy.
- The site is allocated within the South Ribble Local Plan for Employment development.
- The proposed development benefits from being accessible on foot with the existing area providing access to the surrounding areas of Leyland, Farington and Lostock Hall.
- The site is accessible by bus with bus services providing access to local destinations including Preston city centre.
- A Framework Travel Plan will be implemented to encourage the use of non-car modes. The robust traffic impact analysis of the proposed development without the A582 dualling has concluded that the proposed development will have a minimal impact on the operation of the local highway network.
- The assessments of the impact of the proposals on the highway network with the provision of the A582 dualling has concluded that the proposed development will have a minimal impact on operation of the local highway network. It should be noted that the proposed development can be accommodated on the local highway network without requiring the A582 dualling or improvements at the A582 Farington Road/Centurion Way/Croston Road roundabout.

8.4.3 LCC Highways advise that the information presented within the Transport Assessment is not unreasonable. It is important to note that given the site is allocated within the adopted South Ribble Local Plan for employment use, consideration to the traffic impact of the allocation has already been considered.

8.4.4 The Transport Assessment has presented accident data using the Crashmap website. This approach is acceptable to LCC Highways. On investigation of all the details presented, the number of incidents recorded follow no pattern with regards to positioning or time and appear to be of a nature that would not be worsened by the proposed development.

## 8.5 Travel Plan

8.5.1 LCC Highways advised that the submitted Travel Plan Framework meets their submission criteria for an Interim Travel Plan. They advise that it is important that the Interim Travel Plan is adhered to and a Full Travel Plan is developed and implemented in line with the agreed timescales.

8.5.2 The Full Travel Plan when developed would need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from travel survey
- Details of cycling, pedestrian and/or public transport links to and through the site
- 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

8.5.3 LCC Highways has recently reviewed its guidance regarding Travel Plans and is recommending that all developments that are required to produce a Travel Plan should be asked for a Section 106 contribution. On a development of this size LCC Highways would

normally request a section 106 contribution of £24,000 to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years. However, the applicant has advised that they are aware of LCC's service but there is relevant case law that standard travel plan fees should not normally be imposed. The applicant has confirmed they will take on the Travel Plan Co-Ordinator responsibility meaning there is no requirement for LCC to monitor. The Travel Plan includes a range of measures to increase sustainability, and it would be monitored for at least the initial 5 years as a typical monitoring period.

## 8.6 Public Rights of Way

8.6.1 A Public Rights of Way Statement has been submitted in support of this application which advises that the site contains two formal Public Rights of Way, Footpath 7-4-FP7 which follows the line of the former Mill Lane, from east to west across the central part of the site; and Footpath 7-1-FP24 which runs north to south in the southern area of the site, linking footpath 7-4-FP7 with adjacent residential areas to the south. The PROWs are general footpaths which enable access into and across the site for general use. Within the site, the PROWs are dirt footpaths with some areas of hardstanding. The rights of way are poorly lit and do not encourage use outside of daytime hours. There is the potential for the PROWs within the site to be upgraded and enhanced with improved surfaces and more accessible routes. This includes improvements such as:

- Additional planting along the Public Rights of Way;
- Overall improvements to the Public Rights of Way surfaces;
- Improvements to the drainage across the site, meaning waterlogging which affects the accessibility of the site is mitigated;
- An ecological enhancement area in the south west corner of the site, which will improve the recreational space and accessibility in this area;
- New lighting within the development which will enhance the safety and accessibility of the area in the evening and night-time; and
- Creation of natural surveillance through the delivery of development in an area which is otherwise poorly lit and unwelcoming outside of daylight hours.

8.6.2 The PROW Statement has been considered by Lancashire County Council's PROW Team who commented that the footpaths are two very important links that form part of the proposed Leyland Loop, a joint partnership between LCC and South Ribble to improve sustainable transport links within the borough between residential areas, local shops, services, schools, employment sites and the neighbouring districts of Preston and Chorley.

8.6.3 Paragraph 3.4 states, *'In addition to the improved public rights of way, there is an intention to create a new north / south link from Footpath 7-4-FP7 into the development site which then links into the development spine road for onward access to the north'*. This intended link should be included within the masterplan as it is not understood how this will be achieved within the redline of the application. Any proposed diversion outside of the redline will be subject to a S106 Agreement request from LCC's PROW to allow the creation of a 3m wide surfaced path and the status of footpath 7-4-FP7 upgraded to bridleway. The S106 requests will also apply to the upgrade of footpath 7-4-FP24 between the development and Hall Lane.

8.6.4 All existing public rights of way that pass through the site should be a minimum width of 3m and upgraded to provide shared use for pedestrians and cyclists. The minimum width of 3meters and shared use for pedestrians and cyclists should be extended to incorporate the existing walked line that continues eastwards to Centurion Way from the point footpath 7-4-FP7 veers south east to Wheelton Lane.

8.6.5 Initially, the PROW Team advised that, although 2.8 of the Public Rights of Way Statement states, *'The proposed development has been designed with the Public Rights of Way in mind and seeks to improve and enhance their usage and safety which in turn improves accessibility in this part of Leyland and Farington.'* However, this is not reflected in

the Masterplan as it omits to provide a suitable alternative line for 7-4-FP7, shown as being obstructed by a new building.

8.6.6 The Council's Regeneration Team also raised the issue of the 'Leyland Loop', commenting that the Green links strategy is a corporate priority for South Ribble. The strategy seeks to develop safe sustainable links between residential areas, employment centres, green spaces and public amenities. Further the strategy will provide leisure opportunities which improve residents' health and wellbeing.

8.6.7 A key component of this in the Leyland area is the 'Leyland loop' which is a 16km orbital route to serve residents and visitors alike with a fully accessible, legible route taking in parks and green spaces with spurs into adjoining areas such as Moss Side, Farrington and eventually links to the Town Centre and railway station.

8.6.8 The provision for this crucial section of the Leyland loop is of extreme importance for the success of the Leyland Loop linking existing cycleways from Mill Lane and the River Lostock through to Centurion Way and Wheelton Lane.

8.6.9 The matters were raised with the applicant who submitted an updated Masterplan to demonstrate how the footpath could be diverted and also to show a 3m wide blacktop surfaced footpath/cycleway

8.6.10 In more general terms, the PROW Team also advised the following:

#### **Diversion/temporary closure**

- Any permanent diversion will need to be certified and in place prior to any works commencing on a public right of way – failure to do so would result in enforcement action being taken.
- If the planning application is successful and construction work is likely to cause a health and safety issue to the public a temporary closure notice should be applied for and in place prior to work commencing – failure to do so would result in enforcement action being taken. Public rights of way cannot be used to store materials/vehicles during construction.

#### **Landscaping**

- Any landscaping should be 3 metres away from any public right of way to protect the route from overgrowth or undergrowth to avoid future maintenance issues or trip/falling hazards to the public.

#### **Ground level/drainage**

- Any changes in ground level should not be higher than a public right of way and there should be adequate drainage to ensure any surface water does not drain onto the Right of Way causing the route to flood.

