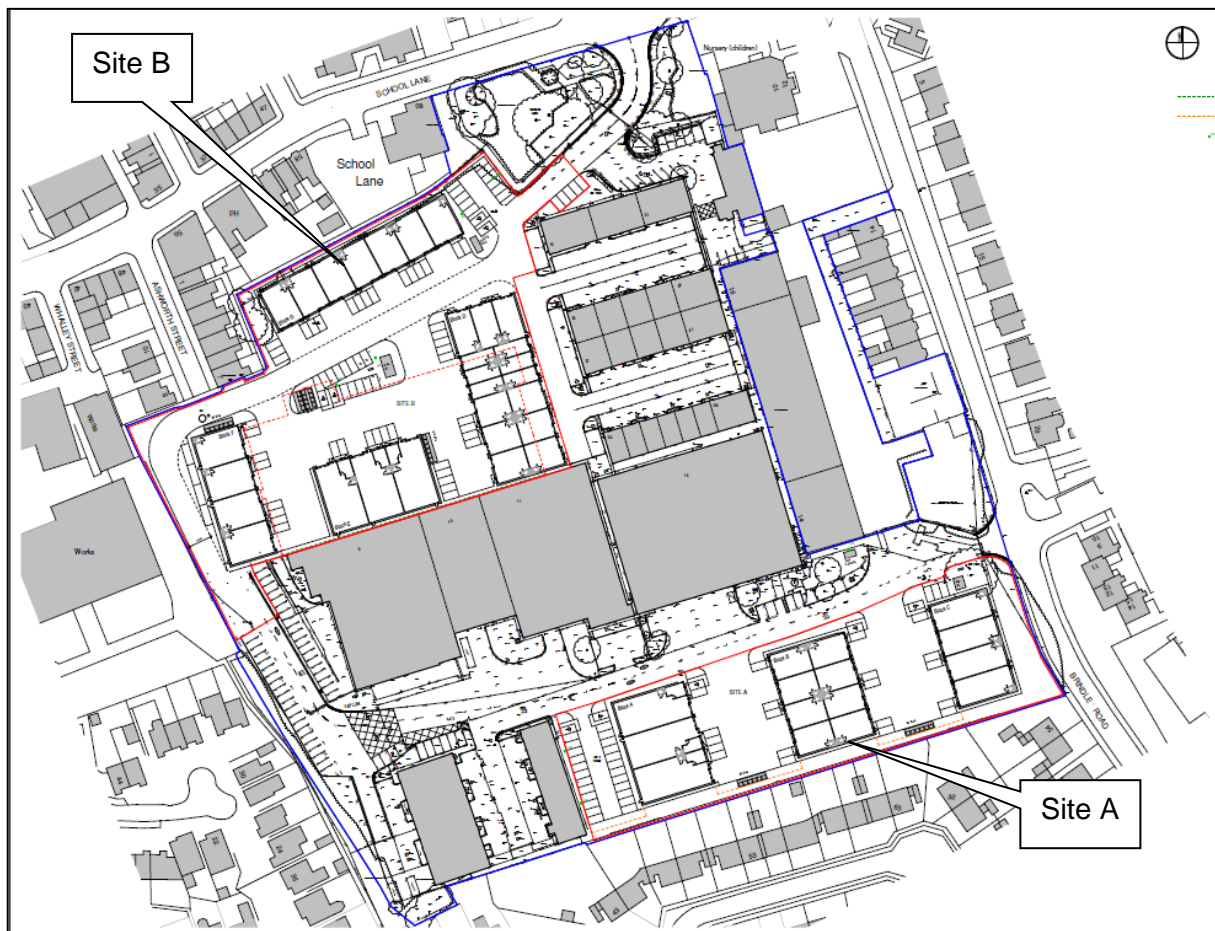


Application Number	07/2021/01163/FUL
Address	Old Mill Industrial Estates, School Lane, Bamber Bridge
Applicant	Stenprop Industrials 6 Ltd
Agent	Mr Mark Aylward Aylward Town Planning Ltd Unit 16 Tamewater Court Dobcross Oldham, OL3 5GD
Development	Erection of 7 blocks for employment use, parking, landscaping, substations and ancillary works following demolition of existing structures.
Officer Recommendation	That Members are minded to approve the application, and that the decision is delegated to the Director of Planning & Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of statutory consultation and a S106 legal agreement to secure a biodiversity enhancement contribution
Date application valid	15.11.2021
Target Determination Date	14.02.2021
Extension of Time	None



1. Report Summary

1.1. The application relates to The Old Mill Industrial Estate off School Lane and Brindle Road, Bamber Bridge. The site is designated as existing employment by Policy E2 of the South Ribble Local Plan.

1.2. The proposal seeks permission to erect 7 blocks for employment use (generic B1, B2 and B8 use class), parking, landscaping, substations and ancillary works following demolition of existing structures. Some loss of hedgerow and low-value habitat (grass verge/bund) would be necessary but a financial contribution to provide off-site mitigation would be secured by legal agreement.

