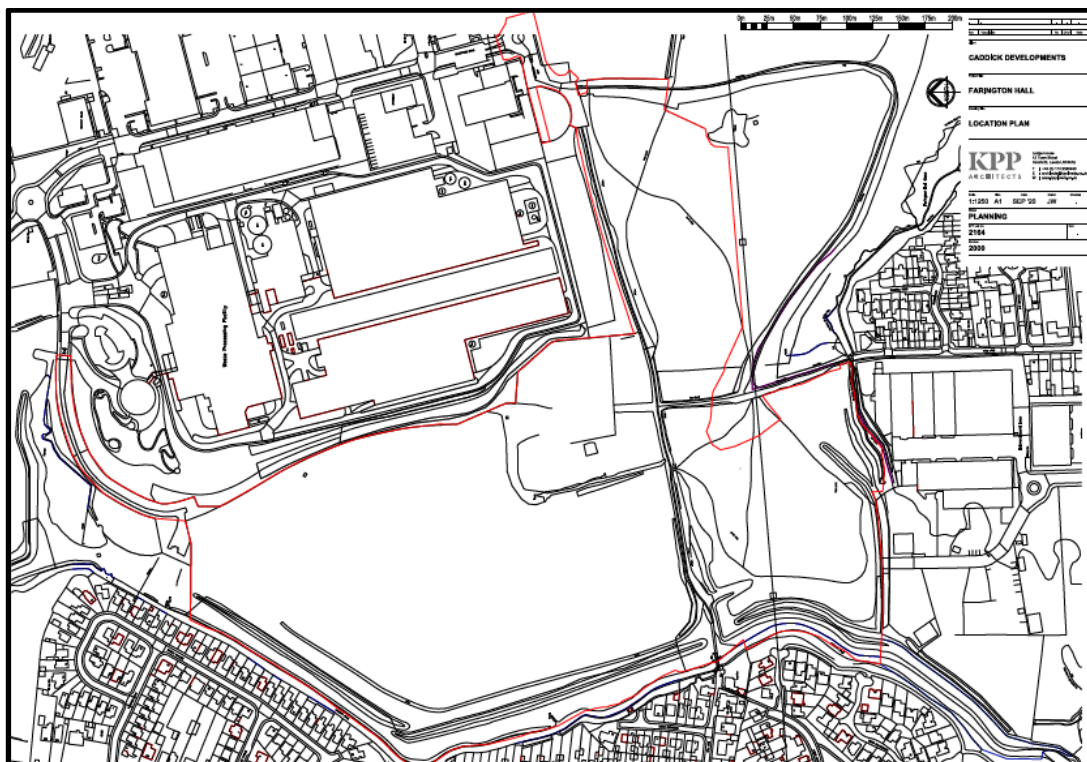


Application Number	07/2021/00966/REM
Address	Land West Of Lancashire Business Park Centurion Way Farington Preston PR26 6TS
Applicant	Caddick Developments Ltd
Agent	Mr Nick Pleasant NJL Consulting Origin, 6th Floor 70 Spring Gardens Manchester M2 2BQ
Development	Application for Reserved Matters of Scale, Layout Appearance and Landscaping following outline approval 07/2020/00781/OUT for up to 51,794 sq m building (Use Class B8) with ancillary office space and associated works
Officer Recommendation	Members be minded to approve the application with the decision being delegated to the Director of Planning and Development in consultation with the Chair of Planning Committee upon the successful agreement on the technical details of the de-culverting of the watercourse with the Environment Agency.
Date application valid	08.09.2021
Target Determination Date	08.12.2021
Extension of Time	

Location Plan



1. Report Summary

1.1 The application is for a substantial employment generating development on land west of Lancashire Business Park which is allocated under Local Plan Policy E1 as Employment Site (g). The application is for the Reserved Matters of Scale, Layout Appearance and Landscaping for a 51,793.40 sq m building (Use Class B8) with ancillary office space and associated works. Outline approval 07/2020/00781/OUT was granted in January 2021 which established the principle of development of this site together with its access.

1.2 A large number of objections have been received to this Reserved Matters application with the main points being the size and scale of the development; noise; pollution; impact on wildlife; and flooding. The points of objection are summarised in the Summary of Publicity section of this report and covered in the body of the report.

1.3 Many comments relate to the access road and the potential for noise and light pollution from vehicles. However, as indicated above, mean of access was agreed as part of the outline approval. The applicant has however provided some additional screening in the form of acoustic fencing along part of the access road and the car park.

1.4 Statutory Consultees have provided bespoke responses and, although initially concerns were raised in respect of noise, air quality, foul drainage and the surface water drainage strategy, these matters have been subject to further discussions. Environmental Health have advised they now are reasonably satisfied with the air quality mitigation measures and noise concerns have been largely addressed through additional acoustic measures; United Utilities have provided helpful advice for the detail design process for the foul drainage for Phase 2 of the development; and the Environment Agency are continuing to review the hydraulic modelling for the surface water drainage strategy in relation to conditions imposed on the outline approval.

1.5 It is acknowledged that there have been a number of neighbour objections to the scheme. Of particular concern to residents is the height and proximity of the building to their residential properties. However, the application proposal brings a number of benefits in that it re-uses brownfield and contaminated land; provides substantial tree planting and landscaping; substantial ecological enhancement, which includes a de-culverted and diverted watercourse, sustainable drainage, and significant new ecologically diverse landscaping; and is consistent with the aims of Policy E1 to ensure local job opportunities, providing the creation of circa 1,000 job roles. On that basis and on balance, the application is recommended for approval subject to the imposition of conditions with the decision to be delegated to the Director of Planning and Development in consultation with the Chair of Planning Committee on the successful agreement on the technical details of the de-culverting of the watercourse with the Environment Agency.

2. Site and Surrounding Area

2.1 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 scrubland with areas of trees, including areas protected by Tree Preservation Orders.

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

2.3 There is a protected woodland at Farington Hall Wood to part of the southern boundary. The land to the west, formerly part of the Farington Hall Estate site, is a residential development site, nearing completion, accessed off Grasmere Avenue.

2.4 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.

2.5 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.

2.6 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.

3. Planning History

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

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

07/2020/00672/SCE Request for Screening Opinion for 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

07/2020/00781/OUT 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 was considered by planning committee at its 14th January 2021 meeting. Member unanimously resolved to approve the application with the decision being delegated to the Director of Planning and Development in consultation with the Chair of Planning Committee upon the successful resolution and removal of an outstanding objection by the Environment Agency.

Following a period of discussion between the applicant and the Environment Agency and further to additional details and plans being submitted, agreement on conditions was reached and the decision notice issued on 28th May 2021 with a number of conditions being imposed. Some required details to be submitted as part of the Reserved Matters with others being subject of separate Discharge of Conditions applications, as follows:

07/2021/00928/DIS Discharge of conditions 3, 16, 19, 21, 25 and 36 of planning approval 07/2020/00781/OUT – conditions discharged on 20/10/2021 although part 4 of condition 36 requires the submission of a verification report on completion of the development.

07/2021/00935/DIS Discharge of conditions 6, 26 and 27 of planning approval 07/2020/00781/OUT – conditions discharged on 02/12/2021 although condition 26 requires further details in order for it to be fully discharged, as follows:

- Analysis of the site investigation records and finds;

- Production of a final report on the significance of the archaeological and historical interest represented.
- Deposition of the final report with the Lancashire Historic Environment Record.
- A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community.
- Provision for archive deposition of the report and records of the site investigation.

07/2021/01040 Discharge of conditions 9, 10 and 34 of planning approval
07/2020/00781/OUT – pending, awaiting confirmation from the Environment Agency once their hydraulic model review is complete.

4. Proposal

4.1 The application is for the Reserved Matters of Scale, Layout Appearance and Landscaping following outline approval 07/2019/00781/OUT for a building of up to 51,794 sq m within Use Class B8 with ancillary office space and associated works. The proposed building measures 295.50m long by 160m deep with pitch roofs over to a maximum height of 22m. There is a side projecting section of 15m by 85m with ground, first and second floor offices.

4.2 The building would be constructed in metal cladding in a palette of greys, namely in Albatross Grey and Anthracite Grey.

4.3 A staff car parking area is located off the new access road together with a cycle parking area and mobility spaces. A 'Gatehouse' building is proposed to the north-east of the car park. A further parking area for 62 trucks is located between the building and the waste technology plant. To the eastern end of this truck park is a bin store.

4.4 To part of the access road, a 2.5m high acoustic fence will be formed which will also run along the northern edge of the staff car park and a 2.4m high close boarded fence will run along the north-western boundary of the car park.

4.5 The existing bund and landscaping along the river Lostock is to be retained and supplemented with additional native tree and hedgerow planting.

4.6 The scheme has been amended since it was originally submitted with the amendments summarised as follows:

- Move the proposed unit to the east, further away from adjacent residential properties;
- Step back the northern elevation to further increase the separation distance between the unit and nearby properties, to a minimum distance of 50m;
- Increase the amount of landscaping along the western site boundary, including the addition of mature trees to provide more immediate screening;
- Introduce an acoustic fence along the southern length of the northern access road where it enters the main site area (in response to local comments);
- Introduce an acoustic fence along the western edge of the proposed car park (in response to local comments);
- Revise the eastern boundary fence line to retain public access along the eastern boundary, thereby creating a usable and formal north-south link through the site.

5. Supporting Documents

5.1 The application is supported by the following documents and plans:

Planning Statement
Design & Access Statement

Unit 1 Building Plan
Unit 1 Building Elevations

LVA Addendum
 Flood Risk Assessment (relating to blockage scenarios)
 Remediation Strategy (including gas protection measures)
 Landscape & Ecology Management Plan
 Water Vole Survey Report
 Noise Impact Assessment
 Employment and Skills Training Plans
 Masterplan (submitted for indicative purposes)
 Unit 1 Site Plan

Unit 1 Roof Plan
 Plant Store
 Cycle Store Details
 Fencing Details
 Bin Store Details
 External Materials
 Site Levels
 Gatehouse Plans and Elevations
 Site Sections
 Ecological Enhancements Plan
 Hard Landscape Plan
 Soft Landscape Plans

6. Summary of Publicity

6.1 Four hundred and forty-three neighbour notification letters were sent out, nine site notices posted in the area and a press notice published with 45 letters of representation initially being received. Following submission of amended plans, neighbouring residents were reconsulted with a further 5 letters being received. The main points of objection are on the following grounds:

- **Scale and Design**

Vague details about the plans to build an obscenely large industrial unit next to our housing estate.

The eaves height will be 15 metres, so it will be seen from the estate. It would take decades for trees to grow tall enough to obstruct the view of this.

The waste park is visible from Croston road and was built over 10 years ago, so no amount of trees can hide this.

The building itself looks ugly. It's just a massive white corrugated steel block. In a few years this will be rusty and covered in moss. Think the leisure centre, but 10 x bigger.

The height/size of this development is excessive for the neighbourhood, at over 20m in height

Building is higher than the Waste technology park and it is nearer to residential properties.

A development of this size/height will be significantly overbearing, will cause overshadowing and will cause harm to the residents across from the River Lostock.

The Pylon on the development is visible from Morley Croft and Meadowland Close, no visual impact assessment has been performed in these areas and I believe the development will be visible from these areas.

The size of this Application to big and over bearing it will leave the residents in its shadow

Crammed this massive overbearing distribution centre which is not in keeping with character or scale of this site

The new plans have completely changed from the initial proposal, in height, use and proposed size.

The height of the building proposed will completely block any views from both our garden and all windows.

The height of the proposal seen from our homes?? A huge monstrous noisy box, 24hours a day! Blocking all sunlight.

The height will literally dwarf homes that are close to the proposed building.

3 1/2 times the size of home situated right next to it.