#### **Fencing**

- PROW should not be enclosed by close boarded fencing to both sides; this creates an uninviting route which is difficult to maintain and unwelcoming to users. Enclosed paths are normally less visible from adjacent land and natural surveillance is less likely from overlooking properties, Acute changes of direction in a path should be avoided so that no intimidating blind spots are created.

### **8.7 Air Quality**

8.7.1 An Air Quality Assessment report has been submitted in support of this application which includes:

- Baseline Evaluation – Assessment of existing air quality in the local area;
- Construction Phase Assessment – Identification and assessment of potential air quality impacts and effects associated with the construction phase of the Proposed Development,

primarily dust impacts and suspended particulate matter with an aerodynamic diameter of less than 10 micrometres (PM10);

- Operational Phase Assessment, to consider the air quality impacts associated with the Proposed Development on the existing environment; and
- Mitigation Measures – Identification of appropriate mitigation measures for incorporation within the 'design' based upon the above proposed scope.

8.7.2 The report concludes that it is not considered that air quality represents a material constraint to the development proposal, explaining that qualitative assessment of the potential dust impacts during the construction of the development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature. Due to the low additional number of HGV trips anticipated during the construction phase of the development, there is predicted to result in an 'insignificant' effect on air quality from road vehicle emissions. Furthermore, emissions from plant / NRMM on-site is predicted to result in a 'not significant' impact on air quality. Additional development trips arising during the operational phase of the development in the 2023 opening year are predicted to result in a negligible impact on annual mean NO<sub>2</sub> and PM<sub>10</sub> concentrations at all considered sensitive receptors, with a maximum absolute predicted change in annual mean NO<sub>2</sub> and PM<sub>10</sub> concentrations of +0.68µg/m<sup>3</sup> and +0.17µg/m<sup>3</sup>, respectively. There is no predicted risk of exceedance of the 1-hour mean NO<sub>2</sub> or 24-hour mean PM<sub>10</sub> AQALs as a result of the development proposals. As such, the overall effect arising from change in operational phase trips is considered to be 'not significant'.

8.7.3 The Air Quality Assessment report has been considered by Environmental Health who advised that the AQA consultant contacted them and information was provided over the preferred methodology for undertaking an assessment of the impacts from the development on the local air quality, although this assessment has not been undertaken. The submitted assessment considers impacts from the construction phase and operational phase of the development and offers some mitigation measures. These lack sufficient detail and further work will be required in order to make this development acceptable.

8.7.4 Utilising the Council's preferred methodology the development will fall into a category which would require an emissions assessment and further mitigation measures beyond those identified as basic mitigation measures. Some of these have been identified with the submitted report but further detail will be required. The applicant therefore submitted the required Emissions Assessment and Environmental Health confirmed that had no comments to add but indicated that during their meeting the energy efficiency of the proposed units was also discussed. This information should be provided so it can be considered alongside this emissions assessment.

8.7.5 Therefore, conditions are required to ensure that details of the energy efficiency of the units is provided and the AQA updated in line with the agreed methodology and any necessary mitigation measures should be detailed within the assessment.

## 8.8 Residential Amenity

8.8.1 There are residential properties to the west on Bispham Avenue, Riverside, Brookside Close, Mill Lane, Meadowland Close and Morley Croft to the west which are all on the opposite side of the River Lostock. There are new properties on the Grasmere Avenue development site, currently under construction to the east. To the south are residential properties on Hall Lane, Bluebell Wood and Summerfield.

8.8.2 A number of objections have been received from neighbouring residents in terms of impact on their residential amenity. Comments received include concerns over the size of the proposed buildings and their proximity to residential properties, particularly as there is little information on how the development will look and details of the end users of the units.

8.8.3 As already highlighted, this is an outline application with all matters reserved other than the means of access. Should outline planning permission be granted, the Reserved Matters application would need to provide the detailed design of the buildings. However, as part of this outline submission, a Design and Access Statement has been submitted together with an indicative masterplan, maximum building height plan and parameters plan.

8.8.4 The building heights plan broadly indicates the suitable areas for potential larger structures and features such as specialist plant and equipment. Given the proximity of a number of tall chimneys on the adjacent site at Global Renewables, building heights on the application site increase towards the eastern boundary.

8.8.5 The Parameter Plan provides a generous buffer along the western boundary and the existing vegetation provides screening between the application site and residential properties to the west. Reduced building height and the provision of additional bunding and planting, particularly along the north-west boundary, will serve to provide additional screening.

8.8.6 Other comments received from residents concerned that homes will lose their value as they already have since the waste plant was built; that the view will be even more unsightly than the current view of the recycling plant and loss of view are not materials planning considerations and therefore cannot be taken into account.

8.8.7 In terms of other impacts on residential amenity, these are considered in more detail below.

## 8.9 Noise and Disturbance

8.9.1 A Noise Impact Assessment has been submitted which advises that a baseline noise survey was undertaken in accordance with current standards and guidance. The noise impact assessment considers the potential noise impact of the proposed development at existing noise sensitive receptors in the vicinity of the site. The noise assessment includes consideration of noise from deliveries, proposed fixed plant noise sources and development generated road traffic.

8.9.2 The results of the noise impact assessment indicate that mitigation is required to reduce noise associated with HGV deliveries at nearby existing sensitive receptors. Careful consideration should therefore be given to the layout of the site, with delivery areas located on the screened side of the units and/or placing barriers around service yard areas. In addition, a barrier is required adjacent to the northern access road, to reduce the noise impact associated with vehicles accessing the site. It is widely accepted that a barrier which removes line of sight between the source and receiver will attenuate the noise source by approximately 10dB. Therefore, with appropriate mitigation in place the resultant impact will be low, and the development could operate without a restriction on hours. In addition, appropriate noise limits have been determined to be achieved by fixed plant items associated with the proposed development.

8.9.2 The assessment of the potential noise impact from development generated traffic indicates that for the vast majority of road links assessed in 2023, the predicted increase is up to +2.5dB which in accordance with DMRB is likely to result in a minor, adverse impact during the daytime as a result of the additional road traffic in the short term.

8.9.3 At the worst affected receptors, there is likely to be, a moderate adverse effect from this noise. It is understood that the scheme will benefit from a travel plan, that will encourage the reduction of single occupancy trips, where possible.

8.9.5 Based on the results of the assessment, and with appropriate mitigation measures in place, it is considered that noise need not be a determining factor in granting outline planning permission for the proposed scheme. However, the proposed mitigation are in outline only

as the final location and operation of each unit is unknown. Mitigation measure can be confirmed at the detailed design stage when further information is known.

8.9.6 To mitigate noise from HGV movements and deliveries during the daytime on a weekend, and a night-time on a weekday and weekend period, buildings could be orientated to ensure delivery areas are located on the screened side of buildings. Alternatively, a close-boarded fence, located around delivery areas would be required. It is widely accepted that a barrier which removes line of sight between the source and receiver will attenuate the noise source by approximately 10dB. The barrier would need to remove line of sight at first floor windows.

8.9.7 Where a significant adverse impact has been predicted, and/or night-time operations are proposed, careful consideration will need to be given to the final layout of the units, with service yard areas located on the screened side of the buildings, where possible.

8.9.8 It is considered that with appropriate mitigation in place, the resultant impacts will be low, and the development could operate without a restriction on hours. The exact requirement and details of any mitigation measures can be confirmed at the detailed design stage, once further details are known.