1.3. In response to publicity 1 objection letter has been received. Comments have been taken into account and the scheme adjusted accordingly. Statutory consultee comments have also been dealt with either by amendment of the scheme or by condition

1.4. Measures to secure the southern boundary have been provided for, but specialist staff absence leaves Environmental Health unable to assess the schemes final version relating to acoustic screening. All other measures are acceptable to EH. In policy, design and spatial separation terms however the proposal is otherwise considered compliant, and having regard to the comments of statutory bodies and the above commentary, it is recommended that the decision is delegated to the Director of Planning & Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of consultation with Environmental Health's noise specialist and a legal agreement to secure a biodiversity enhancement contribution.

2. Application Site and Surrounding Area

2.1. The application refers to the Old Mill Industrial Estate, off School Lane and Brindle Road, Bamber Bridge. The site has been in industrial use since at least the 1940's.

2.2. To the north are residential, commercial and retail properties on School Lane and Ashworth Street, and east are dwellings and a pre-school nursery off Brindle Road. West is Rainsford Timber, its partially constructed building and residential on Skipton Close, and south are dwellings; the closest to the southern site section being Collins Road North and The Crescent. Currently the industrial estate has gated access from priority junctions on both School Lane and Brindle Road

2.3. Within the site are several blocks of commercial/industrial units in a range of sizes. Some are older – units 1-7 along the northern edge is a block of large units in the worst condition – whilst others are more modern, smaller and more uniform in size; the latter are set to remain. Along the southern edge is a deep, grass mound – the subject of previous approval for storage of 166 self-storage units (ref 07/2008/0460), and there are a number of communal parking areas around the site. The outer site boundary is secured by metal fencing.

2.4. The site is within flood zone 1 (least likely to flood), and there are no public rights of way or tree preservation orders on or surrounding the site. An Air Quality Management Area lies 600m south west on Station Road

2.5. The site is designated as existing employment area by Local Plan Policy E2.

3. Site Context / Planning History

3.1. There are around 30 planning applications on the sites history. The ones which relate directly to the two development areas are:

- 07/1982/0214 – 20 Advanced factory units. Approved May 1982
- 07/1983/0235 – Change of use of unit 2 to special industrial class. Approved April 1983
- 07/2004/0394 – Change from carpentry business to play centre. Approved May 2004
- 07/2008/0460 – Siting of 166 self-storage units (Southern section). Approved Nov 2007

4. Proposal

4.1. The applicant seeks permission for erection of 7 blocks for employment use, parking, landscaping, substations and ancillary works following demolition of existing structures.

4.2. The application site takes two parts; a grass verge along the south-eastern site boundary (Site A for the purposes of this report) and the north-west site section which houses a square block of 7 units, parking and circulatory road space (Site B). Existing units are at least 40m from properties in the north. The south-west, centre and eastern parts of the site (units 9 thru 52) would remain and would not be affected by development.

4.3. The area vacated by demolition of units 1-7 buildings and car park would be approximately 3700m². The proposal as detailed below would result in 1860m² including new terraced buildings, yard and parking areas on this area, whilst development of the grass verge would result in an additional 1625m² with roughly 50% yard coverage.

4.4. The proposal would provide multi-let industrial units ranging from 45m² and 235m² floorspace, which maximises the developable area whilst retaining functionality of the existing units which are to be retained

Site A: This area comprises a deep, raised grass verge whose long sides are level with the adjacent road (north) and site boundary (south). 3 no: commercial terraces comprising in total 15 units would be constructed towards the western side with a small car park west of Block A. Allocated parking is also proposed outside each unit.

Block A would measure 31m x 23m and would house 3 separate units. Block B would measure 24m x 32m whilst Block C would have an 18.5m x 22m footprint. Each would be designed as per Block A with 8 and 4 units respectively. The existing estate road would pass between these properties and retained units in the north.

Site B: Units 1 and 7 which form one 'square' of commercial space with service, access and parking areas would be demolished and replaced with 4 commercial terraces comprising 29 units. Independent and communal parking areas are also identified

Block D (3 units) would have a footprint of 22m x 57m and would be located on the eastern side of Site B. Block E would measure 22m x 34m, would have 3 units and backs onto Units 9 and 10 in the site centre, whilst Block F (4 units) would be located on the western side, and would have a footprint of 15m x 50m. Block G (13.5m x 62m - 7 units) would abut the northern site boundary. The estate road from School Lane would run between the blocks to connect to the existing egress onto Brindle Road.

All units would have either pitched or mono-pitched roof measuring between 6.5m and 9m with eaves between 5m and 7m. Walls and rooves would be constructed in Goosewing and Basalt Grey cladding, in addition to yellow door trims and signage. A detailed materials schedule has been provided

4.5. *Substations/Waste Storage* -two small, green sub stations are proposed – one in the south-eastern corner adjacent Block C, with the second being central to Site B at the corner of the communal parking area. Communal bin stores are also proposed to the side of each terrace of units. Site A' substation would be 3.1m x 3.7m with a 2.5m flat roof. The one proposed for Site B would be 6.6m x 3.3m with a 2.7m

4.6. *Access /Highways* – Access would be retained into the wider site from both School Lane and Brindle Road. Drawings provided show that 16.5m articulated HGV and 10m rigid vehicles can manoeuvre around the site when entering from School Lane and exiting from Brindle Road. 10m rigid vehicles can also reverse closely to proposed buildings for easy loading and unloading.