The height and the huge area it will cover should not be sited next door to residential homes, it is more fitting for the middle of a huge industrial estate.

Really unhappy with the size of this proposal in relation to the houses opposite, creating noise pollution & blocking sunlight

Accept that there is a need for industrial and commercial builds, but this super unit is an eye sore, which will be visible from my home.

Did not object to plan for smaller units, providing some of the natural area remains which will serve to reduce visual pollution from the neighbouring houses; reduce noise from the build

and then the work occurring inside and around the units; and provide an ongoing habitat for wildlife

- **Not in keeping with local area**

The area of development borders on a significant residential area of South Ribble

Although Leyland has an industrial heritage and the land is designated as a brownfield, it has not been used as a brownfield for over 40 years.

A distribution hub sandwiched between the centre of a town and a residential area just does not make sense.

This development would be more suited on the land where Ikea was going to be as it has a direct connection to the motorway.

Will ruin what is a beautiful, peaceful place to live.

- **Residential Amenity**

Is there any need to encroach more on nearby residential areas, essentially making it an urban area.

Farington green is a new build estate directly next to the site. This means we will be boxed in by warehouses and industrial units.

Would not have bought here to live with our family's if we'd have known this was the plan.

Who on earth would want to live next to this?

The land being taken is the only green space this side of Leyland.

Where will people go now? The bluebell wood was the other option, but has been fenced off which the council have done nothing about

Loss of privacy due to car park being closest to residents of Bispham Ave

Why now put a road on the side closest to residents where there will be a loss of privacy, an increase light & noise pollution which is unnecessary. This has never been a road or access point ever. The site can be accessed from the Centurion way and still go through Lancashire Business Park if Caddick Developments put better Design plans forward that are scaled down to fit in with the site and neighbours.

I live in a residential area and have done for 20+ years I do not want to feel I now will be living in the middle of an industrial estate.

I have lived here 27yrs and my view was always of fields, the river Lostock and Winter hill.

Then came along the gigantic waste disposal plant.

My house and most of the street have living rooms and the main bedrooms at the back facing the site

a building of this size will have a significant negative effect on the visual amenity of the local residents and members of the public. it will tower over the tree line and no amount of planting will resolve this.

The impact on residents in the area is far too great and will cause a great deal of stress and anxiety.

The sheer size of this building will create shadow far beyond the limits of the plot, taking away natural sunshine from several houses, and possibly including mine.

- **Access Road**

The unadopted road should be screened to give residents privacy

A 2m high acoustic fence will not screen or stop noise from a 16 ft 44 ton vehicle

Global Renewables had a bund and screen to get their planning application passed so why should it be any different for Caddick

Caddick road in front of bund

Changing a single track that went to an old pumping station to full on road and footpath for 24 hr HGV and cars

The current plans show a road entering the site, this is currently planned on our side of the Noise and Visual bunding with a gate will get sent back in the direction of the houses no screening apart from a small fence

Allowing this road to be built in the current location or without effective screening cannot be a justifiable decision taking into account the lengths Lancashire County Council went to build the access road to the recycling centre behind bunding in order to reduce noise impact. How

can it be allowed that Caddick Developments ignore this fact and be permitted to build a road on this side of the bunding and therefore closer to resident's houses?

- **Traffic**

The traffic nearby will be absolutely horrendous.

Wheelton lane is already very busy with a constant flow of wagons and delivery vans (Amazon) speeding up and down day and night.

Always long queues around the traffic lights at the top of Golden Hill Lane

The extra traffic generated from this gigantic site, will make travel around the area unbearable

Traffic generated as Farington Moss is at gridlock already especially at the two roundabouts at Croston Road

Development would have a significant increase in traffic both on the A582 to J29 of the M6 and through Leyland to J28 of the M6.

No amount of encouragement will stop traffic from taking the shortest route.

The development has provision for 50 HGVs to unload and this is not counting any that will be waiting.

The A582 is extremely congested and is operating way above its design. The widening of this road will improve the current situation, however, there is no guarantee that this will ever happen.

There is going to be a road going through the field and a huge development with lots of traffic.

Putting a warehouse in this location will increase traffic on the A582 and through Leyland town centre, both of which are extremely congested.

- **Hours of Operation**

Planning application for Lancashire waste park LCC 07/06/0821 part 2 section 4 imposed restrictions on hours of working. This condition was applied to safeguard the amenity of local residents and adjacent properties and to conform with policy. As this development is nearer to the residents of Bispham Ave, Riverside Ave and Brookside Close I would expect the same condition to apply.

24/7 access and vehicle movement from a Distribution Centre 30 meters away from residents

Road and industrial estate close to houses so must have restrictions put on to control hours of use

Sleep with windows open and do not want to be woken up at weekend

- **Noise and Odour**

No mention about what businesses will occupy the units once built.

How can we be sure that there won't be excess noise coming from these businesses?

If intended as distribution there'll be noise of HGV's that will be heard by residents due to the close proximity. Will these businesses be able to operate into the night?

Rear garden backs onto the river Lostock so extremely concerned about the noise and light pollution that will no doubt be emitted from the huge warehouse.

both work from home from an office in the garden which with 24 hour noise will severely effect productivity and therefore income.

suffered for years since the waste plant was opened with disgusting smells and noise waste plant is approximately 400 metres away house so building a monstrous warehouse a 100metres or less would have a serious and significant effect on our lives and human rights

Residents on Bispham Ave that back onto the river and site have their main living quarters and bedrooms to the rear of their properties, the current plans do not show any bunding or screening to protect neighbours from this planned disturbance.

No room to bund a road at this location.

Acoustic fencing won't work because of the height of the Global Renewables bund, all the noise generated will bounce back to the residents on Bispham Ave.

The current plans show a road entering the site, this is currently planned on residential side of the Noise and Visual bunding that was put in place. to reduce noise and visual disturbance from the Waste Technology site.

Because there is no room to bund a road at this location) Acoustic fencing won't work because of the height of the Global Renewables So all the noise and lights will bounce back to the residents on Bispham Ave.

All bedrooms, living rooms, offices and gardens are at the rear of the property. A distribution centre will have so much noise pollution, so much HGV traffic, loading bays, FLT movement, car movement from shift work all day and night. This noise will disrupt my children sleeping, my work from home, and peaceful nature surroundings of the river and wildlife at the rear of the property?

This is insanity to build a huge distribution centre within 50m of residential properties that have been there since the 70's.

How can you stop the noise nuisance? I do not see a way you can achieve that?

Global renewables had noise complaints from all the residents and that is further away.

The submitted noise impact assessment predicts that noise levels from the proposed northern access road will only be marginally below the recommended guidance from WHO for outdoor amenity space and daytime internal noise. If these predicted levels prove to be incorrect by even a minimal percentage, they would then exceed the recommended levels. In addition to this, 50db is considered by the WHO to be the maximum levels of noise. At 48db (outdoor amenity space) and 49db (at first floor height) the predicted noise from the proposed road is only just under the maximum level.

I cannot locate where the noise impact assessment accounts for the noise that will be experienced by residents from the proposed access road during the night

The WHO suggest that at night time, outside levels should not exceed 45db so that people can sleep comfortably with the window open.

The predicted level of outside noise in the statement is 49db which clearly exceeds the WHO recommendations

The baseline for the noise impact survey was completed in August 2020. As this was during the Covid 19 pandemic, how can this information validly be used as a baseline to form the outcomes of the noise impact assessment?

The noise impact from the road has been predicted upon a 20mph road limit. We would like to know how the developers and South Ribble Borough Council would propose to monitor this speed limit?

Very important to get noise impact assessments right.

It would be prudent to reconsider the proposed route that HGVs will use to access the site and plan for this activity away from residential housing.

This could be achieved through relocating access via the eastern part of the site from Centurion Way with better design plans.

At the very least, screening should be put in place to reduce any noise impact.

Why have no noise receptors been put in this area it will cause the most noise and should be done before any decisions are made.

Noise from construction

- **Light and Air Pollution**

This building will not doubt have to have flood lights situated all round it, which will cause light pollution.

What about the air pollution from HGV Lorries?

How can South Ribble be committed to reducing pollution in the area if this development is allowed to proceed especially when we have the second-largest AQMA in Lancashire on Golden Hill lane/Turpin Green.

Car park lit up with no visual screening for 800 cars when the industrial estate is already grid-locked at 7.00am and 5.00pm

Light pollution – Site / car park / Vehicle lights

Car park lit up with no visual screening for 800 cars when the industrial estate is already grid-locked at 7.00am

The nature of the proposed development of the site will require lighting 24 hours a day.

The proposed development has not taken into consideration the effect that lighting will have upon residents from the first floor of neighbouring properties

Over the years, we have had similar issues with lighting at the recycling centre, where we have negotiated with to reduce their lighting during the evening and night times.

Caddick Developments should be asked to consider how they can reduce the impact that lighting will have upon our property with low level lighting rather than high level flood/street lighting and increased shielding from planting.

The pollution and fumes that will come from this proposed development will severely affect the health of ourselves and our children who spend a lot of time in our garden.

It will affect the river and the nature surrounding the river. Surface run off from the development already behind the proposed development dump fuel and dirt into the river monthly, the extra strain from your development will likely destroy the nature that we have left.

Fuel Pollution – hundreds of cars, vans HGV's FLT's, right on the doorstep of our back garden, how will you protect myself and my family from the harmful emissions?

Concerned of the impact it will have on natural light as well as the noise pollution

Will jeopardise future health

Noise and light pollution will increase as it did with the waste plant and required postconstruction remediation.

The number of Goods vehicles will increase in the local area, which is counter to SRBC's air quality management plan to actually reduce the number of HGVs and therefore will increase air pollution.

- **Flooding and Drainage**

The effect of flooding on our house from this will be imminent as the surface run off already increases the river level to the lower level of our garden therefore the extra water run-off from your peppered development will damage our property as soon as a large rainfall hits.

River Flooding / pollution – The extra tarmacked areas and lack of absorbing land have increased the surface run off to the river, each development increases the stress on the river and our homes are on the banks. The instant surface run off from your new proposal will flood my property! How would you propose to compensate this? How will you protect our homes? The oil from the vehicles will run off into the river and damage the fish and wildlife in there.

River Lostock has been breaking its banks more since Global Renewables water has been diverted into it

Doing this again for this application will only cause more catastrophic flooding.

Pond installed to hold back the water does not work

Once its full it overflows straight into the river Lostock

This application will only cause more catastrophic flooding

Flooding gets behind my house, further downstream it floods the gardens.

Totally against this development due to the drainage from these buildings increasing river levels and flood risk in the area downstream as I have voiced in the past.

- **Trees**

Loss of trees covered by TPOs at the northern end of Hall Lane

The trees put in place to cover the sore sight of global renewables have only just grown tall enough to hide the building and dampen HGV movement.

They spent hundreds of thousands planting trees to protect the residents and now you propose building on this side of the barrier and even closer to residential homes

Several Oak trees are too old to be felled on this land, they have been removed on the drawing

Loss of carbon eating trees (replanting will not level this up for 20-30 years).

- **Public Right of Ways and Cycle Path**

Diversion of the public footpath south of its current location between Hall Lane and Mill Lane bridge.