8.9.10 In terms of noise from Fixed Plant, noise level limits have been derived at the nearest noise sensitive receptors. Provided that these limits are achieved, a low impact is predicted. Therefore, no further consideration of mitigation measures is warranted at this time.

8.9.11 In terms of noise from the Northern Access Road, based on the current available traffic data, noise from road traffic on the access road is predicted to be above recommended guideline levels at nearby receptors. It is therefore recommended that a barrier is located adjacent to the access road, between receptors to the west and the access road.

8.9.12 With a 4m high barrier in place, the noise level in gardens is predicted to be 50dB LAeq,16h which is in line with the lower guideline value recommended in BS8233 and WHO. The predicted noise level at the first floor façade is 49dB LAeq,16h, which results in an internal level of 34dB LAeq,T assuming a partially opened window. This meets the internal daytime criteria of 35dB LAeq,16h in accordance with BS8233. It is therefore considered that with the appropriate mitigation in place, noise levels from the access road are unlikely to cause a significant impact at nearby receptors. The extent and final height of any barrier should be confirmed at the detailed design stage once further detail is known and following any revisions to the traffic data.

8.9.13 In terms of Road Traffic Noise generated from the development, the assessment of the potential noise impact from development generated road traffic indicates that a major impact may be experienced on a small number of links, however these links are away from existing receptors and therefore the impact is considered to be acceptable.

8.9.14 The Noise Assessment Report has been considered by Environmental Health who advise that the submitted report identifies a likely adverse impact from the development in terms of traffic generation, deliveries and potentially plant. No consideration of break out noise has been made from the proposed units, and the delivery noise has been based on assumed numbers for each unit although the final use of the development is unknown. No consideration of the use of forklift trucks has been undertaken, given the size of the units it is considered reasonable that at least some of the deliveries would be utilising forklift trucks. As such a condition would be required to ensure a full acoustic assessment of the potential impact is undertaken and submitted at Reserved Matters stage.

## 8.10 Drainage and Flood Risk

8.10.1 A Drainage and Flood Risk Statement was submitted which concludes that the site is at low risk of flooding from river or sea. Other sources of flooding have been assessed and

the risk of flooding from these sources are also considered to be low. The water displacement for the area of Flood Zone 2 is expected to be picked up by the surface water attenuated provided towards the south-western boundary.

8.10.2 The document was considered by United Utilities who confirm the proposals are acceptable in principle, but request condition is imposed to ensure that the drainage for the development is carried out in accordance with the principles set out in the Flood Risk Assessment. Additionally, United Utilities require a condition to ensure that foul and surface water is drained on separate systems.

8.10.3 United Utilities also advise that, without effective management and maintenance, sustainable drainage systems can fail or become ineffective and therefore advise that a condition should be imposed requiring the submission of a sustainable drainage management and maintenance plan for the lifetime of the development.

8.10.4 In terms of water supply, United Utilities advise that, for larger premises or developments of more than one property, including multiple connections, where additional infrastructure is required, a water network behaviour/demand modelling exercise would be required to determine the network reinforcements required to support the proposed development.

8.10.5 Finally, United Utilities advise that a public sewer crosses this 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. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with them

8.10.6 In terms of the hierarchy of drainage options in the National Planning Practice Guidance, where the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

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.

8.10.7 The FRA concludes that the disposal of surface water by infiltration methods, is proven to be unachievable, therefore the second consideration should be to discharge to watercourse, the most logical point of discharge is to the river Lostock on the western boundary of the site. The discharge will be restricted based on an agreement with the LLFA.

8.10.8 The proposed development plateau works will direct surface water flows for impermeable areas to positively drained systems via a system of channel drainage, kerb drains, petrol separators and gullies. The surface water flow will be directed south to be attenuated and filtered through the ecology and attenuation basins prior to been control released via a hydrobrake to the river Lostock at a discharge rate agreed with the LLFA.

8.10.9 The LLFA have no objections to the proposed development providing a condition is imposed to ensure that no development commences until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted. The details of the scheme should include the following:

- a) A revised flood risk assessment that includes the flood risk from the three surface water culverts which cross the site from east to west. Calculations are also required detailing how the loss of a flood zone 2 storage area near the eastern boundary has been taken into account in the design of the attenuation ponds.
- b) 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 manhole, attenuation ponds (1 in 30 year and 1/100 year + climate change water levels should be shown) and attenuation pond inlets/outlets. Detailed drawings of outfall into River Lostock.

c) The drainage scheme should demonstrate that the surface water run-off shall not exceed the greenfield run-off rate. 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) Breakdown of attenuation in pipes, manholes and attenuation ponds.

i) 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

8.10.10 The agreed scheme should then be implemented prior to the first occupation of any of the units or on completion of the development, whichever is the sooner and shall then be retained, managed and maintained

8.10.11 The LLFA also advise that their response does not grant the applicant permission to connect to the River Lostock and, once planning permission has been obtained, it does not mean that an environmental permit will be given. Therefore, the applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site. This can be included as an informative note of the decision notice.

8.10.12 The Environment Agency reviewed the submitted the Flood Risk Assessment and initially objected to the proposed development on flood risk grounds and provided detailed comments and their reasons for the objection. The EA also advised on what was required to overcome the objection by the submission of a revised FRA and supporting plans which address the deficiencies they highlighted. Essentially, the FRA must satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

8.10.13 A revised Flood Risk Assessment was then submitted, and the EA considered this updated document. They advised that the FRA has made an assessment of flood risk to the site from the River Lostock, located along the western boundary. However, Watercourse 1 (M6 to Stanifield Lane) runs through the site in culvert and appears to be the principle source of flood risk to the proposed development. The FRA still does not acknowledge this watercourse, which is a designated Main River. No assessment has been made of the flood risk from this watercourse to the site. The Environment Agency holds modelled data for this watercourse, including blockage scenarios and recommends that the applicant submits a request for an up to date Product 4 flood risk information package which is applicable to the whole development site to inform the FRA.

8.10.14 The EA acknowledge that the proposed built development is located within Flood Zone 1 and partly within Flood Zone 2. However, the revised FRA states that the development platform will be raised above the 'Flood Zone 2 levels'. It is not clear what

this level is. It must be demonstrated that the proposed development does not increase flood risk elsewhere. As the proposals are to raise development levels on site, it should be demonstrated that no ground raising occurs within the Q100 flood extent, with an allowance for climate change.

8.10.15 The objection by the EA remains as the FRA fails to consider:

Objection 1. The flood risk posed by Watercourse 1 (M6 to Stanifield Lane) which runs through the site in culvert and appears to be the principle source of flood risk to the proposed development.

Objection 2. Safe access and egress – the site access road is located in Flood Zone 3. Modelled data available from us would provide on-site flood levels to inform the FRA.

Objection 3. Flood risk elsewhere (raising ground levels within Q100 CC allowances without compensatory storage)

Objection 4. The need to demonstrate that works within 8 metres of a Main river will not affect the stability of the bank or culvert and that EA access to the Main Rivers will not be hindered.