4.7. *Parking* - 160 spaces would be displaced to allow for development, but 132 would be reinstated; a shortfall of 28 spaces. That being said proposed parking as detailed below would still exceed the average policy requirement for B2 (general industry)/B8 (storage and distribution) uses (1 space per 73m² floor area) by offering 1 space per 40m² , with 7% DDA compliant spaces (5% is standard). The adopted cycle storage standard for this site would be 12 spaces; this proposal offers 20.

Location	Spaces	Including DDA Compliant	Electric Charging Points	Cycle Spaces
Block A	6	1		
Block B	11	1		8
Block C	9	1		
Block D	9			
Block E	11			
Block F	8			
Block G	16			12
<i>General Use (total 62)</i>				
West of Block A (designated parking for Unit 12)	26	2		
Land between Blocks E & G	14	2	4	
West of Block F	4			
East of Block G	13	2		
Behind Units 19 & 20	5			
	132	9	4	20

4.8. *Landscaping/ Boundary Treatments* - Both Site A and B would include some soft landscaping, with concrete paving and tarmac walkways and car parking. Fencing as existing would be retained, but a short retaining wall is proposed along the south-eastern side between Block C and Brindle Road. A raised, 8m – 10m deep grass verge would be retained between Brindle Road and Block C which is approximately 700mm lower than the elevated but tree lined/screened highway. Acoustic fencing is also proposed to the rear of all units on Site A, but this does not form the entire site boundary with residential properties to the south, and should not be overtly oppressive.

4.9. *Flood Risk/Drainage* – Accompanying Flood Risk Assessments class the site as a Flood Zone 1 'brownfield' site with surface and foul water drainage serving existing and neighbouring sites. A culverted watercourse or highway drain however runs through the northern part of the site and will require diverting.

Site A – CCTV survey finds that drains near to Site A are shallow and mostly in a state of disrepair. It is proposed therefore to collect waste water and discharge via new, below

ground drainage network which then discharges to the nearest public combined sewer on Brindle Road.

Site B – The existing surface water culvert would be diverted to run parallel to the proposed building. Having regard to the NPPF hierarchy of water management therefore, surface water would be discharged at the pre-developed Greenfield runoff rate via connection to the diverted watercourse. Surface water from hardstanding areas on Site B would be directed to a new drainage system which includes attenuation storage and diverted via permeable paving. Waste water would be diverted to the public sewer on School Lane.

5. Summary of Supporting Documents

5.1. The application is accompanied by the suite of documents referenced in condition 2 below

6. Representations

6.1. Summary of Publicity

6.1.1. Site and newspaper notices have been posted, and 147 neighbouring properties consulted. Ward Councillor Higgins and Hunter have also been notified

6.2. Letters of Objection or Support

6.2.1. One letter of objection received.

6.3. *In Objection*

Residential Amenity

- Existing noise issues exacerbated
- Bin stores adjacent to southern boundary will be too close to residential
- Smells from bins of unknown tenants in close proximity to residential
- Impact on residents mental and physical health
- Loss of living conditions in respect of garden space

Other

- Noise impact report has not been done during peak trading hours
- Acoustic barriers won't work – 'management controls' suggested by applicant imply that barriers aren't good enough

7. Summary of Responses

7.1. South Ribble Arborist – The Arboricultural Impact Assessment (AIA) identified 23 trees, 5 tree groups, 1 hedge and 1 woodland on and around the site. The AIA notes removal of 5 individual and 3 group trees (Cat B & C) and 1 hedge. The removal of G5, which comprises early mature trees plus substantial understory and offers amenity and biodiversity benefits to the local area require mitigation in addition to hedgerow compensation. The original landscape plan only identified 'new soft landscaping to specialist details' as mitigation. As this resulted in a net biodiversity loss a revised landscaping plan has since been provided which identifies replacement trees as requested. The Councils Arborist is now satisfied with this proposal subject to tree protection and installation conditions

7.2. Cadent Gas have no objection but requests an informative note re: protection of Cadent Assets

7.3. Lancashire County Council Highways - The application which is supported by Transport Assessment (TA – Curtins 11.11.21) results in 1587sqm of additional gross internal floorspace, but also reduction of on-site parking from 384 to 356 spaces (loss of 28). The TA includes assessment of highway impacts of the proposed development, and indicates a small increase in traffic in both peak hours – an AM increase of 5 two-way vehicular trips and PM increase of 4 two-way trips; equating to one vehicle per 10 minutes (AM peak) and per 15 minutes (PM peak). The TA concludes that the surrounding highway network is sufficient to accommodate this additional traffic and would not experience any adverse traffic impacts resulting from proposed development.

This long-established business park is in a sustainable location close to public transport and with good pedestrian and cycle links to surrounding residential areas for employees. There are no recorded personal injury incidents within the vicinity of either of the site accesses for the last 5 years.

Proposed development will result in a slight increase of traffic to the site, however site access points are of a good standard and there does not appear to be any accidents associated with the existing site use. LCC therefore feels that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site. LCC Highways has no objections subject to conditions relating to construction management

7.4. Lancashire Constabulary note the applicants Crime Impact Statement (CIS) which includes proposed security measures designed in at the planning stage. The CIS includes details supported by Lancashire Constabulary Designing Out Crime Officers, but the applicant is asked to review and consider the Secured by Design (SBD) Commercial Design Guide and apply for Secured by Design certification for the development. This information has been passed to the applicant but is outside of the remit of this decision.