Size and design should be altered so as to retain the area of woodland to the north of Hall Lane and maintain the existing position of the footpath
Additional footpath be established that links the Mill Lane bridge with the entrance to the Lancashire Business park along the western edge of the development
Need to replace the loss of dog walking opportunity that the proposed development impacts.
extremely concerned where the proposed cycle path will be located
Loss of space for walking dogs exercise

- **Wildlife**

the building of any units at all will decimate the habitats of local wildlife
We understand that Caddick Developments have stated that they will periodically maintain the vegetation around the banks of the River Lostock, however, as riparian owners, it is also essential that they show commitment to maintaining the river bank which has shown increased erosion over recent years. Furthermore, have they completed a survey for Otters? Otters have been frequently sighted along the river between Riverside Avenue and Bispham Avenue over recent months.
The wildlife behind on the fields as well as the river Bank will be severely affected including otters, birds of prey, kingfishers, rabbits, owls to name just a few.
This field and river are the only part left of the small nature reserve in the local area, we have Buzzards, 2 Local Barn Owls, Local Tawny owls, Several Otters, Mink, foxes, rabbits and hares and much more beautiful wildlife flourishing in this field alongside the river. Your proposal will destroy this habitat. How do you protect the wildlife and nature?
Impact on moss that grows in the fields
Will destroy habitats
Significant loss of habitat for protected species including bats, badgers, hedgehogs, and otters.
Additionally, it is near to a biological heritage site which is home to a variety of species that could be dependent on this site.

- **Other comments**

It all boils down to money for the council and probably don't really care about the residents in the area,
Will make Farington a grim place to bring up a family and will bring Leyland down and make it a really undesirable place to live.
What about putting a park here, or even more houses? Surely, anything would be better than an industrial unit!
why have you not sent the letter to a large number of residents who will also be affected by this development
Proposal will affect peaceful garden setting which will significantly reduce the appeal for our property when we come to sell, as the garden is the main selling point and the reason for the price of our house when purchased
Compensation – This will dramatically reduce the value of my property,
Low level small employment land was approved initially. Proposal now is not what was initially approved! This is not acceptable.
If this is to go ahead, I would expect the full value of my property in compensation.
No communication from Caddick and not shown anything in this application to help alleviate any of residents' concerns on landscaping, bunding, access road, noise, lighting etc
Caddick never replied
Worry about safety of children if they were to venture onto the site.
Is this in the best interests of Leyland?
I do not want to see this eyesore of a building from my house. It is ridiculous how close it is to hundreds of homes. I will not be polluted even more.
Do we need another AMAZON BUILDING so close to housing?
This is becoming another Town Planning Design disaster.
Would anyone in Planning LIKE IT NEXT TO THEIR HOME!! I think NOT

Do we get any financial compensation for the devaluation it will most definitely have on our home if you decide to pass this unit? It seems there is no thought for us residents like there was when the waste plant was passed, and this is much nearer our homes.
Upset and disappointed that South Ribble council would even consider giving this the go ahead.

This monstrosity of a building will have an impact on the value of people's properties in the area, and not in a good way!!!!

Why does Leyland need more industrial units?

Will keep emailing until I know for a fact that this is not happening

Already we have lost space to walk and play since moving here due to builds in the local area

- **Comments following Amendments**

Essentially, residents do not consider that the amendments have address the concerns raised following the first consultation, with further point of objection summarised below:

House is as close as you can get to this monster

The height is ridiculous and will tower over homes

Original application was for single storey light commercial use with restriction on working hours

Under the impression it would be daytime use only not 24 hours

Where will all the rainwater go once the land is concreted over

Will lose the natural and pleasant outlook

No amount of objection will stop these things when the power that be decide they are going ahead

Care and respect residents' rights to a decent outlook

Would never have bought a house that was dwarfed by and overlooked by an industrial building

Waste plant is 15m high and set back from the residential area, this warehouse will be 22m high, nearly as high as the pylon on the site

Will be significantly overbearing

Planting hundreds of trees to mitigate – these trees will never grow tall enough to screen this warehouse and will take years to grow to a decent size

Fails to address the height, the noise pollution, the increase in traffic and pollution

Although marginally smaller it is still a monstrosity

Impact on house prices

Would be better suited to site near the motorway

South Ribble is trying its hardest to build on every field in Farington Moss. I have never seen so much building going on in such a small area

Do we really need another industrial site in the area?

Bispham Avenue is situated much lower than the application site

Building will block tv signal from Winter Hill

Vehicle reversing alarms cannot be mitigated with the acoustic barriers

Increase of traffic on A582

Loss of wildlife habitat

Biodiversity gain will only be achieved following the destruction of a significantly large habitat and all the wildlife will be killed or driven away

Amendments state the number of vehicle journeys generated is lower than the outline permission. This statement is wrong as the figures relate to the whole site and this RM is for just one phase

What is the point of consultation if Caddick is just going to ignore it!

- **Community Consultation**

Prior to submission of the outline 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.

In advance of the submission of this Reserved Matters Caddick developments undertook pre-application consultation and stakeholder engagement. This included an update meeting with South Ribble Council; Engagement with stakeholders and members at South Ribble Council; A letter to local residents advising of the proposals and seeking comments; An updated development website providing further details of the proposals; Engagement with the Environment Agency regarding the remediation; and Engagement with the Environment Agency regarding flood risk and drainage strategy, and watercourse de-culverting and realignment in particular.

7. Summary of Consultations

7.1 Environmental Health reviewed the application and submission documents and initially advised the following:

Contaminated Land –They related the remediation plan to the proposed acceptable levels of contaminants as set out in the original ground investigation reports for this site and consider that the detailed remediation, and site investigation summary document is appropriate, up to date and suitable for the proposed end use of this development. However, EH will expect a suitable detailed Validation Plan for soils and Verification Plan for proprietary gas protection measures, as suggested in the remediation strategy, to be supplied detailing all the actions taken, with suitable summative reporting from specialist verification reports regarding the gas protection and soils replacement (Materials Management plan). These reports will need to be submitted and approved prior to the installation of these elements of the development.

It must be noted that the remediation strategy was secured by condition 36 of the outline approval 07/2020/00781/OUT and is subject to a separate Discharge of Conditions application 07/2021/00928/DIS, as reported above in the Planning History section of this report. The Verification report will need to be submitted in order for condition 36 to be fully discharged and there is no requirement to impose a further condition requiring the submission of the verification report.

Air Quality – EH advise that this RM application divides the previously submitted outline into two phases, bringing forward the larger section of the site. This is significantly different to the outline application incorporating one very large distribution centre. EH therefore considered that the transport assessment and air quality assessment are no longer valid, as substantially more trips could potentially be generated from the site. Given the significant change to the layout and potential use of the site, EH considered it appropriate to reconfirm the findings of both the transport and air quality reports based on the design submitted. They required that LCC Highways reconsider the traffic flows from the transport assessment.

LCC Highways confirm they have no objections, advising the outline was for a quantum of development and not for a specific number of vehicle trips. Therefore, if the quantum of development is in accordance with the outline permission, they have no objections to the traffic for the proposed development. For clarity, this RM is in line with the outline approval in respect of the quantum of development. Additionally, the layout at outline stage was indicative only with only the access being applied for at that stage.

As a result, EH confirmed that, further to the correspondence from LCC Highways that the development consists of a quantum of the outline development and therefore are satisfied that the traffic flows are acceptable. EH's have confirmed that they consider the use of these flows is appropriate for the air quality assessment and this issue is therefore resolved.

However, EH also advised that, during a recent meeting with the developer's air quality consultants, the matter of mitigation was raised. The emissions assessment has identified a

damage cost of £183,423. The submitted information refers to the provision of charging points, cycle storage and a travel plan with no indication of costs associated with these against the damage cost.

EH go on to advise that there was also mention of the improved cycle track with some associated costs. EH understand that these improvements were required following consultation with the PROW team at LCC and not in relation to air quality. As such EH require details on mitigation measures to be included within the scheme specifically linked to the air quality damage costs. This information has now been provided and passed onto EH. However, it must be recognised that the AQA and Addendum were agreed at outline stage with Condition 12 being imposed to ensure that the development be carried out in accordance with those documents and the mitigation measure identified be implemented.

Noise – the noise assessment has considered the noise from inside the proposed buildings, HGV movements and use of the car park. The car park assessment has been based on 160 events in any hour, with the report identifying that the majority of movements will occur at the beginning and end of each day. The car park facilitates 573 car park spaces with additional motorbike parking. The figure of 160 is therefore considered to under representative of the actual use of the site and therefore the assessment is not considered to be acceptable.

The assessment of HGV movements and loading/unloading operations has also been undertaken. Night-time hourly movements have been divided by four to fit the 15minute averaging time. However, with a 46minute unloading/loading operation these times would overlap, and this is not considered to be a robust approach to the assessment. The assessment has also been based on previously obtained traffic movements presumably for the whole site undertaken at the outline stage as no further transport assessment has been submitted and may therefore be inaccurate given the above comments. The sound levels used for loading/unloading appear low, some further information on these levels would be appreciated. EH consider the proposals would result in an 'adverse' impact on residents at weekends only with 2db above background during the day and 3db at night. This is within the relevant guidance for noise.

Plant Noise – Details of external plant are currently unknown and as such a design sound level figure has been identified. This has been set to achieve the background sound level at the nearest property in line with BS4142:2014 methodology. The Council's standard criteria is 10dB the background level. As such the proposed design criteria is considered to be unacceptable. In conclusion Environmental Health consider that additional work is required to the noise assessment, ideally after the traffic movements have been reviewed.

Following confirmation by LCC Highways on the traffic flows and the submission of the amended plans which included acoustic fencing to the access road and car park, and a technical note by the noise consultants, Environmental Health were reconsulted and confirmed they had no objections in respect of noise, advising that residents will experience adverse impact from site operation at weekends but in line with the relevant guidance document this is not significant and therefore EH cannot object to the proposals in terms of noise.

Climate Change – Comments regarding the impact of the scheme on the climate change had previously been made at the outline stage. Given the new design and single use of this part of the site, the provision of rain water harvesting, solar PV or ground source heat pumps would offer a greater business case for one occupant. It is disappointing that none of these measures have been included within the design. Especially as the large roof area would be ideal for solar PV.

Lighting – A draft External Lighting Strategy has been shared with Environmental Health who advise that, should permission be granted, they would require a condition be imposed in

respect of the submission a final lighting scheme. Condition 20 of the outline approval required the submission of a lighting design strategy.

7.2 County Highways confirm that there are no highway objections to the reserved matters application as submitted. The submission appears to accord with the approved plans Dwg 2371-F01 Rev J 'Proposed Access Points' and UG_35_UD_DRG_PP_02 Rev.C 'Parameters Plan' under the outline approval. However, as stated previously it should be noted that the new access roads would not be considered for adoption by LCC as they would not connect to an existing adopted highway. Both Sustainability Way and Centurion Way are currently privately maintained roads.

With regard to the proposed gate house, its location after the staff car park is acceptable, and the scheme appears to include a wide path (as on the outline masterplan) that would function as an emergency access link from the south.

With regard to the car parking, the total provision seems to be broadly in accordance with the adopted standards. The car park layout is functional and the number of EV charging points is noted. However, unless there are special charging rates, it is unlikely that the majority of staff would use the facilities, preferring to charge at home off-peak.

Following the amendments and consultation response from Environmental Health, County Highways were re-consulted and advised that the outline approval was for a quantum of development and not for a specific number of vehicle trips. Therefore, providing the quantum of development is in accordance with the outline permission, they have no objections to the traffic to the proposed development.

7.3 National Highways advise that the site is in the vicinity of the M65 motorway that forms part of the Strategic Road Network. However, National Highways have no objection.

7.4 United Utilities advise that they previously commented on the Outline Application 07/2019/00781/OUT and those comments still apply. Essentially, they required that, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Further to UU's review of the submitted plans, they advise that the surface water proposals should be reviewed by the Lead Local Flood Authority and/or Environment Agency where required as surface water emanating from the development is not proposed to communicate with the public sewer network. To clarify, both the EA and LLFA have been consulted on this RM application.

With regard to the foul drainage proposals, UU comment that the proposed foul discharge points differ from those previously discussed and therefore these should be revised in line with the previous discussions held with United Utilities prior to determination.