8.10.16 However, the EA advise that the applicant can overcome the objection by submitting a revised FRA and supporting plans which address the deficiencies highlighted above. The FRA must satisfactorily demonstrate that the development will be safe for its lifetime without increasing risk elsewhere and where possible reduces flood risk overall.

8.10.17 The applicants have advised that they are continuing to seek engagement with the Environment Agency in order to address their four points of objection as a matter of urgency. The main delay is the EA providing their additional 'Product 4' data that was not included in their previous data release to the applicant's consultants. The applicant considers that the 4 concerns raised by the EA are related to detailed design matters which can be addressed through planning conditions to be discharged as part of the Reserved Matters submission. However, in order to provide further comfort, they are also proposing two additional conditions which respond directly to two of the EA's objections (objections 1 and 4), as set out below:

Objection 1: Risk posed by Watercourse 1 (culvert)

This can be addressed through a suitable worded planning condition:

*'Prior to commencement of development a scheme shall be submitted to the local planning authority for approval in writing that includes detailed design analysis of a blockage event in Watercourse 1 (M6 to Stansfield Lane), based on the latest modelled flood data for this blockage event. The design shall demonstrate that any overland flood event flows are maintained towards and can discharge into the River Lostock without adversely impacting on the properties within the proposed development or flow towards or impact on adjoining sites. The development shall be undertaken in accordance with the approved details.'*

Objection 2: safe access and exit in the event of a flood

The flood risk concerns relate to the southern access road only. The proposed emergency access route, as demonstrated on the amended Masterplan, between the northern and southern parcels of land will allow for safe egress from the site were the southern access to be blocked. The FRA will be updated to ensure the EA is fully aware of the emergency access.

Objection 3: flood risk elsewhere as a result of a potential lack of compensatory storage

The exact compensatory storage will not be known until the detailed design stage as that is when the finalised levels and ground works will be set. This level of detail is not

typically known at outline planning application stage. The FRA maintains a commitment to providing sufficient compensatory storage and to not increase flood risk elsewhere, and the detailed design will include a finalised drainage strategy that can be secured through a standard planning condition.

#### Objection 4: works within 8m of a main river

As with objection 3, this level of detail is rarely known at Outline planning application stage but would be robustly dealt with during detailed design and Reserved Matters. However, to provide the EA with comfort on the issue, the applicant suggests the following condition:

*'Prior to any development within 8m of a main river details shall be submitted to the local planning authority for approval in writing of the proposed works, inclusive of all proposed finished levels, construction arrangements and method statements for the construction. The development shall be undertaken in accordance with the approved details'*

8.10.18 In summary, given that the LLFA require the revised FRA to be secured by planning condition, not prior to determination of this outline approval and that the applicant has suggested robust conditions to resolve the outstanding issues with the EA at Reserved Matters stage once the detailed design of the site is known, it is officer's view that this is the most appropriate route to take.

#### **8.11 Contaminated Land**

8.11.1 A Geoenvironmental Desk Study and Ground Investigation Report by JPG dated December 2018 has been submitted. The scope of works for the desk study included the following:

- Site inspection and description.
- Review of any previous reports provided.
- Review of contemporary and historical Ordnance Survey publications.
- Consultations with regulatory authorities where appropriate.
- Review of geological publications (including hydrology, hydrogeology and soil survey publications where appropriate).
- Obtain a Coal Authority Mining Report, if required.
- Review of the radon status of the site.
- An environmental database search; and,
- Outline environmental risk assessment.
- The scope of the ground investigation was designed based on the illustrative layout

8.11.2 The report identifies that, based on the history of the site, the following potential sources of contamination may be present:

- Made ground associated with structures (i.e. Lower Farington Hall, Mill and Farm),
- The infilled Lower Farington Mill ponds and the refuse tip/heap; and,
- Hazardous gases associated with the made ground.

8.11.3 Potential contaminants, associated with the above sources which could be present on the site include metals, metalloids and their compounds; inorganic compounds; organic compounds; asbestos; and hazardous ground gases.

8.11.4 An intrusive ground investigation was then undertaken to provide information on the general ground, groundwater and hazardous gas conditions at the site.

8.11.5 The report then provides mitigation measures at section 9.13 in respect of construction and maintenance workers; future site users and materials for disposal off-site.

8.11.6 Environmental Health have considered the Ground Investigation and Desk Study Report and confirm that the recommendations within the report must be followed and the mitigation measures undertaken. Therefore, they request that a condition is imposed requiring the submission of a remediation statement detailing the recommendations and remedial measures to be implemented within the site. On completion of the development and remedial works, the developer should then submit written confirmation, in the form of a verification report, to confirm that all works have been completed in accordance with the agreed Remediation Statement.

8.11.7 Finally, Environmental Health require full details of the gas protection measures and therefore request a condition that, as part of the reserve matters application details are provided and once approved, installation is undertaken by an appropriately competent person. The installation of any barriers shall be subject to a further validation test to ensure their integrity prior to the completion of the works on site.

## 8.12 Biodiversity and Geodiversity

8.12.1 An Ecological Assessment together with a Biodiversity Net Gain Calculation have been submitted which considers the River Lostock Biological Heritage Site (BHS); Habitat loss and planting; Badger; Roosting Bats; Nesting Birds; Great Crested Newts and other Amphibians; Hedgehog and Invasive Plant Species.

8.12.2 Mitigation measures contained within the report include the following:

**River Lostock BHS** – a minimum buffer of 20m from the proposed development and BHS; pollution control measures; production of a CEMP and External Lighting Scheme

**Habitat and Flora** – protection measures of retained woodland and trees; removal of on-site ponds under supervision of an ecologist; compensatory habitat creation; production of a AIA, CEMP, LEMP; eradication of non-native invasive species;

**Fauna: Badger**– implementatin of suitable protection measures prior to and during construction

**Common Amphibians** – Removal on on-site pond under supervision of an ecologis; removal of suitable habitats under supervision of ecologist

**Bats** - Removal of tres with low bat roosting potential; lighting mitigation measures to be completed during the construction and operational phase

**Breeding Birds** – Removal of vegetation outside of breeding season or, if not possible, ecologist to complete nestig bird checks within 48 hours of vegetation clearance; compensatory habitats and breeding opportunities; production of a bird box plan

**Hedgehog** - Protection measures to be followed throughout the construction phase of the development

8.12.3 Greater Manchester Ecology Unit (GMEU) have considered the Ecological Assessment; the Biodiversity Net Gain Calculation and the Indicative Masterplan. In respect of the Baseline Surveys, GMEU consider the report appears to have used reasonable effort to survey the habitats on site and make an assessment of their suitability to support protected Species of Principal Importance. The surveys were conducted between April and September 2019 and are now over one year old. However, in relation to this outline application, it is not considered to be a constraint on the assessment and does not invalidate its findings.

8.12.4 GMEU advise that the report concluded that the site supports a number of features of value to biodiversity:

- Biological Heritage Site – River Lostock (BHS 52SW05)
- Loss of 3 on-site ponds
- Bat roost potential in trees
- Bat roost foraging
- Invasive Non-Native Species including Japanese knotweed, Himalayan balsam and variegated yellow archangel
- Badger with evidence off and on-site

- Water vole on River Lostock, which forms western boundary of site

8.12.5 GMEU confirm there is no reason to contradict the findings and where species and/or species groups are not mentioned, sufficient survey and discussion has been provided to reasonably discount them.