7.5. Ecology Consultant - accompanying surveys note that there are no records of Great Crested Newts within 1km of the site, and as there are no waterbodies within 250m the presence of GCN can be reasonably discounted. The same is true of otter, water vole and other water-based species. Site buildings have moderate bat roost potential but during nocturnal surveys no bats were identified emerging from or re-entering the building. No further surveys therefore are required prior to demolition. Bat boxes would enhance the site. Dense site edge scrub is suitable for hedgehog and breeding birds but could be protected by condition and mitigatory roosts. Cotoneaster (invasive species) was noted along the northern site boundary; a condition for its removal/management is recommended. The Councils ecologist concurs with these findings but recommends precautionary conditions relating to protected species, badger setts, nesting birds, invasive species management, and hedgehog protection. They also request biodiversity gain to be demonstrated prior to determination. The revised landscaping plan shows considerable loss of hedgerow and general habitat, although replacement trees are now provided for. This amounts to a net loss calculated at 2.05 habitat units. It is not feasible for this quantity of additional habitat to be provided on an employment site without compromising the developments ability to deliver new jobs and investment in Bamber Bridge; such a requirement reduces the scheme to an almost unviable level. In addition to tree planting however the applicant has agreed to provide an off-site financial contribution of £20,500 (2.05 habitat units at £10k per unit) towards environmental upgrade of ponds and the natural environment at Withy Grove Park. The Councils ecologist confirms that this amount is sufficient to meet current guidelines, and the amount would be secured by S106 agreement.

7.6. Economic Development support development of new units, and as smaller units are in demand ED have no comments to make. ED is happy with a condition to provide the Employment & Skills Plan but ask that the condition notes Employment & Skills plans for both the construction and for the end users. ED also offer their assistance to the applicant in

implementing the plans. The applicant is willing to provide the forecast for the construction element, but would find it difficult to do so for end users where those end users are as yet unknown. Discussions will be ongoing to this effect.

7.7. Environment Agency - the site's previous mill complex use presents a high contamination risk that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a major/principal aquifer. In light of this proposed development will be acceptable if a planning condition is included requiring submission of a remediation strategy. EA have also reviewed accompanying site investigation reports and request that informative notes regarding contamination disposal and handling are included with any decision granted.

7.8. Environmental Health – Environmental Health have no objection to the majority of the proposal subject to relevant conditions. Background and ambient noise surveys have been taken to capture baseline noise, and modelling provided to predict day and night-time noise levels. Assessment shows that predicted levels fall below typical background sound levels, and that acceptable internal noise levels can be achieved in respect of suitable sleeping conditions. Exceedances however are noted within rear gardens of dwellings on The Crescent, and as such acoustic barriers are recommended. Revised plans and detail showing acoustic fencing to the rear of units on Site A have been provided but due to specialist staff absence have not been assessed by EH; this being the only outstanding matter.

7.9. Lead Local Flood Authority - LLFA originally objected on the basis of an inadequate drainage strategy. Following revision of drainage documents the LLFA has withdrawn its objection subject to inclusion of planning conditions relating to site drainage

7.10. United Utilities – UU reviewed original drainage proposals which were unacceptable and lacked robust evidence that the drainage hierarchy had been thoroughly investigated. They did however suggest pre commencement conditions rather than object to the scheme. Since then final drainage drawings have been provided to LLFA as the higher drainage authority, and these are – subject to relevant conditions – now acceptable. UU have not responded to these revisions but the proposed drainage strategy, and conditions from UU's original response and LLFA in combination satisfy the drainage requirement.

8. Material Considerations

8.1. Site Allocation Policy

8.1.1. The site is designated as an existing employment area by Policy E2 of the South Ribble Local Plan. Land within these areas is protected for employment including business, general industry or storage and distribution (use classes B1, B2 and B8). Para: 8.24 of Policy E2 states that *'There are many industrial and business premises within the borough which are essential to its prosperity. The ability for existing firms to expand is a main component of job retention and creation'*. The policy also allows for *'redevelopment of employment and industrial land following closure or rationalisation of existing uses'* but E2 sites will be protected where possible.

8.2. Additional Policy Background

Additional policy of marked relevance is as follows:

8.2.1. Economic Protection

8.2.1.1. NPPF Para 11 provides a presumption in favour of sustainable economic growth and development. Chapter 6 (Building a strong and competitive economy) of the same document commits to securing growth, job creation and prosperity in order to meet global competition challenges whilst Para 82 aims to ensure that the planning system does everything it can to support sustainable economic growth.

8.2.1.2. Central Lancashire Policy 10 (Employment premises and sites) offers similar protection to employment sites as Local Plan E2 (Employment Areas and Sites); promoting development to ensure their retention.