UU advised that they are concerned with foul drainage as *"the previously agreed strategy was to drain foul from the whole site to the 450mm combined sewer in the north west corner of the site but the applicant is now looking to split foul discharges where the northern parcel continues to drain into the 450mm combined sewer to the north and the southern parcel drains to the 375mm combined sewer to the east."*

The issue that UU has is that, although a gravity connection may be feasible to the 375mm combined sewer, surcharge levels in this sewer exceed proposed ground levels and finished floor levels on the southern parcel. This will introduce a new low spot on the network and the scheme will be exposed to a significant flood risk. Therefore, they recommend continuing to drain to the 450mm combined sewer to the north for the whole site even if this means pumping foul flows to the northern phase of development."

In response, the applicant advised that, as UU's concerns are in relation to foul drainage from what will be Phase 2 of the site's development, a drainage strategy for Phase 2 would be required as part of the RM application for that parcel. At this stage the foul drainage routes shown on the southern parcel are indicative. Foul drainage for Phase 2 will be considered in due course, and UU's comments are helpful for the detail design process.

UU requested a condition be imposed for the submission of a scheme for the Management and Maintenance of Sustainable Drainage Systems. However, condition 9 of the outline approval included this requirement and UU have confirmed that condition 9 can be discharged as part of Discharge of Conditions application 07/2021/01040/DIS.

Finally, UU also provide advice on wastewater; Section 104 agreement; water supply; property, assets and infrastructure; which can be included as informative notes on the decision notice.

7.5 Local Lead Flood Authority (LLFA) advise that they have no further comments to make above those made on the outline application. For clarity they had no objections at outline stage but required a condition be imposed requiring the submission of a final sustainable drainage scheme. This became condition 9 of the outline approval. The LLFA are satisfied with what has been submitted and have confirmed that condition 9 can be discharged under discharge of condition application 07/2021/01040/DIS.

7.6 Environment Agency have no objection to the development. However, the proposals have changed substantially since the outline planning approval was granted. To reflect the change in approach, the proposed development will only be acceptable if new planning conditions are imposed in respect of the submission of a detailed scheme for the de-culverting and diversion of Watercourse 1 (M6 to Stansfield Lane); and for the submission of a hydraulic model which reflects the proposed development and de-culverting scheme on site which includes a blockage scenario for the new section of culvert during the 1% AEP plus climate change allowance flood event. The requested conditions are:

- '1. The development hereby permitted must not be commenced until such time as a detailed scheme for the de-culverting and diversion of Watercourse 1 (M6 to Stansfield Lane) has been submitted to, and approved in writing by, the local planning authority. The scheme shall include full details of the proposed route, size, depth, morphological features, levels, crossings, planting, landscaping and method of construction of the new channel and culvert. The scheme shall be implemented and completed in full prior to the commencement of any development over or within 8 metres of the edge of the existing culverted watercourse and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.*
- 2. No development approved by this planning permission shall commence until such time as a hydraulic model which reflects the proposed development and de-culverting scheme on site, which includes a blockage scenario for the new section of culvert during the 1% AEP plus climate change allowance flood event, has been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented and completed in full prior to the commencement of any development over or within 8m of the edge of the existing culverted watercourse, and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.*

It is noted that hydraulic modelling has been carried out and submitted to the EA who initially advised the modelling will need further work before they can accept it but this is fairly standard, and models often need amendments before being brought back for second and third reviews with their Evidence and Risk team. The revised modelling information has been submitted to the EA for review in respect of the discharge of conditions imposed on the

outline approval however, it must be noted that the principle of the watercourse is agreed and the revised modelling essentially verifies the watercourse will generally function as expected. Further modelling is currently being considered by the EA.

The EA also advise on the outline conditions 32, 33, 34 and 35 regarding the Main River culvert and fluvial flood risk.

Condition 32 requires the submission of information as part of this Reserved Matters application. However, the applicant has now altered the proposal and the channel of Watercourse 1 will now be re-routed. Therefore, the EA consider that it is not necessary to provide ground level information at this stage, as levels around the new culvert and new open watercourse will be determined at detailed design stage. Determination of acceptable ground levels associated with the re-routed watercourse will be covered by the new condition requested above.

Condition 33 also required the submission of information as part of the Reserved Matters application. The need for condition 33 related to the requirement to understand overland flow routes from the existing culvert during a blockage scenario. As the watercourse will now be diverted around the development site, the existing culvert will ultimately become redundant, so there is no longer a need to understand the impacts of a blockage in the existing culvert. However, there will be a need to consider blockage of the new section of culvert linking to the open channel and route of potential overland flows and this can be secured through the new condition requested above.

Should flood modelling of the proposed watercourse diversion reveal that compensatory storage will be required, this can be addressed through condition 34, imposed on the outline approval.

Condition 35 required a CCTV survey be carried out of the existing culvert. As the proposed de-culverting and diversion would result in the abandonment of the existing culvert, a CCTV survey of the existing structure is no longer required. However, the EA ask that the applicant surveys the culvert where the new connection is going to be made from the existing culvert to the new channel.

The EA provide advice to the applicant on Environmental Permitting and this can be included as an informative note on the decision note.

In respect of Contaminated Land, the EA have reviewed the documentation relating to the previous polluting use of the site as a landfill and its proposed remediation. They confirm that parts 1-3 of condition 36 imposed on the outline approval can be discharged but require the verification report upon completion of the site remediation works to satisfy part 4 of this condition. This is subject to a separate Discharge of Condition application.

Finally, the EA provide advice to applicant on the Processing of Waste and this can be included as an informative note on the decision notice.

7.7 Greater Manchester Ecology Unit (GMEU) have considered the proposals and the supporting documents and provide advice on Badgers; Water Vole; Soft Landscaping; and Landscape and Ecology Management. Essentially, they have no issues but require a number of conditions be imposed in respect of Badgers, if works do not commence until February 2022; the requirement for an updated survey; that the development is carried out in accordance with the Landscape & Ecological Management Plan and for the transfer of the management regime to an appropriate estate management team.

GMEU also advise the applicant makes some adjustment to the planting specifications to include more suitable planting species for Lancashire County and its landscape character areas. As such, amended plans were submitted which were further considered by GMEU

who confirmed that the adjustments to the planting scheme as demonstrated on the drawings UG_35_LAN_SL_DRW_O3; 04; 05; 06 and 07 REV P06 are satisfactory from an ecological perspective with a condition to ensure the landscaping is implement as shown.

Following confirmation from the applicant that the absence of badgers means the sett has now been closed in accordance with best practice, GMEU confirmed that the letter (12.11.2021 Maisie McKenzie, Urban Green) is sufficient to conclude that at the current time no badger setts are present on the site and the identified sett has been closed appropriately.

However, there are still other conditional matters and practices associated with the site's outline permission and, as a reminder, the developer should be aware that if other evidence of badger digging/setts is observed or suspected at any stage then work should cease until advice has been sought and implemented from their consulting ecologists (Urban Green). Or, if greater than a year passes before commencement of works on the remainder of the site then updated surveys may be required to ensure that there is no inadvertent damage to any setts that badgers may try to re-establish on other parts of the site. Again, advisement from their consulting ecologist would be helpful to the developers in this instance. The CEMP associated with the site will detail Reasonable Avoidance Measures etc to cover this.

7.8 Arboriculturist initially advised that the tree works schedule identifies trees to be removed to facilitate development, including woodland TPO trees within G19 (Alder 30 stems CAT C), G22 (mixed broadleaf woodland) Cat B, G42 (Mix of part protected oak and willow CAT B) and G28A (mixed broadleaf trees CAT B). There are other tree groups of non-protected trees to be removed as well as 14 individual specimen trees.

However, the mitigation plan identifies over 400 individual trees of mixed broadleaf species to be planted within the site as well as 334 meters of deciduous native hedging resulting in a net gain of trees and hedging within the development. Sections of TPO woodland are to be retained during development, predominantly on the western boundary within W1 of TPO 2010 No 2.

Given the amount of proposed planting and the retention of protected woodland as identified on the proposal, the Arboriculturist has no objections in this instance to the removal of trees, including CAT B and C TPO trees, given the significant net gain of trees and hedges identified on the application.

Should permission be granted, the Arboriculturist recommends a number of conditions are imposed in respect of protective fencing for trees identified for retention; signage; no access into the RPAs; ground levels; and soil compaction. The Arboriculturist also advised 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. Condition 17 imposed on the outline approval covers this requirement and condition 16 required the submission of an Arboricultural Impact Assessment and Arboricultural Method Statement which cover these requirements. Both documents have been duly submitted and agreed with the Arboriculturist so there is no need to impose these conditions

Following the amended plans, including additional landscaping, the Arboriculturist again advised that the removal of trees is mitigated by an increase in planting and increases biodiversity in the immediate areas.

7.9 Lancashire County Council Archaeology confirm that the proposal does not materially affect previous advice at outline stage on the archaeological implications of the proposed development or on the proposed archaeological response and appropriate condition which should remain in place. Condition 26 was imposed on the outline approval and required a scheme of archaeological works be submitted. This condition is subject to discharge of conditions application 07/2021/00935/DIS and LCC Archaeology

have confirmed the submitted Written Scheme of Investigation for the further investigation of the development site is appropriate and can be approved.

7.10 Employment Skills and Training Partnership (Calico/CStep) initially advised that the submitted employment and skills plan did not include a measurable commitment. South Ribble Council have National Skills Academy for Construction (NSAfC) accreditation and use NSAfC KPIs and benchmarks to measure and monitor employment and skills commitments on both residential and commercial developments that meet the threshold for an Employment & Skills Plan. The NSAfC benchmarks are project specific and have been developed in collaboration with the construction industry to ensure that they are relevant, proportionate and importantly with KPIs that are measurable. Therefore, to assist, the NSAfC Client Guidance document along with KPI guidance notes were forwarded to the applicant.

Following submission of an updated Employment and Skills plan, a further response was received with the view that it is clear that the applicant is working towards making a positive local impact and provides for a *“clear and inclusive commitment to work experience that reaches out to young people and those harder to reach individuals, along with a broader scope regarding career options within the industry.*

In respect of apprenticeships the applicant refers to working closely with the colleges to support apprentices. However, apprentices are usually already employed and attend college on day release, therefore would the applicant consider making a commitment to a group educational site visit for these individuals? Additionally, will the applicant make a firm commitment to creating any apprenticeship positions either directly or through their supply chain on this development? In respect of any concerns regarding the build timescale, I have attached for reference information relating to the shared apprenticeship scheme which can be utilised for situations whereby employment continuity may be a concern.

In respect of upskilling, the applicant offers internal training opportunities and the option for apprentices or full time students to benefit from this training which is great. However, we would be looking for the applicant to work with their supply chain too in order to identify skills gaps through the completion of a site training plan enabling individuals to be upskilled with both accredited and non-accredited training. Support is available for this if required.

Finally, it would be great to have a positive case study from the development that showcases the impact the applicant has made during the build process.”

In response, email correspondence took place and the applicant provided a further updated Employment Skills Training Plan which offers firmer commitments in line with the requirements with Calico/CStep confirming the shared apprenticeship scheme does lend itself to short term construction opportunities and helps by ensuring local apprentices are not displaced once a development is complete and the contractors move on.

7.11 National Grid confirm there are no National Grid assets affected in this area.

7.12 Electricity North West did not respond to the consultation request.

8. Policy Background

8.1 National Planning Policy Framework

Chapter 6. Building a strong, competitive economy

81. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

82. Planning policies should:

- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
- b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
- d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

83. Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

8.2 Central Lancashire Core Strategy

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 negotiation 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.

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

8.3 South Ribble Local Plan

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:

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 Brackenhouse Properties.'

Brackenhouse 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'.

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.

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.

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.

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.

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.

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.

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.