8.12.6 In terms of the indicative layout, GMEU strongly suggest that the Council seeks to achieve a 20m buffer along the whole of the river corridor to the western boundary of the site, as rivers provide important ecological connectivity across the County. This is reflected by the River Lostock being identified as a Wildlife Corridor in Policy G16 and it clearly forms part of the borough's coherent ecological network. Additionally, the Design Code for the site indicates that both landscape features and recreational access are of importance at this site. Local Plan policy E1 site g) at para 8.21 states: "... *the provision of a substantial and continuous landscaped open space area..... and highlights the retention of as many of the landscape features as possible within the redevelopment proposals*". Therefore, GMEU suggest a condition should be imposed to identify the retention of the river corridor buffer its agreed width for the avoidance of future doubt at the Reserved Matters stage.

8.12.7 In terms of the evaluation of recreational usage, GMEU recognise that the report identifies significant public usage on the site which is crossed by a number of Public Rights of Way (PRoW). The report indicates that the proposal will not result in an increase in recreational pressure on the site. However, it is important to note that the implementation of the proposal will result in a significant decrease in the available area accessible to the public. Recreational issues are not strictly within the remit of GMEU except where they intersect with biodiversity and ANGSt (Accessible Natural Greenspace Standard). In this case, GMEU suggest that the presence and the usage of both the PRoW and informal access across the site is not well accommodated within the indicative layout. This is particularly apparent at the eastern edge of the site where the PRoW enters adjacent areas, which are also subject to approved planning proposals. Therefore, GMEU suggest that, at Reserved Matters stage, this issue is considered more fully within the development of the wider scheme.

8.12.8 In general, GMEU confirm they are satisfied with the report and its recommendations and that no further information or surveys are required. However, the report's recommendations at section 5 and 6 along with the Biodiversity Net Gain calculations should be adhered and implemented by the use of appropriately worded conditions in relation to: Compensation for the loss of 3 ponds; Design to accommodate habitat net gain and net gain in linear features (eg, hedgerow); that the Biodiversity Net Gain Calculation indicators can be achieved on site; Lighting design of the scheme; The submission and implementation of a CEMP (Construction Environmental Management Plan); Pond removal and Reasonable Avoidance Measures for amphibians; Pre-commencement survey for signs and evidence of new Badger setts; Pre-commencement survey of river corridor for evidence of water vole; Vegetation clearance programme; LEMP to be produced to manage the site for the period of Biodiversity Net Gain; no vegetation clearance during the bird breeding season; and a Control and Eradication Method Statement for INNS (Invasive Non-Native Species).

### 8.13 Arboriculture

8.13.1 A Preliminary Arboricultural Assessment (PAA) dated September 2020 has been submitted which identifies that there are Tree Preservation Orders in place throughout the site. The locations of these TPO's has been plotted within the Tree Constraints plans that have been submitted. The PAA advises that a number of trees will need to be removed to facilitate the proposed development, as follows:

- 1 category A tree (T80),
- 4 category B trees (T26, T34, T35, T38),
- 1 category B group (G43),
- parts of 4 further category B groups (G22, G42, G20, G79),
- 4 category C trees (T23, T36, T39, T40),

6 category C groups (G19, G33, G71, G62, G102, G89) and parts of 2 further category C groups (G83, G57).

8.13.2 The PAA advises that trees T48, T94, T91 and G77 are classed as category U and are recommended for removal regardless of any development; Although the removal of T80 is regrettable, the layout was designed to maintain as many high category trees as possible and therefore all other category A trees on site will be retained; B category trees T26, T34, T35, and T38 require removal to allow for the construction of an internal road and path network or internal hardstanding.

8.13.3 The two more central groups to be removed, or part removed, G42 and G43, are classified as category B due to their collective groupings although many of the trees would be a category C if surveyed individually due to their poor quality and condition. G43 is all willow species that are already in maturity and therefore have limited remaining life contributions, with many already declining and falling apart. This is also the case for many trees of this species within G42. The southern section of G42 is to be retained, maintaining the treeline screen along the existing public footpath. The design approach for these proposals was to retain as many trees as possible. The high percentage of poor-quality trees in groups G42 and G43 makes their removal favourable to enable the retention of better, and a higher quantity of trees in other areas of the site, particularly the south west parcel.

8.13.4 The further removal of parts of B category groups, G22, G20 and G79 will be kept to the minimum and only trees on the edges of these groups will be removed to allow for hardstanding or the siting of buildings. The majority of these 3 groups will be retained.

8.13.5 All further trees to be removed are classified as category C which should not be a constraint to development. It should be noted that some tree removals/works are also required to make public footpaths safe and accessible, enhancing the public usage of the site.

8.13.6 At this stage only tree removals have been identified and a full Arboricultural impact assessment will be required to assess any special mitigation and protection measures required for the trees to be retained.

8.13.7 The PAA and the plans have been considered by the Council's Arboriculturist who raised no objections but requires a number of conditions be imposed. These are to ensure that an Arboricultural impact assessment and Arboricultural method statement are submitted prior to commencement of any development; that a landscaping plan detailing new tree planting and tree pit creation specification be submitted; that protective fencing be erected in accordance Figure 2 of BS 5837 – 2012 comprising a metal framework. Vertical tubes will be spaced at a maximum interval of 3m. Onto this, weldmesh panels shall be securely fixed with scaffold clamps. Weldmesh panels on rubber or concrete feet should not be used. The site manager or other suitably qualified appointed person will be responsible for inspecting the protective fencing daily; any damage to the fencing or breaches of the fenced area should be rectified immediately. The fencing will remain in place until completion of all site works and then only removed when all site traffic is removed from site; that clearly legible weatherproof signage, stating "Protected Trees – Exclusion Zone" shall be attached to the fencing 1.5m from the ground, facing out of the Tree Protection Zone located at regular intervals along the fence line; that any permission for access into the RPA should be agreed in writing with the local authority prior to entry; that existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent dessication. Wrapping should be removed prior to backfilling. Roots smaller than 25mm diameter should be pruned with a suitable sharp tool. Roots over 25mm diameter should only be removed following consultation with an arboricultural consultant. Prior to backfilling roots should be surrounded with topsoil or sharp-sand or inert granular fill before the soil is replaced; that all newly planted trees should have a replacement condition attached for

replanting on a like for like basis for a minimum of five years; that no machinery, tools and equipment should be stored within the RPA of any trees on site; and that any non-facilitation works to protected trees on site should be applied for as standard.

#### **8.14 Visual Impacts**

8.14.1 A Landscape and Visual Appraisal has been submitted which includes a Landscape Baseline; Visual Baseline; Design Parameters / Landscape Strategy / Building Heights and an Appraisal of Landscape and Visual Effects. The document advises that the landform within the site is generally flat, with a slight rise to a high point in the site's north-eastern corner. The proposed development will comprise of Industrial units, open space, tree and shrub planting and parking.