8.2.1.3. Old Mill has been an industrial site in one form or another for decades. This most recent proposal seeks to ensure longevity of the estate, its appearance and as a result employment and skills opportunities in the Bamber Bridge area. In policy terms it complies with the Councils economic protection remit

8.2.2. Highways/Transport Policy

8.2.2.1. NPPF Para 111 states that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'. Within this context, applications for development should facilitate use of alternative transport methods including public transport, allow for efficient delivery of goods, and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. Core Strategy Policy 3 (Travel) also seeks to improve the road network by reducing the need for vehicle journeys

8.2.3. Design Policy

8.2.3.1. Core Strategy Chapter 7 (Requiring Good Design) and Local Plan Policy G17 (Design of New Buildings) both attach great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety.

8.2.4. Environmental Protection Policy

8.2.4.1. NPPF Chapter 15 (Natural Environment), Core Strategy 29 (Water Management) and Local Plan G16 (Biodiversity/Nature Conservation) seek to conserve and enhance the natural environment, reduce flood risk and protect site biodiversity; as reflected by Core Strategy Policy 22. In addition, Local Plan Policy G13 (Trees, Woodlands and Development) states that development will not be permitted where it affects protected trees and woodland without suitable mitigation.

8.3. Other Material Considerations

8.3.1. Character and Appearance, and Impact Upon Neighbouring Properties

8.3.1.1. *Design* – Individual units and the overall site layout have been designed to align with the existing modern buildings whilst upgrading older ones which would be replaced. There would be loss of site biodiversity but coupled with a financial payment for off-site mitigation, the long term benefits seen from enhancement of an established employment site far outweigh this loss. In terms of character and appearance the proposal should see visual benefits rather than detriment from this proposal.

8.3.1.1. *Spatial Separation* - The South Ribble Residential Design SPD requires a minimum of 21m separation between facing habitable room windows, and at least 13m

between a blank wall or gable and a new window. Although these are primarily to do with residential properties, they are a useful basis for assessment of other development.

8.3.1.2. Facing the northern edge are rear elevations of residential and commercial properties off Ashworth Street and School Lane. The blank rear (fire escape doors only) and side elevations of Block G would be between 13m and 18m from the rear of these buildings and would be partially tree screened. Existing palisade/paladin fencing would be retained on all sides. There is to be no service yard or useable space at the rear of Block G. The side of Block G would be 52m from properties across School Lane

8.3.1.3. Block F would span the western site boundary at approximately 20m from the approved side elevation of an industrial building. A small service area/road is proposed between this block and the palisade fencing which already separates the sites. Properties on Skipton Close would be 40m from Block F

8.3.1.4. The same properties would be 85m from the blank side elevation of Block A; the closest units on the southern edge (Site A). The Crescent and Collins Road North properties (rear and blank side elevations) would be approximately 20m from the blank side elevations of Blocks A to C. This section of the site is currently a grass bund which would be levelled, and as such visual impact to these residents is likely, but at this distance is policy compliant. A small space to the south of each block is also proposed for waste storage although parking and yard space would be between the units rather than adjacent to dwellings. In response to Environmental Health's concerns about increased noise to these residents, the applicant has provided a landscaping plan which includes acoustic fencing between each block to secure the service/car parking areas. Environmental Health have not as yet been able to comment. The side elevation of Block C would face residential properties across Brindle Road at 31m but would be screened by deep woodland.

8.3.1.5. Spatial separation within the site is similar to that which already exists and provides for relevant and useable service and circulation space. In terms of amenity no part of the proposed scheme should impact on neighbouring residents more than the current situation. That impact would be limited on all sides, but it is acknowledged that there would be loss of visual amenity on the southern boundary following removal of the grass bund. Single storey blank elevations and acoustic fencing however will reduce views through into the industrial estate, and noise from the estate into gardens. On balance, loss of amenity would not be so severe as to warrant refusal.

8.3.2. Highways and Access

8.3.2.1. The application is accompanied by a Framework Travel Plan (FTP) and Transport Assessment (TA).

8.3.2.2. The FTP details the environmental, social, health and financial benefits of encouraging alternative transport modes over single car use, and where possible reduces the need to travel at all. It proposes measures to include walking, cycling and public transport use by way of staff promotion, signage, cycle to work schemes etc and will encourage businesses on the proposed site to work towards the same.

8.3.2.3. Proposed parking provision would exceed that required of adopted standards, whilst spaces to be retained would be acceptable and are reported as not being oversubscribed; this was evident during the Officer site visit. The FTP also proposes that 4 of the car parking spaces would incorporate electric vehicle charging point

8.3.2.4. The NPPF at Para 111 states that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'. The TA which has been assessed by Lancashire County Council states that '*it is reasonable to conclude that*

proposed development is in accordance with the NPPF, would not have unacceptable impact on highways safety, nor would there be a severe residual cumulative impact on the surrounding highway network'.

8.3.2.5. From a highways perspective the proposal is considered acceptable.

8.3.3. Sustainable Development

8.3.3.1. In very general terms sustainable developments are easily accessible, contribute to the social and economic value of the area, and protect or support the environment by constructing using sustainable materials and processes. In line with the NPPF (2021) presumption in favour of sustainable development, Chapter 9 also actively promotes the inclusion of sustainable transport in any new development, so as to '*promote walking, cycling and public transport in locations which are or can be made sustainable*' (Para's 102 & 103). As such, the following are relevant:

8.3.3.2. The site is within accessible, walking distance of local shops, services, amenities and residential estates, and is only 600m from Bamber Bridge Retail Centre on Station Road. There are four railway stations within 3 miles; Bamber Bridge railway station is 600m away, and Lostock Hall, Preston and Leyland stations are 1.4m, 2.4m and 2.8m respectively. There are bus stops on Brindle and Station Roads and School Lane, and although there is no dedicated cycle route adjacent the roads are wide and have such low speed limits that cycling is possible.