9. Material Considerations

9.1 Background/Principle of Development

9.1.1 The site is a derelict brownfield site and was used as a landfill site for inert foundry waste. It was allocated for employment uses under Policy EMP1 site D in the Local Plan 2000 and this allocation was brought forward in under Policy E1 site g) in the Local Plan 2015. The justification to Policy E1 advises that sites allocated as 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.

9.1.2 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 nearing completion. As part of the planning permission for Site L, 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”*. It is understood that the money paid to facilitate the access has meant this financial obligation is fulfilled.

9.1.3 Development proposals for the site were 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.

9.1.4 Outline application 07/2020/00781/OUT established the principle of development of the site for up to 56,904sqm of light industrial (E(g) Use), general industrial (B2 Use), storage and distribution (B8 Use) and ancillary office (E(g) Use) floorspace together with the means of access to the site. A number of planning conditions were imposed, some of which required details to be submitted at Reserved Matters stage and others are subject to separate Discharge of Conditions applications (see ‘Planning History’ section of this report).

9.1.5 The conditions which require approval of details at Reserved Matters stage are:

Condition 11 - Scheme for blockage of Watercourse;
Condition 13 and 15 - Noise Impact Assessment; (condition duplicated in error)
Condition 14 - Gas protection measures;
Condition 17 - Details of Landscaping;
Condition 18 - Landscape and Ecological Management Plan;
Condition 30 - Employment and Skills Training Plan;
Condition 32 - Details of Ground Levels; and
Condition 33 - Details of Overland Flood Flows.

9.2 Reserved Matters Submission

9.2.1 Following the outline approval, this Reserved Matters submission is for the scale, layout, appearance and landscaping of the site and provides a different scheme to that demonstrated in the indicative Masterplan submitted with the outline application. The application relates to just part of the site, representing Phase 1 of the development, and proposes a single large scale building. The supporting Design and Access statement indicates that the Key Principles of this development are:

- The redevelopment of an allocated employment site in a highly sustainable area

- A new vehicular access point from Enterprise Drive and a second access point off Centurion Way – as secured through the outline planning approval
- Enhancements to the existing public right of way network to improve pedestrian connectivity and encourage pedestrian movement
- Provision of enhanced cycle routes, including completion of a section of the Leyland Loop
- Provision of a bespoke flood risk solution to divert and de-culvert an existing culverted watercourse
- Preservation of areas of ecological importance and creation of valuable biodiversity connections and a specific ecological enhancement area around the new watercourse and sustainable drainage area
- Maintaining and enhancing the buffer along the River Lostock, respecting and enhancing the existing BHS and Wildlife Corridor designations

9.2.2 An assessment of each of the Reserved Matters is carried out below.

9.3 Access

9.3.1 The outline permission 07/2020/00781/OUT established the means of access. The scheme proposed 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 comprises 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. A Transport Assessment produced by Croft Eddisons, considered the accesses to the site, including pedestrian and cycle access and the accesses were shown on the approved plan Dwg 2371-F01 Rev J.

9.3.2 County Highways considered the accesses and confirmed they were acceptable, although they did advise that both new access roads would not be considered for adoption by County Highways as they would not connect to an existing adopted highway. Both Sustainability Way and Centurion Way are currently privately maintained roads.

9.3.3 As the matter of access to the site has been established with the outline approval, this Reserved Matters application deals only with the matters of Scale, Layout Appearance and Landscaping. However, County Highways were consulted on this RM application and as part of their response, they have reiterated their earlier comments. They advise that the submission appears to accord with the approved plans Dwg 2371-F01 Rev J 'Proposed Access Points' and UG_35_UD_DRG_PP_02 Rev.C 'Parameters Plan' under the outline.

9.3.4 It is noted that a number of the objections received to this RM application relate to the approved access. Although the access has already been approved, in response to the concerns raised, the applicant has made some amendments. A closed boarded fence is now proposed at the southern edge of the northern access road. The fence will also extend along the car park perimeter, thereby providing further visual and acoustic screening, notwithstanding that further screening is not necessary on a technical basis.

9.3.5 Additionally, they will introduce a solid structure fence along the southern extent of the site access where it enters the site. This will provide further visual and acoustic screening for those residents to the north-west of the site.

9.3.6 It must be re-iterated that the means of access has already been approved and therefore the proposal are acceptable with this aspect of the development.

9.4 Layout

9.4.1 This Reserved Matter application proposes a single large scale building, located to the west of the existing Waste Technology plant and to the east of the River Lostock. A car park will be located adjacent to the building's northern elevation with further parking and servicing to the east of the building.

9.4.2 To the west of the building is a landscaped area and to the south is a further landscaped area which includes flood attenuation/SUDS. These are described more fully in the Landscaping section of this report.

9.4.3 In terms of the internal layout of the site, County Highways have advised that there are no highway objections. The proposed gate house is located after the staff car park and is acceptable. Additionally, the scheme appears to include a wide path (as on the outline indicative masterplan) that would function as an emergency access link from the south.

9.4.4. With regard to the car parking, County Highways confirm the total provision seems to be broadly in accordance with the adopted standards. The car park layout is functional and the number of EV charging points is noted.

9.4.5 Neighbouring residents have commented on the layout in terms of proximity to residential properties and the location of the car park. Residents consider that the masterplan submitted at outline stage demonstrated 4 small units on this parcel of the site, not one large building. However, the masterplan was indicative and demonstrated how the site could be development but did not fix the layout of the development which was 'reserved'.

9.4.6 In response to points of objection, the applicant has amended the site layout to move the unit to the east, further from existing properties on the opposite side of the river Lostock and has stepped back the northern elevation to further increase the separation distance between the unit and nearby properties, to a distance of 50m. The amendments also increase the landscaping along the western site boundary with the inclusion of additional mature trees to provide more immediate screening.

9.4.7 The applicant advises that any potential adverse effects on a small number of properties closest to the north west corner of the unit are significantly outweighed by the overriding benefits of the current layout compared to the indicative Outline consent layout to the vast majority of other nearby residents. In particular, by removing buildings in the more open and visually sensitive northern area of the site as previously shown in the indicative Outline masterplan, and replacing them with car parking, substantial landscaping, and tree planting, those properties to the north west will have an improved outlook compared to that that considered acceptable at Outline stage.

9.4.8 On balance, it is officers view that the amended proposal is acceptable in terms of its layout. It achieves a reasonable spatial separation distance to residential properties and the site is separated from neighbouring residential properties by a mature landscaping belt which is to be substantially enhanced.

9.5 Scale

9.5.1 The outline permission established the principle of development with the building heights plan demonstrating development of 15m to 25m in general with localised building heights of up to 30m. Closest to the river Lostock, the plan demonstrated a maximum of 20m in height. The proposal now is for a single large scale building measuring 295.5m long by 160m deep with shallow pitch roofs over to a maximum height of 22m with a footprint of 48,448.93sq m. Although higher by 2m than the Building Heights plan considered at outline stage, the overall scale is within the overall outline permission's description of development of up to 56,904sqm.

9.5.2 The supporting statement indicates that a larger unit is now proposed to the northern parcel of the site as this enables a more efficient use of space and layout. Additionally, a unit of this scale is likely to be occupied by a major tenant on a long term lease which would create and secure local jobs.

9.5.3 As varied heights from 15m to 30m with 20m adjacent the river Lostock, were considered and approved at outline stage, it is considered that this RM application is

consistent with the parameters and principles established by the outline approval and are considered acceptable.

9.5.4 It is noted that a number of objections from neighbouring residents relate to the scale of the building. They consider the proposed building is too large and high and will appear overbearing when viewed from their properties. As indicated in the layout section above, a number of amendments have been made which seek to address some of the concerns raised. Particularly the building now achieves a greater spatial separation distance from residential properties, 50m at the closest point.

9.5.5 Given that the outline approval was based on building heights of between 15m and 30m with 20m adjacent the river Lostock, it is officers view that the amendments now make the proposal acceptable in terms of its scale adjacent to residential properties.

9.6 Appearance

9.6.1 The proposal is for a large single building in Parcel A with the remainder of the site to be subject of a separate future RM application. The building would be constructed in metal cladding in a palette of greys to reflect adjacent buildings on the Lancashire Business Park.

9.6.2 The submitted supporting statement advises that the: *'building has been designed to incorporate high quality design. The proposed material palette will be simple but effective, reflecting materials sympathetic to the industrial location. Notwithstanding this, the materials utilised will deliver high quality, practical and sustainable working environments recognising the neighbouring residents. The palette would be consistent throughout to produce a harmonious development whilst subtly creating differentiation between the two areas.'*

9.6.3 It goes on to advise that, as part of the outline application, a Landscape Visual Assessment ('LVA') was submitted which assessed the application site and the impact of development on sensitive receptors in the vicinity. In summary, the LVA found the overall impact on the landscape effect was anticipated to be negligible. As a result of the revised development approach for the Northern Parcel, an Addendum LVA has been submitted as part of this RM application. The Addendum LVA demonstrates that this RM scheme will have no greater effects than those already considered acceptable at outline stage. In reality, the revised approach will deliver a betterment when compared to the outline scheme due to the potential for additional boundary planting, new trees, improved landscaping, and revised building appearance.

9.7 Landscaping

9.7.1 The application includes hard and soft landscaping proposals with the plans having been amended since originally submitted.

9.7.2 Soft Landscaping includes the existing trees which are to be retained and protected as per Arboricultural Impact Assessment (AIA) and the amendments include *'significantly enhanced landscaping and tree planting in this area to screen the Phase 1 Unit car park'* together with *'significant visual amenity and landscape outlook benefit for in excess of 30 properties close to the north eastern site boundary'*.

9.7.3 The proposals have been considered by the Council's Arboriculturist who initially advised that the tree works schedule identifies trees to be removed to facilitate development, including woodland TPO trees within G19 (Alder 30 stems CAT C), G22 (mixed broadleaf woodland) Cat B, G42 (Mix of part protected oak and willow CAT B) and G28A (mixed broadleaf trees CAT B). There are other tree groups of non-protected trees to be removed as well as 14 individual specimen trees.

9.7.4 The mitigation plan identified over 400 individual trees of mixed broadleaf species to be planted within the site as well as 334 meters of deciduous native hedging resulting in a net gain of trees and hedging within the development. Sections of TPO woodland

are to be retained during development, predominantly on the western boundary within W1 of TPO 2010 No 2. To clarify 516 trees are to be planted.

9.7.5 Given the amount of proposed planting and the retention of protected woodland as identified on the proposal, the Arboriculturist has no objections in this instance to the removal of trees, including CAT B and C TPO trees, given the significant net gain of trees and hedges identified on the application. However, a condition should be imposed to ensure that protective fencing for trees identified for retention is erected in accordance Figure 2 of BS 5837 – 2012. The recommended condition requires that 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 construction traffic is removed from site.

9.7.6 The Landscaping plans have also been considered by GMEU who advise the following:

'Soft Landscaping – planting specification

- *I am content with the Ecological Design Strategy as discussed under 07/2021/00928/DIS, however I would recommend adjustment to the planting specifications. I attach an annotated plan which shows species that are not locally native and replaced. I also attach a document which details suitable planting species for Lancashire County and its landscape character areas. This may be useful in order that the applicant's team can find substitutions.*
- *I note that some of the tree species are ornamental and may be planted within the built form of the industrial units. However, the trees field maple (*Acer campestre*) and Scots pine (*Pinus sylvestris*) should not be used within the woodland or ecological enhancement area.*
- *The wetland species under 'native reeds' (*Scirpiodes holoschoenus*) should not be used as it is extremely rare in UK only found within Devon and the coast of South Wales. It could be replaced with *Eleocharis palustris* (common spikerush) which has a similar form and habitat along with being much more widespread.*
- *Subject to adjustments a notwithstanding **condition** is recommended to secure the landscape scheme.*

Landscape & Ecological Management Plan

- *I am satisfied with the content of this Plan, it should be subject to a **condition** on any approval.*
- *The Planning Authority should ensure that they secure a satisfactory **condition/obligation** for the transfer of the management regime to an appropriate estate management team and successor in title, who will be tied to the plans that have been provided within this submission.'*

9.7.7 As part of the amendments, the Landscaping Plans include additional landscaping in certain areas and therefore the Arboriculturist and GMEU were both reconsulted. However, GMEU did not provide a further response.