8.14.2 There are a number of visual receptors close to the site, with views of the proposed development in the western area of the northern parcel anticipated to be available for residents from Fylde Avenue, Thornton Drive and Bispham Avenue. There will be a change to the character and amenity of the views, where the development will either form a new element in the view or will bring development forward in the view. The document advises that these changes are not anticipated to be significant, particularly given that views are currently available of the industrial buildings in the Lancashire Business Park, specifically the built form and chimneys of the recycling centre.

8.14.3 Longer distance views are anticipated from a small number of locations, particularly of the proposed taller structures. However, this will be seen in context with the existing industrial structures present within the Lancashire Business Park, with effects therefore anticipated to be minor.

8.14.4 The Site is largely well contained in views from the wider landscape due to extensive existing tree belts and residential built form to the west and industrial built form to the east. It therefore forms a discrete parcel of land which is influenced by the existing residential edges along Bispham Avenue, Riverside Drive and Brookside Close and the industrial edge of Lancashire Business Park.

8.14.5 The document concludes that effects on visual receptors will diminish over time as planting within the green infrastructure areas matures

#### **8.15 Landscaping**

8.15.1 The submitted Landscape and Visual Appraisal document advises that the proposed development has been laid out to largely retain the existing landscape features including mature boundary trees and shrubs and those along the existing footpath routes. All boundary planting will be enhanced with additional tree planting and native shrubs where appropriate.

8.15.2 Proposed mitigation includes the continuation of the existing bunding, along with infill and supplementary tree and shrub planting, along the full length of the western boundary to ensure that a robust and elevated visual screen exists which will improve as the planting matures in time. This will be beneficial as screening for residents along Bispham Avenue and residents of Croston Road, Thornton Drive, Fylde Avenue and Riverside Avenue where views are available towards the site. Mitigation planting along the western boundary will have the added effect of screening views towards both the proposed development, and existing views towards the Global Renewables building within Lancashire Business Park.

8.15.3 In summary, the Landscape and Visual Appraisal considers that site has an existing relationship with the industrial area within the Lancashire Business Park and that on balance the proposed development will, whilst wholly replacing portions of the landscape character at the site level, sit within the existing retained landscape character elements. Whilst some adverse landscape and visual effects will arise from the proposed development as it emerges, the development of this land forms a discrete expansion to the existing industrial estate and is visually well contained.

8.15.4 The Appraisal concludes that the landscape and visual effects are limited to the application site and local level receptors only immediately adjacent to the site. The effects will reduce over time as planting matures. New tree planting and a vegetation strategy are to be considered for long term replacement and reinforcement of existing green infrastructure networks, ensuring the longevity and vigour of the existing vegetation is maintained on site.

## **8.16 Heritage**

8.16.1 Within the application site is the site of the former Farington Hall and therefore the application is accompanied by Heritage Statement, Archaeological Desk-Based Assessment and a Written Scheme of Investigation for an archaeological evaluation of the site, by Salford Archaeology. The documents have been considered by Lancashire Archaeology Unit who advise that The Heritage Statement summarises part of the Desk-Based Assessment, omitting reference to the potential for buried remains to concentrate on standing buildings and a small selection of other surface features. The impact on buried remains is considered in the Desk Based Assessment and further investigation is proposed in the revised Written Scheme of Investigation, but it would have been preferred that a short section on this aspect of the site was also included in the Heritage Statement.

8.16.2 LCC Archaeology would be happy for the proposed works set out in the WSI to be undertaken and, indeed, consider that it would be difficult for an informed decision to be made without it.

8.16.3 The also advise that it should be noted that the borehole logs provided with the application (geo-environmental report, JPG Group, Dec. 2018) state that there are significant depths of made ground, composed of 'Foundry Waste', deposited across the site. As such it seems improbable that any archaeological remote sensing techniques would be particularly successful here.

8.16.4 Furthermore, the depth and make-up of the made ground will impact the foundation design of the proposed new buildings, and no doubt this will be considered by the developers when detailed designs are being drawn up. LCC Archaeology advise that this will also impact the archaeological investigation set out in the WSI, and this has been discussed with Salford Archaeology and the trench array adjusted, but it may still be necessary for some of these to be 'stepped out' for safe excavation if significant depths of dumping are encountered.

8.16.5 As indicated above, LCC Archaeology cannot fully assess the archaeological implications of the proposed development without the results of the trial excavation works. However, at present it is unlikely that any remains in the areas currently proposed for development would need to be preserved in situ at the expense of development. They therefore reserve final comment and the making any recommendations for mitigation works until the results of the exploratory work are available. This can be secured by condition requiring the submission of the trial excavation works at Reserved Matters stage and LCC Archaeology have confirmed they are happy with this approach.

## **8.17 Sustainability**

8.17.1 A Sustainability Statement dated 16 September 2020 has been submitted which provides an assessment of the BREEAM requirements within Core Strategy Policy 27: Sustainable Resource and New Developments. Policy 27 requires a minimum standard of BREEAM Very Good for all new buildings.

8.17.2 Following a desktop BREEAM pre-assessment, it was concluded that 58.74% of credits could be targeted which exceeds the 55% threshold to achieve a BREEAM New Construction 2018 Industrial Shell and the 'Very Good' rating.

8.17.3 This demonstrates the project can meet the requirements of Policy 27 for a BREEAM rating of Very Good with a buffer of credits. The BREEAM assessment will be continually

monitored throughout the detailed design and construction of the proposed scheme to ensure the Very Good rating can be achieved.

8.17.4 However, it must be noted that the requirement of Policy 27 is that the minimum energy efficiency standards for new buildings is 'Very Good' **or where possible, in urban areas, 'Excellent'**. The application site is within the main urban area and therefore it is considered that the development should strive to achieve the 'Excellent' level. The standard BREEAM conditions can therefore be imposed to ensure this.

## **9. Conclusion**

9.1 This outline application is for a substantial business development on an allocated employment site which is well related to existing employment sites. Although in outline with just the means of access applied for, the proposals as indicated on the illustrative Masterplan, includes pedestrian and cycle links, public rights of way enhancements, Biodiversity net gain, and landscaping which are all considered to be beneficial to the area.

9.2 A number of objections have been received in respect of issues of flooding, noise, the size and scale of the development, traffic generation, lack of infrastructure and loss of green open space. These matters have also been raised by consultees and a number of conditions have been requested to ensure the development does not create any detrimental impact on residential amenity

9.3 Although there is an outstanding objection by the Environment Agency, they have clearly indicated what is necessary for them to withdraw their objection. The applicant has been working with the Environment Agency to address these matters and has confirmed they are making good progress. However, in order to progress this application, conditions have been suggested by the applicant to ensure that, at Reserved Matters stage, all concerns are fully resolved. This is considered an appropriate and consistent approach, particularly as the LLFA have requested a condition for an updated FRA to be submitted, rather than require its prior to determination.

9.4 The applicants have advised that Reserved Matters application(s) will be submitted quickly as discussions with prospective occupants for the units have been ongoing and there is a great deal of interest and wish to avoid any delay in decision making. As this is an allocated employment site which has been vacant for some time and the scheme will bring employment into the borough, it is recommended that the application be approved with the imposition of conditions.