8.3.3.3. *Construction Standards*- One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources whilst improving the quality of housing by facilitating higher standards of construction. Conditions to ensure appropriate construction standards are recommended in line with adopted policy; in this case to BREEAM 'Excellent' or 'Very Good' levels.

8.3.3.4. A number of low or zero carbon technologies have been considered and photovoltaic cells are considered the most appropriate technology in this case. Each unit would include 3 no: PV panels. Other measures have been discounted as unsuitable or unviable due to the location, space limitations or payback periods

8.3.3.5. In terms of being sustainable development this proposal is considered acceptable.

9. Conclusion

9.1. In policy and spatial separation terms the proposal is considered compliant, and having regard to the comments of statutory bodies and the above commentary, it is recommended that Members be minded to approve the application, and that the decision is delegated to the Director of Planning & Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of statutory consultation and a legal agreement to secure a biodiversity enhancement contribution

RECOMMENDATION:

That Members are minded to approve the application, and that the decision is delegated to the Director of Planning & Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of statutory consultation and a S106 legal agreement to secure a biodiversity enhancement contribution

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the following approved plans and suite of documents:

Cover Letter MA/IND 6/006-1/L001
Planning Statement MA/IND 6/006-1/R001 (ATP)
Design and Access Statement MA/IND 6/006-1/R002
Crime Statement MA/IND 6/006-1/R003 (ATP)
Statement of Community Involvement MA/IND 6/006-1/R004 (ATP)
Site Waste Management Plan MA/IND 6/006-1/R005 (ATP)
Noise Impact Assessment 50368-R1-2 (Nov 21)

Proposal Drawings (Pozzoni)
Location Plan
P5794 1000 Rev A
Existing Site Plan P5794 1100 Rev A
Proposed Site Layout Plan P5794 1200 Rev B
Site Sections A P5794 1400 Rev B
Site Sections B P5794 1410 Rev A
Unit 9-11 Elevational Treatment P5794 1450 Rev A
Landscape Plan P5794 1800 Rev B
Building A Floor Plan P5794 2000 Rev A
Building A Roof Plan P5794 2100 Rev A
Building A Elevations P5794 3000 Rev A
Building A Sections P5794 3600 Rev A
Building B Floor Plan P5794 2010 Rev A
Building B Roof Plan P5794 2110 Rev A
Building B Elevations P5794 3010 Rev A
Building B Sections P5794 3610 Rev A
Building C Floor Plan P5794 2020 Rev A
Building C Roof Plan P5794 2120 Rev A
Building C Elevations P5794 3020 Rev A
Building C Sections P5794 3620 Rev A
Building D Floor Plan P5794 2030 Rev A
Building D Roof Plan P5794 2130 Rev A
Building D Elevations P5794 3030 Rev A
Building D Sections P5794 3630 Rev A
Building E Floor Plan P5794 2040 Rev A
Building E Roof Plan P5794 2140 Rev A
Building E Elevations P5794 3040 Rev A
Building E Sections P5794 3640 Rev A
Building F Floor Plan P5794 2050 Rev A
Building F Roof Plan P5794 2150 Rev A
Building F Elevations P5794 3050 Rev A
Building F Sections P5794 3550 Rev A
Building G Floor Plan P5794 2060 Rev A
Building G Roof Plan P5794 2160 Rev A
Building G Elevations P5794 3060 Rev A
Building G Sections P5794 3660 Rev A
Sub station Site A
Sub station Site B

Noise Impact Statement P5794 1900 Rev A
P5794 1910 Rev A
50 368 R1-2 (E3P)
Part L Compliance Statement 3870-HAN-MEP-004 (in two parts) (Hannan Associates)
Low Zero Carbon Report 3870-HAN-MEP-003 (Hannan Associates)
Transport Assessment 79416 CUR RP TP 001 V04 TA (Curtins)
Framework Travel Plan 79416 CUR RP TP 002 V03 FTP (Curtins)
Tracking Analyses 79416 05001 P02 (Curtins)
79416 05002 P02 (Curtins)
79416 05003 P02 (Curtins)
79416 05004 P02 (Curtins)
Location plan (Regional)
Location Plan (Local)
Indicative walking catchment
Indicative cycle catchment
Indicative public transport catchment
Flood Risk Assessment 79416-06001 P01 (Curtins)
79416-6002 P01 (Curtins)
79416 06003 P01 (Curtins)
79416 06004 P01 (Curtins)
79416 06005 P01 Curtins
9923-WML-RP-1001 P01 (WML)
Drainage Strategy 9923-WML-RP-1002 P02 (WML)
Drainage Details 9923-WML-DR-1001 P01 (WML)
9923-WML-DR-1002 P01 (WML)