9.7.8 The Arboriculturist re-iterated that the removal of trees is mitigated by an increase in planting since the primary outline application and increases biodiversity in the immediate area. However, conditions will be required to ensure that protective fencing is erected in accordance Figure 2 of BS 5837 – 2012 comprising a metal framework. Vertical tubes should 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.

9.7.9 It must be noted that condition 16 of the outline approval required the submission of the Arboricultural Impact and Assessment and Arboricultural Method Statement which includes the details of the tree protection measures so there is no need to impose a further condition.

9.8 Residential Amenity

9.8.1 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.

9.8.2 A number of objections have been received in respect of the scale of the proposal including issues with the excessive height of the building which will be seen from the Bispham Avenue and surrounding residential streets. Residents also considered that the proposed building is higher than the Waste Technology plant building and will be nearer to residential properties. As a result, the development of this size/height will be significantly overbearing, will cause overshadowing and harm to the residents across from the River Lostock.

9.8.3 Whilst the proposed building is of substantial scale, the outline proposals included a building of up to 30m in height, albeit at a greater distance from neighbouring residential properties. A building heights plan submitted at outline stage, broadly indicated the suitable areas for larger buildings with a height of up to 30m proposed. 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 and was considered acceptable.

9.8.4 With this RM application the scheme proposes 1 large scale building of 22m in height which is comparable with the parameters approved under the outline permission. The building is located to the west of the existing Waste Technology Plant between it and the river Lostock.

9.8.5 At its closest point is the south-western corner of the building is 50m from the nearest property at 87 Bispham Avenue. As originally submitted, it would have been 32m from this property. Although it is the corner of the building that it is closest to residential properties, it would undoubtedly cause an impact in terms of appearing overbearing due to its proximity. As a result of these concerns and those raised by residents, the building has been moved eastwards and the northern elevation reduced closest to residential properties.

9.8.6 Significant additional planting is also to be provided to the buffer between the building and the river Lostock to enhance the existing landscaping along the river Lostock. Whilst this will not entirely obscure the view of the proposed building, it will soften its appearance and builds on what is already there. This also has the advantage of providing additional biodiversity net gain.

9.8.7 Residents have objected to the proposals in terms of impact on their residential amenity, as reported in the 'Summary of Publicity' section of this report. In terms of the main points of objection, these are considered more fully in the following sections of this report.

9.9 Noise and Disturbance

9.9.1 In line with the requirements of Conditions 13 and 15 (duplicated in error), a Noise Impact Assessment report has been submitted as part of this RM application. The report advises that the assessment has been based on the following assumptions:

- The site will operate for the whole 24-hour period;
- Each event includes the HGV arriving and leaving;
- All the visits would be for loading/unloading purposes; and,
- All of the above operations happen during each of the deliveries/collections to the site, as a worst-case.

9.9.2 The report 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, break-out noise, proposed fixed plant noise sources, car parking and development generated road traffic on the proposed access road.'*

9.9.3 Initially, a consultant Environmental Health Officer considered the document and advised that it had been conducted by the competent company BWB in the report referenced MCA2094-04. The report concluded that the additional structure in the context of the local environment is 'low impact' and the consultant EHO considered this has been correctly assessed in accordance with British Standard (BS) 4142:2014+A1:2019. With appropriate conditions in place to secure noise mitigation measures, the EHO considered that the development was acceptable in terms of noise and disturbance.

9.9.4 However, a further response was then received from another EHO who raised some concerns, as follows:

The car park assessment has been based on 160 events in any hour, with the report identifying that the majority of movements will occur at the beginning and end of each day. The car park facilitates 573 car park spaces with additional motorbike parking. The figure of 160 is therefore considered to under representative of the actual use of the site and therefore the assessment is not considered to be acceptable.

The assessment of HGV movements and loading/unloading operations has also been undertaken. Night-time hourly movements have been divided by four to fit the 15minute averaging time. However, with a 46minute unloading/loading operation these times would overlap, and this is not considered to be a robust approach to the assessment. The assessment has also been based on previously obtained traffic movements presumably for the whole site undertaken at the outline stage as no further transport assessment has been submitted and may therefore be inaccurate given the above comments. The sound levels used for loading / unloading appear low, some further information on these levels would be appreciated.

Details of external plant are currently unknown and as such a design sound level figure has been identified. However, this has been set to achieve the background sound level at the nearest property in line with BS4142:2014 methodology. The Council's standard criteria is 10dB the background level. As such the proposed design criteria is considered to be unacceptable.'

9.9.5 The EHO concluded that additional work was required to the noise assessment. As a result, an addendum to the noise report was submitted following further sensitivity testing and proposals for additional noise mitigation measures, including a 2.5m high acoustic fencing along the north of the car park and adjacent to the access road. The addendum clarifies the number of vehicle movements associated with the staff car park and the effect of the location of proposed plant, with the applicant advising: *'the addendum assumes double the number of peak trips to/from the car park (increased from 160 to 320 movements) than would be expected for a development of this nature and clarifies the operational effects. The increased trip rates are highly unlikely in reality and therefore present a highly robust assessment scenario which still shows there will be no unacceptable effects. Notwithstanding the proposals, as submitted, are entirely acceptable, the applicant has introduced additional noise mitigation including:*

- *Landscaped bund along the western boundary of the site;*
- *Strip of additional landscaping close to the north west corner of the proposed unit;*
- *Acoustic fence, with planting, along the southern extent of the northern access road;*
- *Acoustic fence along the western boundary of the car park; and*

- *Acoustic fence along the western section of the northern extent of the service yard. These measures further enhance the already acceptable acoustic mitigation as originally submitted, and the Note confirms there is no unacceptable effects in noise terms.*

The addendum was further considered by Environmental Health who verbally responded, advising that the proposals would result in an 'adverse' impact on residents from site operation at weekends only, 2db above background during the day, but this is in line with the relevant guidance document and not to a 'significant' level and therefore EH do not object to the proposals in terms of noise.

9.10 Air Quality

9.10.1 An Air Quality Assessment SLR Ref: 410.05342.00006 Version No: Rev2 dated September 2020 was submitted at outline stage and considered by Environmental Health. Following discussion between the AQA consultant and Environmental Health, an Addendum Note and Emissions Assessment was also submitted. Condition 12 was imposed on the outline approval, as follows:

'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 with the approved documents.'

9.10.2 As part of this RM application, Environmental Health have raised concerns. They consider the proposals now divide the previously submitted outline into two phases, bringing forward the larger section of the site. This is significantly different to the outline application incorporating one very large distribution centre. They initially objected, stating that *"due to the potential air quality impact of the development we must at this time object to the application, until such time that a revised transport / air quality assessment has been undertaken"*. EH requested that LCC Highways review the TA and confirm the traffic flow figures. LCC Highways have confirmed that the transport assessment at outline stage considered a quantum of development not a specific number of trips and this RM proposal is within that approved quantum.

9.10.3 The applicant advises that Environmental Health have confirmed that if proposed vehicle movements associated with this Reserved Matters application are within the parameters assessed at Outline there is no requirement to assess air quality matters in any further detail. They have demonstrated above the vehicle movements are wholly within the parameters assessed at Outline stage and this has been confirmed by LCC Highways. Therefore, the applicant's view is that *'the only realistic conclusion is the Air Quality Assessment (including damage calculations and mitigation costs) agreed as part of the Outline planning permission remains entirely appropriate. Furthermore, it is materially beneficial that air quality mitigation proposed (through enhanced cycle links, and accessible ecological areas, for example) will be delivered as part of this Phase 1 Reserved Matters (i.e., early in the development) rather than trickle fed on a phase by phase basis or timed for full completion of the development. This means the benefits will be delivered early in the development process.'*

9.10.4 A further response was then received from Environmental Health advising that, further to the correspondence from LCC Highways, the development consists of a quantum of the outline development and the traffic flows are acceptable. Environmental Health now confirm the use of these flows is appropriate for the air quality assessment and this issue is therefore resolved.

9.10.5 However, Environmental Health did also comment in respect of mitigation, advising *"the emissions assessment has identified a damage cost of £183,423. It was concluded that mitigation options would be identified as part of the reserved matters. The submitted information refers to the provision of charging points, cycle storage and a travel plan with no indication of costs associated with these against the damage cost."*

There is also mention of the improved cycle track with some associated costs although it is understood that these improvements were required following consultation with the PROW team at LCC and not in relation to air quality. Therefore, we still require details on mitigation measures to be included within the scheme specifically linked to the air quality damage costs."

9.10.6 It must be noted that the Air Quality Assessment Addendum did include the costs associated with the provision of the mitigation measures ie. It concluded: *"mitigation to the value of between £242,535 - £309,055 is proposed to be included as part of commensurate mitigation for the Proposed Development. This range is dependent upon whether a 2m wide / 3m wide pathway improvement is provided, and whether it is to be constructed of gravel or DBM.*

The 'emissions assessment' undertaken, as presented in Section 3, has determined a 5-year total NOx and PM10 cost of £183,423. The SRBC Low Emissions and Air Quality Draft PAN references the purpose of the emissions assessment is used to determine "whether the mitigation proposals represent a balanced and proportionate level of mitigation compared to the harm that would be otherwise caused by site emissions".

On the basis that the minimum total cost of mitigation proposed is over and above the calculated emissions mitigation damage costs, the emissions associated with the Proposed Development are considered to be fully mitigated through those measures proposed. Therefore, no additional 'further mitigation' contribution is considered to be required."

9.10.7 The AQA and Addendum were fully considered and agreed with EH at outline stage and condition 12 was imposed on the outline consent requiring that the development is undertaken in accordance with those documents and neither of those documents suggest that further mitigation measures would be required at Reserved Matters stage. The AQA and Addendum set out mitigation measures that will be delivered and the applicant has provided further damage cost information which has been passed to EH. This includes:

- Public Rights of Way works – approximately £300,000;
- EV charging spaces (58 spaces) – approximately £186,000;
- EV charging infrastructure (to enable an additional 58 EV spaces) – approximately £9,000;
- Cycle parking (minimum 60 spaces within 6 covered stands) – approximately £30,000;
- Enhanced staff amenities including showers and changing areas – approximately £33,000.

9.10.8 The applicant is still awaiting Travel Plan monitoring costs but it is clear that these sums exceed the identified damage cost requirement. However, some of the mitigation measures outlined are standard policy requirements and should not be counted.

9.10.9 As it has been established that this RM application is entirely within the parameters set at Outline stage where the AQA and Addendum were accepted and conditioned, it must be concluded that the mitigation will off-set any potential Air Quality issues that may arise during both the construction and operational stages of the development.

9.11 Flood Risk

9.11.1 Flooding was one of the main causes of concern during consideration of the outline application, particularly due to its location adjacent the River Lostock. Neighbouring residents advised that the River Lostock has been breaking its banks more since Global Renewables water has been diverted into it. The effect of flooding on homes from this proposed development will be imminent as the surface run off already increases the river level to the lower level of gardens. The extra tarmac areas and lack of absorbing land have increased the surface run off to the river, each development increases the stress on the river and our homes are on the banks. Residents consider this application will only cause more catastrophic flooding.

9.11.2 At outline stage, the Environment Agency also had concerns in respect of flooding, particularly due to the culverted watercourse that crosses the site. There was a great deal of protracted discussion between the applicant and the EA and the issuing of the decision notice was delayed by some months. A position was reached where the EA was comfortable providing a number of conditions were imposed.