## **10. Recommendation**

10.1 Approval with Conditions.

## **11. Recommended Conditions**

1. No development shall commence until approval of the details of the Appearance, Landscaping, Layout and Scale hereinafter called "the Reserved Matters" has been obtained from the Local Planning Authority in writing. The application for approval of reserved matters must be made no longer than the expiration of five years beginning with the date of this permission and the development must be commenced not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: Required to be pursuant to section 92 of the Town and Country Planning Act 1990

2. The development, hereby permitted, shall be carried out in accordance with the approved plans 2371-F01 Rev J 'Proposed Access Points' and UG\_35\_UD\_DRG\_FIP\_06 Rev C 'Parameters Plan' 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. Prior to the commencement of the development a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMP shall include and specify the provisions to be made for the following:
  - a) The parking of vehicles of site operatives and visitors;
  - b) Loading and unloading of plant and materials used in the construction of the development;
  - c) Vehicle wheel washing facilities;
  - d) Storage of such plant and materials;
  - e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
  - f) Measures to ensure that construction and delivery vehicles do not impede access to adjoining units and obstruct the public highway.REASON: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.
4. The new estate road for the approved development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road.  
REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
5. The development shall not be brought in to use until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details).  
REASON: To ensure that the estate streets serving the development are completed and maintained to the approved standard, are available for use by the occupants and other users of the development and in the interest of highway safety.
6. Full details of the proposed works to Public Rights of Way within the application site, based on the detailed shown in drawing number UG\_35\_UD\_DRG\_FIP\_06a 'Proposed Footpath Improvement Plan', shall be submitted to and approved in writing by the local planning authority before works to the public rights of way are undertaken. The public rights of way routes shall be made available within 6 months of practical completion of the final unit or within 2 years of first occupation, whichever is sooner  
REASON: To protect existing Public Rights of Way users and to maintain the operation and safety of the local Public Right of Way and to minimise the impact of the construction works on the Public Right of Way
7. The Travel Plan Framework (dated August 2020) as approved must be implemented in full accordance with the timetable set out within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for a minimum of 5 years.

REASON: To ensure that the development provides sustainable transport options in accordance with Policy 3 of the Central Lancashire Core Strategy

8. Foul and surface water shall be drained on separate systems.  
REASON: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policy 29 in the Central Lancashire Core Strategy
9. 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) A revised flood risk assessment that includes the flood risk from the three surface water culverts which cross the site from east to west. Calculations are also required detailing how the loss of a flood zone 2 storage area near the eastern boundary has been taken into account in the design of the attenuation ponds.
  - b) 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 manhole, attenuation ponds (1 in 30 year and 1/100 year + climate change water levels should be shown) and attenuation pond inlets/outlets. Detailed drawings of outfall into River Lostock.
  - c) The drainage scheme should demonstrate that the surface water run-off shall not exceed the greenfield run-off rate. 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) Breakdown of attenuation in pipes, manholes and attenuation ponds.
  - i) 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 occupation of any of the industrial/storage and distribution units or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASONS:

  - i) To ensure that the final drainage designs are appropriate following detailed design investigation.
  - ii) To ensure that the proposed development can be adequately drained.
  - iii) To ensure that there is no flood risk on or off the site resulting from the proposed development
  - iv) To ensure that water quality is not detrimentally impacted by the development proposal
  - v) To reduce the flood risk to the development as a result of inadequate maintenance
  - vi) To identify the responsible organisation/body/company/undertaker for the sustainable drainage system
10. Prior to any development within 8m of a main river details shall be submitted to the local planning authority for approval in writing of the proposed works, inclusive of all

proposed finished levels, construction arrangements and method statements for the construction. The development shall be undertaken in accordance with the approved details

REASON: To improve water management and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy

11. As part of the Reserved Matters submission, a scheme shall be submitted to the local planning authority for approval in writing that includes detailed design analysis of a blockage event in Watercourse 1 (M6 to Stansfield Lane), based on the latest modelled flood data for this blockage event. The design shall demonstrate that any overland flood event flows are maintained towards and can discharge into the River Lostock without adversely impacting on the properties within the proposed development or flow towards or impact on adjoining sites. The development shall be undertaken in accordance with the approved details  
REASON: To improve water management and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy
12. The development shall be undertaken in accordance with the approved Air Quality Assessment SLR Ref: 410.05342.00006 Version No: Rev2 September 2020 and Addendum Note 410.05342.00006 December 2020. The mitigation measures shall be fully implemented in accordance approved documents.  
REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy.
13. As part of any reserved matters application for each phase of the development, a noise assessment detailing the potential impact of that phase shall be undertaken and submitted to the local planning authority. The assessment shall include consideration of all external plant, deliveries and all associated equipment (including fork lift trucks), on-site traffic movements and noise breakout from the proposed phase  
REASON: In the interests of the amenity of nearby residents and to be in accordance with Policy 17 in the Central Lancashire Core Strategy.
14. The recommendations within the submitted Geo-environmental Desk Study and Ground Investigation Report (Ref DH/DSGI/5386.v1) report shall be followed and mitigation measures undertaken.
  - (a) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
  - (b) 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.Full details of the gas protection measures shall be submitted as part of the Reserved Matters application and once approved installation shall be undertaken by an appropriately competent person. The installation of any barriers shall be subject to a further validation test of their integrity prior to the completion of the works on site.  
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
15. As part of any reserved matters application for each phase of the development, a noise assessment detailing the potential impact of that phase shall be undertaken and submitted to the local planning authority. The assessment shall include consideration of all external plant, deliveries and all associated equipment (including fork lift trucks), on-site traffic movements and noise breakout from the proposed phase

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

16. Prior to the commencement of any works on site, an Arboricultural Impact Assessment and Arboricultural Method Statement, based on the principles of the approved Preliminary Arboricultural Assessment (Urban Green, September 2020), shall be submitted to the Local Planning Authority for approval in writing.

REASON: To ensure the retention of suitable trees on site during development and the successful establishment of newly planted trees on site, in accordance the Policy G13 of the Local Plan.

17. As part of the Reserved Matters submission, details of the landscaping of the site shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

The approved landscaping scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the Local Planning Authority. 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 and Policy G8 in the South Ribble Local Plan

18. As part of the Reserved Matters submission, a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Requisite management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan

19. No development shall take place until an Ecological Design Strategy (EDS) has been submitted to and approved in writing by the local planning authority which addresses:

- Achievement of habitat and linear habitat net gain
- Compensation for the loss of 3 ponds, which will hold permanent water
- Ecological Enhancement Area and;
- A biodiversity enhancement programme

has been submitted to and approved in writing by the local planning authority.

The EDS shall include the following:

- a) Purpose and conservation objectives for the proposed works.

- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.
- h) Details of initial aftercare and long-term maintenance.
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan

20. Prior to occupation, a "lighting design strategy for biodiversity" for the dark corridors along key habitat features shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats, badgers, otter and other crepuscular animals and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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

21. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan

22. All ecological measures and/or works relating to the removal of the ponds and amphibians shall be carried out in accordance with the details contained in Ecological Assessment (Urban Green, September 2020 sections 5.3.1 and 5.2), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.  
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
23. If the development, or specified phase of development hereby approved does not commence within 1 year from the date of the Reserved Matters planning permission the submitted ecological survey for badgers (Urban Green, September 2020) shall be reviewed and, where necessary, amended and updated. The review shall be informed by further surveys commissioned 1 - 3 months prior to the expected commencement of works, including any vegetation clearance or earth moving or enabling works to identify any likely new ecological impacts on badger that might arise from any changes including the need for a Badger Licence.  
Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new/amended measures and a timetable for their implementation will be submitted to and approved in writing by the local planning authority prior to the commencement of the development [or phase]. Works will then be carried out in accordance with the proposed new approved ecological measures.  
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
24. If the development or specified phase of development hereby approved involves earthworks within 5m of the river banktop the submitted ecological survey for water vole (Urban Green, September 2020) shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned prior to commencement to
- i) establish if there have been any changes in the presence and/or absence of water vole and
  - ii) identify any likely new ecological impacts that might arise from any changes.
- Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new/amended measures and a timetable for their implementation will be submitted to and approved in writing by the local planning authority prior to the commencement of the development [or phase]. Works will then be carried out in accordance with the proposed new approved ecological measures.  
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
25. Prior to commencement of the development hereby approved (including demolition, ground works, vegetation clearance), A Control and Eradication Method Statement for INNS (Invasive Non-Native Species); Japanese knotweed, Himalayan balsam, yellow archangel shall be submitted for approval by the Local Planning Authority. The Statement shall include the following details specifically in relation to Japanese knotweed:
- o Detailed mapping of the distribution of the plant across the site.

- o Suitable signage and protection from vehicle tracking and/or earth moving or spoil/topsoil storage locations. This is usually 7m from above growing parts of the plant. Cross referenced to CEMP
- o Treatment programme which maybe one or more of the following:
  - o Spraying over multiple seasons (3 - 5 years). An Environment Agency permit will be required to treat the plant adjacent to a watercourse
  - o Root/rhizome injection (3 years)
  - o Burying on site with suitable depth and geotextile root barrier membrane
  - o Removal and disposal at a licenced tip
  - o Biosecurity protocols for machinery and soil handling and storage which is cross referenced to the CEMP
  - o Monitoring and re-treatment

REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs

26. A scheme of archaeological works will be carried out in accordance with the following:
1. Prior to any development within the areas of archaeological interest, a phased programme of archaeological investigations of evaluation trenching undertaken in accordance with the approved Written Scheme of Investigation ((WSI) prepared by Salford Archaeology, dated 13th November 2020: 'Grasmere Avenue, Farington, South Ribble')
  2. A programme for post investigation assessment to include:
    - a. analysis of the site investigation records and finds;
    - b. production of a final report on the significance of the archaeological and historical interest represented.
  3. Deposition of the final report with the Lancashire Historic Environment Record.
  4. A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community.
  5. Provision for archive deposition of the report and records of the site investigation.

If unexpected significant archaeological remains are encountered then, where merited by the initial evaluation of the remains, a further phase of a targeted archaeological excavation, appropriate analysis, reporting and publication shall be developed in line with the above process (see items 1 to 5). Any additional ground investigation shall be undertaken before any further development in that area of the site, and the findings submitted to the local planning authority for approval in writing. All archaeological works shall be undertaken by an appropriately qualified and experienced professional archaeological contractor and comply with the standards and guidance set out by the Chartered Institute for Archaeologists (CIfA). The development shall be carried out in accordance with the agreed details.

REASON: To ensure and safeguard the recording and inspection of matters of archaeological and/or historical importance associated with the building/site in accordance with Policy 16 in the Central Lancashire Core Strategy

27. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to achieve a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent'. No phase or sub-phase of the development shall commence until a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of 'Very Good' or 'Excellent' has been submitted to and approved by the Local Planning Authority
- REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

28. Prior to first occupation of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent' has been submitted to and approved by the Local Planning Authority.  
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
29. Prior to first occupation of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban area) 'Excellent' has been submitted to and approved in writing by the Local Planning Authority.  
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
30. The proposed development shall provide for tailored Employment and Skills Training Plan(s) as follows:
- a) As part of any reserved matters submission, a Construction Phase Employment and Skills Training Plan shall be submitted to and approved in writing by the Local Planning Authority.
  - b) Prior to occupation of the development an Operation Phase Employment and Skills Training Plan shall be submitted to and approved in writing by the Local Planning Authority.
- The development shall be carried out in accordance with the details of the approved Plan.  
REASON: In the interests of delivering local employment and skills training opportunities and in accordance with Policy 15 in the Central Lancashire Core Strategy.
31. The development hereby approved shall be restricted to the uses as applied for, ie any use within the B2 and B8 Use Class and Use Class E(g) and no other uses within the E Use Class as defined by the relevant Use Classes Order.  
REASON: To ensure that inappropriate uses do not occur within the locality in accordance Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

## **12. Relevant Policy**

### **12.1 Central Lancashire Core Strategy**

Policy 2 Infrastructure  
 Policy 3 Travel  
 Policy 9 Economic Growth and Employment  
 Policy 10 Employment Premises and Sites  
 Policy 15 Skills and Economic Inclusion  
 Policy 16 Heritage Assets  
 Policy 17 Design of New Buildings  
 Policy 21 Landscape Character Areas  
 Policy 22 Biodiversity and Geodiversity  
 Policy 27 Sustainable Resources and New Developments  
 Policy 29 Water Management  
 Policy 30 Air Quality

### **12.2 South Ribble Local Plan**

E1 Allocation of Employment Land  
 G8 Green Infrastructure and Networks Future Provision  
 G12 Green Corridors/Green Wedges  
 G13 Trees, Woodlands and Development

G14 Unstable or Contaminated Land  
G15 Derelict Land Reclamation  
G16 Biodiversity and Nature Conservation  
G17 Design Criteria for New Development

### **13. Informative Notes**

#### Environmental permit

For the avoidance of doubt, this response does not grant the applicant permission to connect to the River Lostock and, once planning permission has been obtained, it does not mean that an environmental permit will be given. The applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

#### Water Supply

For larger premises or developments of more than one property, including multiple connections, where additional infrastructure is required, a water network behaviour/demand modelling exercise would be required to determine the network reinforcements required to support the proposed development.

United Utilities urge the applicant to contact us at the earliest opportunity to discuss their proposals in relation to this water main and information detailed above. They should contact the Developer Services team by email at [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk)

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

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk)

#### United Utilities' Property, Assets and Infrastructure

A public sewer crosses this site and we may not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of Part H of the Building Regulations, for maintenance or replacement. Therefore, a modification of the site layout, or a diversion of the affected public sewer may be necessary. All costs associated with sewer diversions must be borne by the applicant.

To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with our Developer Engineer at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk) as a lengthy lead in period may be required if a sewer diversion proves to be acceptable.

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

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

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets - [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk)

Wastewater assets - [WastewaterDeveloperServices@uuplc.co.uk](mailto:WastewaterDeveloperServices@uuplc.co.uk)

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

### PROW

The granting of planning permission does not authorise any stopping up; closure; obstruction or diversion of a Public Right of Way, without the appropriate order.

### Archaeology

Relevant archaeological standards and a list of registered contractors can be found on the ClfA web pages: <http://www.archaeologists.net>. Contact details for other non-registered contractors can be found on the BAJR web site: <http://www.bajr.org>.