Proposed Drainage General Arrangement

Surface Water Calculations
Ground Conditions Report (Phase 1)
9923-WML-ZZ-XX-DR-C-1001-T03
And C-1002-T003 (WML)
9923-WML-00-XX-CA-C-0001 Dec 21

9923G-WML-RP-G-001 Rev A (WML)
Ground Conditions Report (Phase 2) 9923G-WML-RP-G-002 Rev A (WML)

Ground Gas Assessment Report 9923G TPB SCS (WML)
Arboricultural Assessment
Preliminary Ecological Appraisal 80-563 R2-2 (E3P)
80-563-R1-1 (E3P)

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

3. Prior to commencement of works on site, details of future employment and skills with regard to both construction and end users of the site as explained by, and in line with the Central Lancashire Employment and Skills SPD and Appendix 1 of the same document shall be submitted to, and approved in writing by the Local Planning Authority.
REASON: To identify skills shortages, and to ensure that there are the necessary employment and skills opportunities in local areas in accordance with Central Lancashire Core Strategy Policy 15

4. No machinery shall be operated, no process carried out and no deliveries taken at or dispatched from the site during relating to the approved development construction, demolition or clearance of the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy
5. 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
6. 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.
7. On completion 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
8. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted (in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed) has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
 1. A preliminary risk assessment which has identified:
 - o all previous uses
 - o potential contaminants associated with those uses
 - o a conceptual model of the site indicating sources, pathways and receptors
 - o potentially unacceptable risks arising from contamination at the site
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reasons

- o To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.
- o To prevent deterioration of a water quality element to a lower status class in the underlying major aquifer in accordance with Core Strategy policy 29

9. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the flood risk assessment 9923-WML-2 ZZ-XX-RP-C-1001 P01 and sustainable drainage strategy 9923-WML-2 ZZ-XX-RP-C-1002 P02 produced by WML consulting. The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority in consultation with the lead local flood authority.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

10. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the local planning authority. The detailed sustainable drainage strategy shall be based upon the site-specific flood risk assessment and indicative sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and no surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 + 40% climate change).

b) Final sustainable drainage plans appropriately labelled to include, as a minimum:

i. Plan identifying areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary;

ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels;

iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;

iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;

v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150mm+ difference for FFL;

vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;

vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protects groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;

c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365 or Falling Head Permeability Test.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

11. Foul and surface water shall be drained on separate systems.
Reason: To secure proper drainage and to manage the risk of flooding and pollution.
12. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and storm water will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.
The details of the plan to be submitted for approval shall include for each phase, as a minimum:
- a) Measures taken to ensure surface water flows are retained on-site during construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.
 - b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere during any construction phase in accordance with Paragraph 167 of the NPPF.

13. The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.
The details of the manual to be submitted for approval shall include, as a minimum:
- a) A timetable for its implementation;
 - b) Details of SuDS components and connecting drainage structures and maintenance, operational and access requirement for each component;
 - c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
 - d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
 - e) Details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
 - f) Details of whom to contact in the event that pollution is seen in the system or if it is not working correctly; and
 - g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters,

property and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.

14. The commencement of use of the development shall not be permitted until a site-specific verification report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report must, as a minimum, demonstrate that the sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets and control structures) and full as built drawings. The scheme shall thereafter be maintained in perpetuity.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.

15. Protective fencing should be erected around all retained trees in accordance with 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.

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

16. Existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent desiccation. 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

Reason: To ensure damage to tree roots is minimised during development and that the development does not impact the future vitality of trees in proximity to the development.

17. Prior to development commencement, the size, siting and species of replacement trees shall be submitted to and approved in writing by the Local Planning Authority. The replacement trees shall then be planted on site in accordance with the approved details, in the first available planting season. Any tree that within a period of five years after planting, dies or, in the opinion of the Local Planning Authority, becomes seriously damaged or defective shall be replaced with another of the same species and size as originally approved.

Reason: To ensure that the visual appearance of the development is satisfactory in accordance with Policy 17 of the Central Lancashire Core Strategy and Policies G13 and G17 of the South Ribble Local Plan 2012 - 2026.

18. Should the development not have commenced within 24 months of the date of this permission, a re-survey be carried out to establish whether bats or other protected species are present at the site shall be undertaken by a suitably qualified person or organisation. In the event of the survey confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

19. Prior to commencement of work on site, details of the landscaping of the site including the retention of existing trees and hedges, or mitigation where trees are removed have been submitted to, and approved in writing by, the local planning authority. The approved scheme which shall include soft landscaping to denote the garden boundaries to all properties shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

The approved 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.

Details submitted shall be compliant with 'BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations' and shall include details of trees and hedges to be retained or removed, root protection zones, barrier fencing, and a method statement for all works in proximity to those trees or hedges to be retained during the development and construction period. Details shall also indicate the types and numbers of trees and shrubs, their distribution on site, those areas seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

REASON: In the interests of the amenity of the area and to ensure appropriate levels of landscaping, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan 2012-2026

20. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until Natural England has been contacted regarding the need for a licence.

REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

21. If the presence of a badger sett is detected or suspected on the development site at any stage before or during development work must cease immediately, and a suitably experienced ecologist employed to advise on how best to proceed.