9.11.3 The LLFA also raised concerns and required conditions to be imposed on the outline approval. The relevant conditions were quite specific and required substantial detail to be submitted. The details for conditions 9, 10 and 34 have been submitted as part of discharge of conditions application 07/2021/01040/DIS. Conditions 11, 32 and 33 are to be addressed through the RM submission(s) and Condition 35 within a period of 3 months following completion of the proposed development.

9.11.4 However, the proposals have changed substantially since the outline planning approval was granted. The proposal now is to de-culvert the existing watercourse that runs through the site. The EA initially advised that the development would only be acceptable if new planning conditions are imposed, as follows:

'1. The development hereby permitted must not be commenced until such time as a detailed scheme for the de-culverting and diversion of Watercourse 1 (M6 to Stansfield Lane) has been submitted to, and approved in writing by, the local planning authority.

The scheme shall include full details of the proposed route, size, depth, morphological features, levels, crossings, planting, landscaping and method of construction of the new channel and culvert. The scheme shall be implemented and completed in full prior to the commencement of any development over or within 8 metres of the edge of the existing culverted watercourse and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

2. No development approved by this planning permission shall commence until such time as a hydraulic model which reflects the proposed development and de-culverting scheme on site, which includes a blockage scenario for the new section of culvert during the 1% AEP plus climate change allowance flood event, has been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented and completed in full prior to the commencement of any development over or within 8m of the edge of the existing culverted watercourse, and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

9.11.5 The applicant initially put forward two options for the watercourse diversion, highlighting one preferred option. The EA have no objection in principle to the preferred option but advised that the alternative option would not be acceptable. The preferred option proposes the de-culverting and diversion route of the main river (Watercourse 1) through the site, subject to detailed design being submitted alongside the full hydraulic model for review.

9.11.6 The EA had provided advice when the full detailed design had not yet been undertaken and therefore requested the conditions as outlined above. However, since their initial response, the hydraulic modelling has been submitted and reviewed by the EA. The EA are supportive of the new watercourse and the general principles are agreed. The applicant advises the following:

1. An open watercourse (de-culverting) is supported by the EA.
2. There are no in principle objections to the proposed new watercourse at Farington.
3. The open watercourse could create additional flood mitigation / storage, thereby reducing flood risk compared to the current culverted watercourse.
4. It is simply a case that in order to not require the planning conditions the EA need to be satisfied the model is accurate.
5. The model review is ongoing, and it is hoped the review (and sign off on the model) could be achieved in the next 3-4 weeks.

6. At that stage the EA will be able to confirm there are no additional conditions required.

9.11.7 The EA confirm that they agree that the first 5 points are accurate however, the final point about no additional conditions is something that cannot be confirmed at the moment, commenting:

"If the model is considered to be an accurate reflection of the flood risk on site post development, then it should show no increased risk to areas both on and off site and hopefully it will show an improvement to the overall flood risk. As we discussed, the remaining issues then are likely to be when/how the old culvert is sealed off and the new channel takes the flow of watercourse 1. My water quality, biodiversity and geomorphology colleagues will then need to have a view on how "complete" the new channel needs to be in terms of the proposed river bed structure and landscaping before the connection can be made. I will also need to check with land and water colleagues about whether or not any water quality monitoring is required at the point where the new channel discharges into the River Lostock. If we have no concerns, then there shouldn't need to be any additional conditions requested. If they do require additional reassurances, then these could be conditioned. It is possible that the reassurances they require regarding the new channel could form part of an addendum to the FRA which would be included in the planning documentation and form part of the suite of documents the developer must adhere to if the reserved matters application is granted. This would then mean that we wouldn't need to request additional conditions at reserved matters. I will also check with my permitting colleagues as these are issues that may be governed by the flood risk activity permit and do not need to be addressed through planning."

9.11.8 The applicant is keen to avoid the imposition of new conditions relating to the hydraulic modelling and de-culverting of the watercourse, not least as the ongoing modelling work will address these points. Additionally, Planning Practice Guidance is clear that RM consents should not be subject to the imposition of new pre-commencement conditions. In view of this, it is considered appropriate to recommend that, should members be minded to approve this application, the decision be delegated to the Director of Planning and Development in consultation with the Chair of Planning Committee upon the successful agreement on the technical details of the de-culverting of the watercourse with the Environment Agency.

9.11.9 In respect of the Outline planning conditions, the EA advise as follows:

9.11.10 Condition 32 - requires the submission of information as part of this Reserved Matters application. However, the applicant has now altered the proposal and the channel of Watercourse 1 will now be re-routed. Therefore, we consider that it is not necessary to provide ground level information at this stage, as levels around the new culvert and new open watercourse will be determined at detailed design stage. Determination of acceptable ground levels associated with the re-routed watercourse will be covered by the condition requested above.

9.11.11 Condition 33 also required the submission of information as part of the Reserved Matters application. The need for condition 33 related to the requirement to understand overland flow routes from the existing culvert during a blockage scenario. As the watercourse will now be diverted around the development site, the existing culvert will ultimately become redundant, so there is no longer a need to understand the impacts of a blockage in the existing culvert. However, there will be a need to consider blockage of the new section of culvert linking to the open channel and route of potential overland flows and this can be secured through the condition requested above.

9.11.12 In respect of Condition 34, should flood modelling of the proposed watercourse diversion reveal that compensatory storage will be required, this can be addressed through condition 34 and therefore it remains relevant.

9.11.13 In respect of Condition 35, as the proposed de-culverting and diversion would result in the abandonment of the existing culvert, a CCTV survey of the existing structure is no longer required. However, we would ask that the applicant surveys the culvert where the new connection is going to be made from the existing culvert to the new channel.

9.11.14 The EA also provide advice to the application on Environmental Permitting. The proposed development includes significant alterations to a designated main river. Under Environmental Permitting Regulations 2016 a permit will be required for this work. The applicant is strongly advised to ensure that any works on site do not start until such time a permit has been applied for and granted by the Environment Agency. This is a separate permission from the planning permission being sought for however the two are closely linked. For more information on Environmental Permits, the applicant should visit the EA's website: <https://www.gov.uk/guidance/flood-risk-activities-environmentalpermits>. This can be included on the decision notice as an informative note.

9.12 Ecology

9.12.1 A number of documents has been submitted as part of this Reserved Matters application relating to ecology. GMEU have considered the proposals and the following documents:

- Landscape and Ecology Management Plan (Urban Green, August 2021, issue no 01)
- Soft Landscaping Plans (five sheets – sheet 1 supporting planting specifications, Urban Green, dwg UG_35_LAN_SL_DRW_03 rev P05)
- Water vole Survey Report (Urban Green, May 2021 issue no 01)
- Updated Badger Walkover (Urban Green letter dated 12.8.2021) This contains confidential information

9.12.2 GMEU made the following comments:

***Badgers** - The updated survey found the presence of a badger sett, which will require closure to implement the approved outline and the RM details and therefore a licence will be required to be issued from Natural England.*

- *The outline details contained within the Report are adequate to indicate the approach to be adopted.*
- *I concur with the assessment and recommend that a **condition** requiring submission of evidence of the closure of the sett is provided to the LPA prior to the start on site including any enabling earthworks, vegetation clearance or soil strip.*
- *It should be noted that the survey is only valid for a limited period and if the sett has not been closed and/or works are not planned to commence until February 2022 then an updated survey will be necessary. This can be secured via a **condition** on the RM should it receive approval.*

9.12.3 The applicant responded to the points raised in respect of Badgers and initially advised they were progressing additional sett monitoring to confirm presence/absence of badgers. Following this, a letter was provided dated 12.11.2021 by Maisie McKenzie, Urban Green confirming that, at the current time no badger setts are present on the site and the identified sett has been closed appropriately.

9.12.4 GMEU confirmed this was sufficient but advised that there are still other conditional matters and practices associated with the site's outline permission. To emphasise this, a reminding note should be included on the decision notice to the effect; *the developer should be aware that if other evidence of badger digging/setts is observed or suspected at any stage then work should cease until advice has been sought and implemented from their consulting ecologists (Urban Green). Or, if greater than a year passes before commencement of works on the remainder of the site then updated surveys may be required to ensure that there is no inadvertent damage to any setts that badgers may try to re-establish on other parts of the site. Again, advisement from their consulting ecologist would be helpful to the developers in*

this instance. The CEMP associated with the site will detail Reasonable Avoidance Measures etc to cover this.”

Water Vole – GMEU consider the submitted survey is sufficient and together with the protection of the river corridor provided by the CEMP (biodiversity) and agree that no more work or conditions are necessary for this species.

9.13 Sustainability and Climate Change

9.13.1 The site is considered to be in a highly sustainable location and is well located in terms of access to the motorway network. It is linked to the A6, M65 and M6 with the main M6 / M65 junction is approximately 2 miles to the north west.

9.13.2 Leyland town centre is approximately 900m to the south east with the main settlement area to the south and south east. The site is just 5.4 miles south of Preston City Centre

9.13.3 An existing bus route on Centurion Way links the site to Leyland, Preston and other intermediated destinations. Further bus routes from Leyland town centre within walking distance. Leyland Railway station is 1.7m to the east

9.13.3 Additionally, the site is in an established commercial location with industrial and commercial uses to the north east and east on the Lancashire Waste Technology Park and Lancashire Business Park. To the north, beyond the adjacent Business Park, is the Leyland Trucks factory. Further commercial and industrial uses are to the south at the Tomlinson Road Industrial Estate and beyond is the Moss Side Industrial Estate.

9.13.4 In terms of the building itself, this will be constructed to BREEAM standards with the Supporting Statement advising: *“The development is founded on principles of seeking high quality design and creating a genuine sense of place, whilst promoting high levels of sustainability (through BREEAM ‘Very Good’ as a minimum and by maximising existing sustainable access opportunities). These core items link the various aspects of the scheme. Fundamentally the proposals are wholly in line with the indicative parameters secured through the outline planning permission. The submitted details secure a number of significant benefits above and beyond those envisaged in the outline application. For example, the delivery of a single large unit in the northern parcel (compared to three smaller units shown in the outline application) enables a shorter construction programme, more extensive boundary and tree planting and improved noise attenuation to the benefit of local residents. The Reserved Matters proposals also secure enhanced landscaping opportunities, greater levels of biodiversity net gain, improved flood risk and drainage management, and higher levels of sustainability (in seeking to achieve BREEAM ‘Very Good’ as a minimum)”*

9.13.5 It must be noted that Core Strategy Policy 27 requires ‘Excellent’ where possible in urban areas and conditions 27, 28 and 29 were imposed on the outline approval to ensure the development is registered, certified and reviewed to achieve the BREEAM accreditation. Condition 27 has been discharged under discharge of conditions application 07/2021/00935/DIS

9.13.6 Environmental Health commented on the scheme at outline stage in terms of impacts on climate change. They consider that, given the new design and single use of this part of the site, the provision of rain water harvesting, solar PV or ground source heat pumps would offer a greater business case for one occupant. Environmental Health considered that it is disappointing that none of these measures have been included within the design. Especially as the large roof area would be ideal for solar PV.

9.13.7 The applicant has considered the points raised by EH, advising that there is no policy basis for the EHO to request these items. Nevertheless, they have reviewed them and advise that: *“Fundamentally, we are already going above and beyond policy expectations by seeking pushing for BREEAM Excellent (we will achieve Very Good as per recent conditions*

details approvals). This includes the use of more sustainable materials and fittings, and other such items.

A highly sustainable development is proposed, and it should be noted we are also providing significant ecological enhancements, improved walking routes, upgraded public rights of way and part of the Leyland Loop, for example.”

9.14 Public Rights of Way/Cycleways

9.14.1 As part of the outline approval, the existing PROW's through the site are to be upgraded to cycleways and this was secured by condition 6 imposed on the outline permission. The existing footpath from the end of Mill Lane to Centurion Way will become a 3m wide shared footpath and cycleway. There will be a slight diversion to the PROW at the Mill Lane end and a further slight diversion at the Centurion Way end which will be carried out through a footpath diversion application under Section 257 of the Town & Country Planning Act.

9.14.2 The details of the footpath were subject to discharge of conditions application 07/2021/00935/DIS and has been discharged following confirmation for the PROW team at LCC that the details were acceptable.

9.15 Contaminated Land

9.15.1 Condition 14 required that full details of gas protection measures be submitted as part of the Reserved Matters application as the application site was subject to historic landfill tipping. Additionally, Condition 36 of the Outline approval required the submission of a Remediation Strategy, including gas protection measures. This has been submitted as part of a Discharge of Conditions application and also as part of this Reserved Matters application.

9.15.2 In respect of Gas Protection measures, the Remediation Strategy advises:
In order to mitigate the potential risk from hazardous ground gases/soil vapours, it is required that gas protection measures in accordance with Characteristic Situation 2 are incorporated into the development. The measures should also include a hydrocarbon vapour resistant barrier and shall be compliant with BS8485:2015 + A1:2019 with the office areas assessed as a type C building type requiring a minimum gas protection scope of 2.5 points and the warehouse areas assessed as a type D building type requiring a minimum gas protection scope of 1.5 points. [Table 4, BS8485:2015 + A1:2019].

In both building zones 2.5 gas protection points shall be provided by the provision of a cast in-situ ground-bearing floor slab (with only nominal mesh reinforcement), providing 0.5 points [Table 5, BS8485:2015 + A1:2019], plus a gas resistant membrane providing 2.0 points [Table 7, BS8485:2015 + A1:2019].

The gas resistant membrane shall be GP Titan Flex or similar product compliant with Table 7 of BS8485:2015 + A1:2019 and shall be fixed by an approved specialist in accordance with the manufacturer's details.

As required by BS8485, the construction shall be validated and reported in accordance with Ciria C735.

On completion of the earthworks, it is recommended that 600mm of clean cover is placed in landscaped areas in order to isolate the potential contaminants in the underlying made ground.

9.15.3 Both the Environment Agency and Environmental Health have considered the Remediation Strategy. The Environment Agency confirm that parts 1-3 of condition 36 imposed on the outline approval can be discharged but require the verification report upon completion of the site remediation works to satisfy part 4 of this condition. This is subject to a separate Discharge of Condition application.

9.15.4 Environmental Health have reviewed the remedial plan and related it to the proposed acceptable levels of contaminants as set out in the original ground investigation reports for this site and consider that the detailed remediation, and site investigation summary

document is appropriate, up to date and suitable for the proposed end use of this development.

9.15.5 Environmental Health also expect a suitable detailed Validation Plan for soils and Verification Plan for proprietary gas protection measures, as suggested in the remediation strategy, to be supplied detailing all the actions taken, with in addition suitable summative reporting from specialist verification reports regarding the gas protection and soils replacement (Materials Management plan). These reports will need to be submitted and approved prior to the installation of these elements of the development.

9.15.6 Therefore, the proposal is considered acceptable in terms of land contamination and once complete, the Verification Report will need to be submitted and agreed by both the EA and EH. Once verified, this will provide assurances that the contamination of the site has been address to such an extent as to ensure there will be no impacts on future employees of the site or surrounding residential properties.

10. Employment

10.1 Policy 15 seeks to improve skills and economic inclusion for borough and the proposed development is for an employment generating use with the proposal providing for circa 1000 job opportunities.

10.2 Condition 30 was imposed on the outline approval requiring that an Employment and Skills Training Plan, tailored to the development, is submitted as part of the RM application. The Employment and Skills Training Plan has been considered by Calico/CStep who advise the Council on such matters. They initially advised that that the submitted employment and skills plan did not include a measurable commitment. They also advised that South Ribble Council have National Skills Academy for Construction (NSAfC) accreditation and use NSAfC KPIs and benchmarks to measure and monitor employment and skills commitments on both residential and commercial developments that meet the threshold for an Employment & Skills Plan. The NSAfC benchmarks are project specific and have been developed in collaboration with the construction industry to ensure that they are relevant, proportionate and importantly with KPIs that are measurable.

10.3 Following submission of an updated Employment and Skills plan, a further response was received with the view that it is clear that the applicant is working towards making a positive local impact and provides for a *“clear and inclusive commitment to work experience that reaches out to young people and those harder to reach individuals, along with a broader scope regarding career options within the industry.*

In respect of apprenticeships the applicant refers to working closely with the colleges to support apprentices. However, apprentices are usually already employed and attend college on day release, therefore would the applicant consider making a commitment to a group educational site visit for these individuals? Additionally, will the applicant make a firm commitment to creating any apprenticeship positions either directly or through their supply chain on this development? In respect of any concerns regarding the build timescale, I have attached for reference information relating to the shared apprenticeship scheme which can be utilised for situations whereby employment continuity may be a concern.

In respect of upskilling, the applicant offers internal training opportunities and the option for apprentices or full time students to benefit from this training which is great. However, we would be looking for the applicant to work with their supply chain too in order to identify skills gaps through the completion of a site training plan enabling individuals to be upskilled with both accredited and non-accredited training. Support is available for this if required.

Finally, it would be great to have a positive case study from the development that showcases the impact the applicant has made during the build process.”

10.4 In response, email correspondence took place and the applicant provided a further updated Employment Skills Training Plan which offers firmer commitments in line with the requirements with Calico/CStep confirming the shared apprenticeship scheme lends itself to

short term construction opportunities and helps by ensuring local apprentices are not displaced once a development is complete and the contractors move on. The Plan advises that the applicants will *“offer 5 apprenticeships or work placements for the duration of the contract. We will aim to recruit these through local colleges with the support of CSTEP. The apprenticeships can be in a range of different site roles and if we are unable to offer these directly we will work with our supply chain to seek to maximise placement and apprenticeship opportunities. We will write into our supply chain orders that they need to assist us with offering the apprenticeship/work placements “*

10.5 Ultimately the applicants are committing to a range of measures and are looking to implement these measures almost immediately subject to Reserved Matters consent. Therefore, it is considered that the proposals meeting the requirements of Policy 15 in the Central Lancashire Core Strategy.

11. Conclusion

11.1 This Reserved Matter application provides details of the scale, layout, appearance and landscaping for a large storage and distribution warehouse within Use Class B8. A number of objections have been received to the application and this report has duly considered the points of objection and amendments have been made to the proposal to address some of those objections.

11.2 Whilst it is recognised that the proposed building is substantial in scale, this is to accommodate the intended end use. It must be recognised that it is on an allocated employment site in a highly sustainable location where such uses are promoted. The benefits of the scheme in terms of re-using a brownfield site; clearing the existing contaminated land; substantial tree planting and landscaping; substantial ecological enhancement, which includes a de-culverted and diverting a watercourse, sustainable drainage, and significant new ecologically diverse landscaping; employment opportunities; and the upgrading of the PROW to a combined footpath/cycleway with macadam finish are considered to outweigh the impact on residential amenity.

11.3 The proposal is consistent with the aims of Policy E1 to ensure local job opportunities, providing the creation of upwards of 1,000 job roles. On that basis and on balance, the application is recommended for approval subject to the imposition of conditions with the decision to be delegated to the Director of Planning and Development in consultation with the Chair of Planning Committee on the successful agreement on the technical details of the de-culverting of the watercourse with the Environment Agency.

12. RECOMMENDATION:

11.1 Members be minded to approve the application with the decision being delegated to the Director of Planning and Development in consultation with the Chair of Planning Committee upon the successful agreement on the technical details of the de-culverting of the watercourse with the Environment Agency.

13. RECOMMENDED CONDITIONS:

1. The development hereby approved shall be begun either before the expiration of 5 years from the date of the outline permission, or before the expiration of 2 years from the date of the permission herein.
REASON: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans:
Unit 1 Proposed Site Plan 2164 - 2002 Rev P05
Unit 1 Building Plan 2164 - 2003 Rev P01

Unit 1 Building Elevations 2164 - 2004 Rev P02
 Unit 1 Roof Plan 2164 - 2005 Rev P01
 Plant Store 2164 - 2006
 Cycle Store Details 2164 - 2007
 Fencing Details 2164 - 2008 Rev P02
 Bin Store Details 2164 - 2009
 External Materials 2164 - 2010 Rev P01
 Site Levels 2164 - 2011 Rev P01
 Footpath Plan 2164 - 2012
 Gatehouse Plans & Elevations 2164 - 2013
 Site Sections 2164 - 2014 Rev P02
 Ecological Enhancements Plan UG35_ECO_EEP_01 Rev P03
 Hard Landscape Plan UG35_LAN_HL_DRW_02 Rev P05
 Soft Landscape Plan Sheet 1 of 5 UG35_LAN_SL_DRW_03 Rev P08
 Soft Landscape Plan Sheet 2 of 5 UG35_LAN_SL_DRW_04 Rev P07
 Soft Landscape Plan Sheet 3 of 5 UG35_LAN_SL_DRW_05 Rev P07
 Soft Landscape Plan Sheet 4 of 5 UG35_LAN_SL_DRW_06 Rev P08
 Soft Landscape Plan Sheet 5 of 5 UG35_LAN_SL_DRW_07 Rev P07
 REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. The development hereby approved shall be carried out fully in accordance with the Landscape and Ecology Management Plan by Urban Green dated August 2021. On completion of the development, details of the management company/estate management team responsible for the on-going management and maintenance of the Landscaping shall be submitted to the Local Planning Authority.
 REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan
4. The development hereby approved shall be carried out fully in accordance with the Arboricultural Impact Assessment and Arboricultural method Strategy by Urban Green dated August 2021. Particularly, the protective fencing shall be erected in accordance with Figure 2 of BS 5837-2012 and shall remain in place until completion of all site works and only removed once all construction traffic is removed from site.
 REASON: To protect trees from damage during construction in accordance with BS 5837 2012
5. Any trees or plants which within a period of 5 years from the completion of the development die or are removed or become significantly damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
 REASON: In the interests of the amenity and appearance of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G13 in the South Ribble Local Plan

14. RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

- 2 Infrastructure
- 3 Travel
- 9 Economic Growth and Employment
- 10 Employment Premises and Sites
- 15 Skills and Economic Inclusion
- 16 Heritage Assets

17	Design of New Buildings
21	Landscape Character Areas
22	Biodiversity and Geodiversity
27	Sustainable Resources and New Developments
29	Water Management
30	Air Quality

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

Informative Notes:

1. The developer should be aware that if other evidence of badger digging/setts is observed or suspected at any stage then work should cease until advice has been sought and implemented from their consulting ecologists (Urban Green). Or, if greater than a year passes before commencement of works on the remainder of the site then updated surveys may be required to ensure that there is no inadvertent damage to any setts that badgers may try to re-establish on other parts of the site. Again, advisement from their consulting ecologist would be helpful to the developers in this instance. The CEMP associated with the site will detail Reasonable Avoidance Measures etc to cover this.

2. The proposed development includes significant alterations to a designated main river. Under Environmental Permitting Regulations 2016 a permit will be required for this work. The applicant is strongly advised to ensure that any works on site do not start until such time a permit has been applied for and granted by the Environment Agency. This is a separate permission from the planning permission being sought for however the two are closely linked. For more information on Environmental Permits, the applicant should visit the EA's website: <https://www.gov.uk/guidance/flood-risk-activities-environmentalpermits>

3. If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Water supply

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we 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.

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

United Utilities' property, assets and infrastructure

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

Wastewater assets – 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.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>.

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further. For any further information regarding Developer Services, including application forms, guides to our services and contact details, please visit our website at <http://www.unitedutilities.com/builders-developers.aspx>