REASON: To ensure that adequate provision is made for these protected species in accordance with the Protection of Badgers Act 1992 Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

22. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.
REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy

23. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- o 24 Hour emergency contact number;
- o Details of the parking of vehicles of site operatives and visitors;
- o Details of loading and unloading of plant and materials;
- o Arrangements for turning of vehicles within the site;
- o Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (pedestrians and cyclists);
- o Wheel washing facilities;
- o Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- o Construction vehicle routing;
- o Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: To safeguard the amenities of neighbouring properties in accordance Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

Note: Construction Management Plan.

- o There must be no reversing into or from the live highway at any time - all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- o There must be no storage of materials in the public highway at any time.
- o There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- o Vehicles must only access the site using a designated vehicular access point.
- o There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations - all of which must be managed within the confines of the site.
- o A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- o All references to public highway include footway, carriageway and verge.

24. For the full period of construction, facilities shall be available on-site for the cleaning of the wheels of vehicles leaving the site. Such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

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

25. No building hereby permitted shall be occupied or the use commenced until the car parking area (including agreed electric vehicle charging points) has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.
REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026
26. No building hereby permitted shall be occupied or the use commenced until the motorcycle and cycle parking provision shown on the approved plans has been completed. These areas shall thereafter be kept free of obstruction and available for the parking of motorcycles or cycles only at all times. REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 10 Employment Premises and Sites
- 17 Design of New Buildings
- 29 Water Management

South Ribble Local Plan

- E2 Protection of Employment Areas and Sites
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development
- F1 Car Parking

Residential Extensions Supplementary Planning Document

Note:

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk
2. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species. The work hereby granted does not override the statutory protection afforded to these species and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species
3. Cadent Gas Informative Note:
Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that

restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions. Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement. This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications. Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements. If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com or on 0800 688 588 quoting reference LinesearchbeforeUdig ref: 24031081.

4. Lead Local Flood Authority Notes

Note 1: Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), you need consent from the Lead Local Flood Authority if you want to build a culvert or structure (such as a weir) or carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not.

As a minimum, the applicant will be expected to:

- o Carry out studies of the existing culvert/watercourse condition and capacity;
- o Undertake an examination of the downstream condition and implications of the development proposal, and;
- o Restrict discharge rates so that the peak runoff rate from the development to the ordinary watercourse for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

Note 2: As per Lancashire County Council Consenting and Enforcement Policy, it should be noted that the Lead Local Flood Authority will generally refuse consent to applications which seek to culvert an existing ordinary watercourse. This is in line with Environment Agency guidance on protecting watercourses.

You should contact the Flood Risk Management Team at Lancashire County Council to obtain Land Drainage Consent. Information on the application process and relevant forms can be found here:

<https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse>

For the avoidance of doubt, once planning permission has been obtained it does not mean that land drainage consent will be given.

Note 3: The preliminary drainage strategy 9923-WML-ZZ-XX-RP-C-1002 P02 produced by WML consulting (30448/100 - Revision E) proposes to discharge surface water from the site to a culverted watercourse that runs east-west through the northern section of the site. The applicant has not provided any information regarding this culvert other than a

verbal description of its size and orientation. The applicant must provide evidence (such as a CCTV survey) to demonstrate that the culvert is free flowing and in good condition. If this evidence cannot be provided at this time, then the applicant must include a surcharged outfall in the design criteria of their drainage calculations to account for a receiving watercourse that is not free flowing.

What this response DOES NOT cover

This response does not cover highway drainage, matters pertaining to highway adoption (s38 Highways Act 1980) and/or off-site highway works (s278 Highways Act 1980). Should the applicant intend to install any sustainable drainage systems under or within close proximity to a public road network (existing or proposed), then they would need to separately discuss the use and suitability of those systems with the local highway authority. The applicant is also encouraged to discuss the suitability of any overland flow routes and/or flood water exceedance with the local highway authority should they have the potential to impact the public highway network and/or public highway drainage infrastructure (either existing or proposed).

5. Environment Agency Contamination Note - Information for applicant

Environment Agency have reviewed the site investigation report by WML entitled Phase 2 Geo-Environmental Investigation & Assessment For Old Mill, Bamber Bridge, Preston dated September 2021, Report No. 9923G-WML-XX-ZZ RP-G-0002a. Further investigation of the in-filled reservoir is necessary and should be undertaken under a watching brief, with any visible ACM encountered being segregated for removal to landfill. Such operations may also need to incorporate specific control measures such as dust suppression, perimeter air monitoring and appropriate Personal Protective Equipment (PPE).

The re-use of site-won materials as engineered fill, where considered appropriate, would be subject to further testing prior to the production of a site-specific Materials Management Plan. Leachate testing has indicated the potential for the mobilisation of arsenic, copper, nickel, lead and zinc from the made ground within the in-filled reservoir to the north and gives us cause for concern and requires assessment. If a piled foundation solution is preferred, it is considered that a piling risk assessment is required to prevent the generation of a preferential pathway for migration of contamination into the underlying Principal aquifer. EA also note that additional investigations are proposed beneath the current structures, once demolished, in order to obtain further samples for chemical analyses to provide an updated GQRA, and require submission of this information once it is obtained.